

B.R. 30000

PRIVATE AND NOT
FOR PUBLICATION

BRITISH RAILWAYS

LONDON MIDLAND REGION

Sectional Appendix to Working Timetable
and books of Rules and Regulations

CENTRAL LINES

MANCHESTER

1st OCTOBER, 1960

BY ORDER
of the
GENERAL MANAGER

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Employees supplied with this book must make themselves acquainted with and will be held responsible for the observance of all instructions contained therein so far as they concern them.

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STANDARD SPEED RESTRICTIONS.

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

Trains must not exceed the speeds set out below :—

	<i>Speed m.p.h.</i>
1. On double lines when passing through junctions between parallel lines or through crossover roads, or when entering or leaving slow, goods, loop, platform or bay lines, except where otherwise shown in Table "A" ..	15
2. On single lines when passing through loop connections, and passing from double line to single line and vice versa, except where otherwise shown in Table "A" ..	15
3. When receiving, delivering or exchanging Train Staff or Electric Token by hand ..	10
4. When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus, except where otherwise shown ..	15
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Except where otherwise shown, **passenger trains** when running on goods lines must not exceed a speed of **20 m.p.h.** at any point.

"Mixed" trains must not exceed a speed of **25 m.p.h.**

Special Express Passenger Trains (Troop trains) as referred to in the Loads of Passenger Trains booklet must not exceed a speed of **60 m.p.h.**

Working of locomotives with tender leading. Tender locomotives must not exceed a speed of **45 m.p.h.** when running with the tender leading, either when attached to a train or when running light.

Maximum permissible speed of freight trains—Drivers of freight trains when running late must endeavour to make up time providing all speed restrictions are strictly complied with and the maximum permissible speeds as shown below or for the section of line concerned, are not exceeded :—

<i>Classification</i>	<i>Description</i>	<i>Maximum permissible speed</i>
		m.p.h.
C.	Express freight or empty wagon	55
D.	Express freight or empty wagon	50
E.	Express freight or empty wagon	45
F.	Express freight or empty wagon	40
H.	Through freight or empty wagon	35
J.	Mineral or empty wagon	30
K.	Mineral or freight	30

Inter-city (CONDOR) Express Freight trains, signalled by the block bell code, 1-3-1, are authorised to run at a maximum speed of **75 miles per hour**, provided all speed restrictions are strictly complied with.

SPEED OF LOCOMOTIVES RUNNING LIGHT.

Locomotives when running light, must not exceed the maximum speeds set out below :—

Diesel and electric main line locomotives	65 m.p.h.
Passenger and M.T. Tender Locomotives (Chimney leading)	55 m.p.h.
Passenger and M.T. Tender Locomotives (Tender leading)	45 m.p.h.
Passenger and M.T. Tank Locomotives	45 m.p.h.
Freight Tender Locomotives	35 m.p.h.
Freight Tank Locomotives	20 m.p.h.

Notes—(1) Where a lesser speed than mentioned above is laid down in Table "A", in the Weekly Programme of Engineering Operations, or for a particular type of locomotive, such speed restrictions must be complied with.

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

STANDARD CODE OF ENGINE WHISTLES

The following code of engine whistles applies at all stations, junctions and sidings not otherwise specially provided for in Table "A", or in the Local Code of Engine Whistles shown in Table "E".

In order to avoid annoyance to passengers at stations and residents in the neighbourhood of the railway, Drivers are requested not to make more frequent use of the engine whistles than is absolutely necessary to ensure safe and efficient working in compliance with the Rules and Regulations.

Note.—The term "Slow Line" includes Relief line.

Description	Whistles
*Main or Fast Lines	1 long.
*Line next to Main Line (Slow or Goods)	2 long.
*Line next to Slow or Goods	3 long.

(One additional long whistle to be given for each additional line farther away from Main Line.)

**These codes to be given when approaching signals at Danger or when necessary to indicate when ready to proceed on same line.*

Approaching geographical junctions and requiring to proceed through junction :—

†On Main Line and requiring to proceed to left	1 long, 1 short.
†On Main Line and requiring to proceed to right	1 long, 2 short.
†On Slow or Goods Line and requiring to proceed to left	2 long, 1 short.
†On Slow or Goods Line and requiring to proceed to right	2 long, 2 short.

†These codes to be given at signal box in rear of the box controlling the junction, unless otherwise shown in Table "A", but do not apply on the Southern Region.

To or from Goods Line or Slow Line or Loop and Main Line	5 short.
To cross from Main to Main	4 short.
To or from Bay or Platform Lines	1 crow, 1 long.
Down Main or Fast, Slow or Goods or Loop to Down Sidings	1 crow.
Down Main or Fast, Slow or Goods or Loop to Up Sidings	2 short, pause, 3 short.
Up Main or Fast, Slow or Goods or Loop to Up Sidings	3 short, pause, 1 short.
Up Main or Fast, Slow or Goods or Loop to Down Sidings	3 short, pause, 2 short.
Up Sidings to Down Sidings or vice versa	3 short, pause, 3 short.
Train ready to leave Sidings	2 short, pause, 1 short.
Shunt from Sidings to Main Line	2 short, pause, 2 short.
To or from Loco.	2 short.
Express trains requiring fresh engine at next stopping place	3 crows.
†Fire on line side	1 crow, 1 long, 1 crow.

†To be repeated when passing next Permanent Way Men, Station, Signal Box or Crossing Keeper's Hut.

Engine requiring water	1 long, 3 short.
To indicate light engine is clear of points which require to be turned	1 short.
To indicate that train or light engine has been shunted clear of points leading from one running line to another (Rule 69)	1 crow, 1 short.
To indicate that train or light engine has been shunted clear of all running lines (Rule 69)	3 short.
Before starting train assisted by engine in rear (Rule 133(c))	2 crows.

TABLE "A"

LIST OF SIGNAL BOXES, RUNNING LINES, Etc.

Direction in which information is shown—Down (unless otherwise stated)

Explanation of References

Passenger Line (Absolute Block unless otherwise shown) —●——●—

Goods Line (Permissive Block unless otherwise shown) —●.....●—

Passenger Line signalled in both directions (No Token) —●←→●—

Goods Line signalled in both directions (No Token) —●←→→●—

"A" —Absolute Block on Goods Line

"P" —Permissive Block on Platform Line for Passenger Trains

"PF" —Permissive Block on Passenger Line for Freight Trains

"NB" —"No Block"

UPL —Up Passenger Loop

UGL —Up Goods Loop

DPL —Down Passenger Loop

DGL —Down Goods Loop

CL —Crossing Loop

URS —Up Refuge Siding

DRS —Down Refuge Siding

E & V—Engine and Brake van

C —Run-back catch points

CW —Run-back catch points controlled from signal box

S —Spring trailing points

U —Unworked trailing points

IBS —Intermediate Block Section Signal

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate BlockPosts)	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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
<div>Left hand—Fast Right hand—Slow</div> <div><div></div><div></div></div>	MANCHESTER (VICTORIA)															
	MANCHESTER (VICTORIA) EAST JUNCTION TO HEBDEN BRIDGE STATION							75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
	Manchester (Victoria) East Junction (See page 44 for Liverpool line) (See page 103 for Newtown No. 1 line)	—	—	●	●			10	10	Through junction to and from Footbridge box Between Victoria East and West Junctions, except on through lines						
								15	15							
	Footbridge	—	581	●	●				25	From Footbridge box to Ordall Lane except where otherwise shown	No. 2		and Salford Station boxes			
								10	10	Through connections in up and down fast lines to and from Nos. 12, 13, and 14 platforms			at Victoria West Junction			
								10	15	From up through to No. 3 platform at East end of Exchange Station						
									10	10	Through all slip connections					

Between Manchester (Victoria) East Junction and Newton Heath Junction											
<div> <div>Between Manchester (Victoria) East Junction and Newton Heath Junction</div> <div> <div>•</div> <div>•</div> <div>•</div> <div>•</div> <div>•</div> <div>•</div> <div>•</div> <div>•</div> </div> </div>	Cheetham Hill Junction (See page 15 for Queens Road line)	—	819	•	•			45	Between Footbridge and Newton Heath Junction boxes—down fast and slow lines—except where otherwise shown		
	Smedley Viaduct (See page 109 for Irk Valley line)	—	504	•	•			35	Through junction to Queens Road		
	Newton Heath Monsall Lane	—	1273	•	•				C. Down fast, 440 yards before reaching home signals	151	
	Thorpes Bridge Jn. (Signals slow lines only) (See pages 16 and 30 for Rochdale line via Oldham)	—	923	•	•				C. Down slow, 397 yards before reaching home signals	151	
	Newton Heath Jn.	—	618	•	•	•		15	Through junction to Irk Valley		
	Moston Colliery	—	577			•			C. Down fast, 550 yards before reaching home signals	63	
	Moston Junction Station	—	1257			•			C. Down slow, 550 yards before reaching home signals	63	
							NB ↓	25	Through junction on slow line to Oldham		
								25	Through junction on slow line to Miles Platting		
								25	Through junction with the connecting line in any direction		
									C. Down fast, 988 yards before reaching home signals	63	
								25	Through junction to and from slow lines		
								45	Between Newton Heath Junction and Footbridge boxes—up fast and slow lines, except where otherwise shown		
								45	Between Newton Heath Junction and Moston Colliery boxes		
									CW. Down line, 417 yards before reaching starting signal	155	1L3S
								45	Between Moston Colliery and Newton Heath Junction boxes		Water at Middleton Jn. West

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	MANCHESTER (VICTORIA)																
•	Middleton Jn. Vitriol Works	1	243	• PF	•				5	C. Down main, 910 yards before reaching home signal Leaving slow line	159						
•	West (See page 19 for Oldham Werneth line)	—	702	•	•			4	4	Entering or leaving Werneth and down through siding or carriage siding at West box							
								5	5	Entering slow line							
								15	20	Over slow line Through junction to Oldham							
•	East (See page 20 for Middleton line)	—	145	•	•					CW. Down main, 421 yards before reaching starting signal Through junction to Middleton	152						
								15									
•	Mills Hill (Down I.B.S. No. 1 1270 yards from Mills Hill box. Down I.B.S. No. 2, 1 m. 558 yards from Mills Hill box Up I.B.S. 1 m. 261 yards from Castleton South Junction box)	—	905	•	•					C. Down main, 666 yards before reaching No. 1 I.B.S. C. Down main, 696 yards before reaching No. 2 I.B.S.	152 152			1L3S		1L3S	Water at Vitriol Works Water at Castleton East Junction

[illegible]

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	MANCHESTER (VICTORIA)			EAST JUNCTION TO		HEBDEN BRIDGE STATION		(N.E. REGION)— <i>cont'd.</i>									
•	Smithy Bridge Clegg Hall	1	571	•	•												
•	Station	—	954	•	•												
•	Littleborough Station	—	1730	•	•	UPL	27									1L3S	Water at Smithy Bridge Clegg Hall
•	Summit West	1	160	•	•											1S1C 2S1C	Next stop Rochdale Next stop beyond Rochdale } Freight trains
•	Walsden Summit East	2	404					65		Round curves between 16½ and 17 mile posts C. Up line, 445 yards before reaching home signal	182						
•	Station	—	1262			URS (Down side)	62	65		Round curves between 17 and 16½ mile posts							
•	Todmorden West	1	351					70		Round curves between 18½ and 19½ mile posts							

<div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> </div>	East Junction (See page 25) for Rose Grove Gannow Jn. line)	—	628	<div> <div>●</div> <div>PF</div> <div>●</div> </div>	<div> <div>●</div> <div>●</div> </div>		15	5	Through junction to Stansfield Hall Leaving slow line Over the fork line	Hall					
	Hall Royd Jn. (See page 25) (Down I.B.S. 1,478 yards from Hall Royd Junction box (Up I.B.S. 1,219 yards from Hall Royd Junction box))	—	474	<div> <div>●</div> <div>●</div> </div>	<div> <div>●</div> <div>●</div> </div>			20	C. Up main, 830 yards before reaching home sig- nal 5 20 20 65 Entering slow line Over slow line Through junction to Stansfield Hall Round curves between 19½ and 18¾ mile posts	182					
	Eastwood	1	1318	<div> <div>●</div> <div>1st</div> <div>●</div> </div> <div> <div>●</div> <div>2nd</div> <div>●</div> </div>	<div> <div>●</div> <div>●</div> </div>			45	C. Up main, 880 yards before reaching I.B.S. signal C. Up main, 652 yards before reaching home sig- nal Between Eastwood box and Hebden Bridge Station 22½ to 22¼ mile posts	182					
	Dover Bridge (Up I.B.S. 820 yards from Hebden Bridge Station box)	—	1172	<div> <div>●</div> <div>●</div> </div>	<div> <div>●</div> <div>●</div> </div>				C. Up main, 1,639 yards before reaching home sig- nal	109					
	Hebden Bridge Station (N.E. Region)	1	1089	<div> <div>●</div> <div>PF</div> <div>—</div> </div>	<div> <div>●</div> <div>PF</div> <div>—</div> </div>	URS	47	45 20	Between Hebden Bridge Station and Eastwood box 22½ to 22¼ mile posts Over slow lines					IS1C	Freight trains requir- ing bank engine from Stansfield Hall
MANCHESTER (VICTORIA) CHEETHAM HILL JUNCTION TO QUEENS ROAD															
<div> <div>●</div> <div>●</div> </div>	CHEETHAM HILL JN. TO Manchester (Victoria)	—	—	<div> <div>●</div> <div>●</div> </div>	<div> <div>●</div> <div>●</div> </div>			40	40	MAXIMUM PERMISSIBLE SPEED					
	Cheetham Hill Jn. (See page 11)	—	—	<div> <div>●</div> <div>●</div> </div>	<div> <div>●</div> <div>●</div> </div>				35	Through junction from Queens Road					
	Queens Road (See page 103)	—	581	<div> <div>●</div> <div>●</div> </div>	<div> <div>●</div> <div>●</div> </div>			25	C.W. Down main, 368 yards before reaching home signal Through junction	66					

MIDDLETON JUNCTION, WEST JUNCTION TO OLDHAM (WERNETH) STATION.

MIDDLETON JUNCTION, WEST JN. TO OLDHAM (WERNETH) STATION

Middleton Jn.
West Junction
(See page 12)

Chadderton
Junction
See below
for Chadder-
ton Goods
Yard line)

Oldham
(Werneth)
Station
(See page 17)

45

45

MAXIMUM PERMISSIBLE SPEED

CW. Down line, 136 yards
before reaching starting
signal

144

CW. Down line, 213 yards
before reaching Chadder-
ton Jn. home signal
(Sidings Points)

144

4

Leaving Werneth branch to
or carriage siding

up slow, up and down through sidings

15

Through junction

15

Through junction

20

C. Down line, 760 yards
before reaching home
1 signal

27

C. Down line, 1619 yards
before reaching home
signal

27

Through junction

MIDDLETON JUNCTION, CHADDERTON JUNCTION TO CHADDERTON GOODS YARD (SINGLE GOODS LINE)

CHADDERTON JUNCTION TO CHADDERTON GOODS YARD

Middleton Jn.
Chadderton
Junction
(See above)

Chadderton
Goods Yard

15

15

MAXIMUM PERMISSIBLE SPEED

15

Through junction

1097

Staff

[illegible]

CASTLETON SOUTH JUNCTION TO BOLTON (T. ST.) EAST JUNCTION (INCLUDING CASTLETON EAST TO NORTH AND BOLTON (ROSE HILL) TO BURNDEN JN.)

CASTLETON EAST JUNCTION TO NORTH JUNCTION				20	20	MAXIMUM PERMISSIBLE SPEED				
CASTLETON SOUTH JUNCTION TO NORTH JUNCTION				20	20	MAXIMUM PERMISSIBLE SPEED				
CASTLETON NORTH JUNCTION TO BOLTON				75	75	MAXIMUM PERMISSIBLE SPEED				
ROSE HILL JUNCTION TO BURNDEN JUNCTION				20	20	MAXIMUM PERMISSIBLE SPEED				
• Castleton East Junction (See page 13)	—	—	•		20	Through junction				
• North Jn. ..	—	624	•		20	Through junction				
• Castleton South Junction (See page 13 for Hebden Bridge line)	—	—			20	Through junction				
• North Jn. ..	—	516								
				20	20	CW. Up line, 370 yards before reaching South Jn. home signal Through junction to and from South Junction	134			
• Heywood Station ..	—	1400		30	30	Over curves between West end of Station and box $9\frac{1}{4}$ to $9\frac{1}{2}$ mile posts				
• Broadfield Station (Up I.B.S. 1634 yards from Heap Bridge Jn. box)	—	1595				C. Up line, 1042 yards before reaching home signal	85	1S2C		Trains right away through Bury (K. St.) for Bolton direction
								4S1C		Trains right away through Bury (K. St.) for Bury (B. St.) direction
								2S1C		Trains for Bolton direction stopping at Bury (K. St.)
								1L2C		Trains for Bury (B. St.) direction stopping at Bury (K. St.)
								1L3S		Water at Bury (K. St.)

UGL
DGL
DRS

39
58
74

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 L—long S—short C—crow						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
<div>Between Loop Junction and West boxes the inside lines are fast lines and the outside lines are slow lines.</div> <div>PF</div> <div>+</div>	CASTLETON SOUTH			JUNCTION TO BOLTON (T.S.T.) EAST JUNCTION —cont d.														
	Bury (Knowsley Street)																	Through freight trains Bolton direction not stopping at Bury for traffic or water, the information to be telephoned to Bury
	Heap Bridge Junction	1	1563								C. Up line, 1332 yards before reaching I.B. home signal	85	1S 1C					
											C. Up line 650 yards before reaching I.B. home signal	85						
	Loop Jn. (See page 111 for Loco Jn. line)	—	1215	•	•			30			C.W. Up main, 203 yards before reaching starting signal	106						
				PF	PF			20	20		Through junction to Knowsley Street							
											Through junction to Loco Junction							
										Over curves at junctions of fast and		slow lines						
East	—	532	•	•														
West (See page 23 for Bury (Bolton Street) South line)	—	485	•	•			20	20		Over curves at junctions of fast and		slow lines						
† "PF" on down fast line																		
Gas Works	—	1222																

•	Radcliffe (Black Lane) Bradley Fold Junction (See page 110 for Radcliffe South line)	1	1143			DRS	37	45	45	Through junctions to and from Bury (Not applicable to diesel multiple unit trains)				
•								60	60	Through junction to and from Bury (Applicable to diesel multiple unit trains only)			1L3S	Water at Bury (K.St.)
•	Bradley Fold East	—	816					25	25	Through junction to Radcliffe (Cen.)				
•	Station	—	617	•	•					CW. Up main, 1219 yards before reaching home signal	198		1L2C	Freight trains re- quiring the assis- tance of bank en- gines from Bury
•	West	—	1313	•	•					C. Up main, 900 yards before reaching home signal	170	SS1C	1S1C	Freight trains for Bolton Goods Yd. Through freight trains Castleton direction not stopping at Bury for traffic or water the information to be telephoned to Bury
•	Bolton (Trinity Street) Rose Hill Jn.	1	502		•			15		Between Rose Hill Junction and East Junction		1L3S		Water at Bolton West
•	East Junction (See page 64) for West Jn. line)	—	448		•			15	15	Between East Junction and Rose Hill Junction Over curves leading to and from platform lines				
•	Bolton (Trinity Street) Rose Hill Jn.	—	—					20		Between Rose Hill Junction and Burnden Junction				
•	Burnden Jn. (See page 64)	—	453						20	Between Burnden Junction and Rose Hill Junction				
	BURY (BOLTON STREET) SOUTH JN. CONNECTING LINE							10	10	MAXIMUM PERMISSIBLE SPEED				
•	Bury (Knowsley Street) West (See page 22)	—	—											
•	Bury (Bolton Street) South (See page 105)	—	118					10		Through junction				

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 L—long S—short C—crow						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up		Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
										Main or Fast			Slow or Goods	Main or Fast	Slow or Goods		
	TODMORDEN EAST			JUNCTION TO ROSE GROVE, GANNOW JUNCTION—contd.													
•	Burnley (Mc. Road) Cliviger East	1	1397			URS (Down)	30 (side)			S. Down line, 1 m. 527 yds. before reaching home signal (Trailing end of points from Copy Pit down loop.) Normal lie of points main line	70						
										CW. Up line, 611 yards before reaching starting signal	68						
										C. Up line, 1,397 yards before reaching home signal	68						
•	Towneley ..	1	1577			URS	18	45		Between Portsmouth end of Towneley Tunnel and Gannow Jn.							
•	Station ..	—	1012			DGL	17			C. Up line, 909 yards before reaching home 1 signal	88						
										CW. Up line, 234 yards before reaching starting signal	71						
•	Rose Grove Gannow Jn. . . (See page 107)	1	40					45	20	Between Gannow Jn. and Portsmouth end of Towneley Tunnel Through junction							

MANCHESTER (VICTORIA), NEWTOWN No. 1 TO STALYBRIDGE No. 2 (WESTERN LINES)						
NEWTOWN No. 1	TO STALYBRIDGE No. 2		75	75	MAXIMUM PERMISSIBLE	SPEED ON MAIN LINES
Manchester (Victoria) Newtown No. 1 (See page 103 for Colne line)	—	—				
Newtown No. 2	—	384				
Miles Platting Collyhurst St. (See page 29)	—	725				
	(Distance to New Allen St. 340 yds)					
Station Jn. (See pages 29 and 30)	—	449	20	20		
			20	40		
Ashton Branch Sidings (See page 30)	—	368				
Philips Park No. 1 (See page 31 for Philips Park No. 2 line)	—	497				
Park Station Junction (See page 31)	—	503				
Baguley Fold Junction	—	605				
Clayton Bridge Station	—	1407				

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	MANCHESTER (VICTORIA), NEWTOWN No. 1 TO STALYBRIDGE No. 2 (WESTERN LINES)— <i>contd.</i>																
•	Droylsden Station Jn. (See Western Lines Appendix for Stockport line) (Down I.B.S., 1042 yards from Station Junction)	1	548			URS DRS	82 82					C. Down line, 858 yards before reaching home signal C. Down line, 825 yards before reaching 1B. home signal Through junction to and from Denton Through junction to and from Stalybridge	135 100			1L3S	Water at Park Stn. Junction
•	Ashton (Charlestown) Ashton Moss North Jn. (See page 31 for Crowthorn Jn. line)	1	91					50	50			Through Ashton (Charlestown) Station CW. Down line, 227 yards before reaching starting signal C. Down line, 423 yards before reaching home signal Through junction to and from O.A. & G.B. line	100 100				Drivers of up trains must whistle to warn men shunting in the Goods Yard
•	O.A. & G.B. Junction (See page 32 for Oldham line)	—	698					15	15								
•	West	—	481									CW. Down main, 238 yds before reaching home signal	75				
•	East	—	394					45	45			Between 7 mile post and Ashton East box					

	<div>Stalybridge No. 2 (Western Lines)</div>	1	187	<div><div>Up platform line</div><div>Down platform line</div></div>					<div>CW. Up main, 517 yards before reaching advance starting signal</div> <div>CW. Stockport Bay, 26 yards ahead of Bay starting signal</div> <div>C.W. Up goods line 405 yards, before reaching home signal</div> <div>Through junction to and from station Between No. 2 and No. 4 boxes</div> <div>98 are in force on the down platform line between Stalybridge No. 3 box home 1 signal (also Stalybridge No. 2 box) and Stalybridge No. 3 box starting signal</div>	<div>115</div> <div>122</div> <div>125</div>					
						<div>20 15 Rules 96 to slotted from</div>	<div>20</div>								
	</														

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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
<p>MILES PLATTING STATION JUNCTION TO NEWTON HEATH, THORPES BRIDGE JUNCTION</p> <p>MILES PLATTING STATION JN. TO THORPES BRIDGE JN. 75 75 MAXIMUM PERMISSIBLE SPEED</p>																
<p>• Miles Platting Station Jn. (See pages 27 and 29)</p> <p>• Brewery Sidings (See below)</p> <p>• Newton Heath Thorpes Bridge Junction (See pages 11 and 16)</p>	<p>—</p> <p>—</p> <p>—</p>	<p>—</p> <p>654</p> <p>943</p>	<p>West Goods</p> <p>•</p> <p>•</p> <p>•</p>	<p>From Tank Yard</p> <p>•</p> <p>•</p> <p>•</p>	<p>No. 2 Goods</p> <p>•</p> <p>•</p> <p>•</p>	<p>NB</p> <p>•</p> <p>•</p> <p>•</p>	<p>West Goods</p> <p>•</p> <p>•</p> <p>•</p>	<p>20</p> <p>20</p> <p>25</p>	<p>20</p> <p>20</p> <p>25</p>	<p>Through junction to and from fast lines</p> <p>Through junction to Ashton Branch</p> <p>Through junction to slow line</p> <p>Over the connecting line</p>	<p>45</p> <p>45</p> <p>45</p>	<p>Drivers entering sidings must keep sharp whistle to warn</p> <p>up goods line look out and staff working in</p>				
<p>MILES PLATTING CONNECTING LINE</p> <p>OVER CONNECTING LINE 10 10 MAXIMUM PERMISSIBLE SPEED</p>																
<p>• Miles Platting Brewery Sdgs. (See above)</p> <p>• Ashton Branch Sidings (See page 27)</p>	<p>—</p> <p>—</p>	<p>—</p> <p>457</p>						<p>10</p> <p>10</p>	<p>10</p> <p>10</p>	<p>CW. Up line, 225 yards before reaching Brewery Sidings home signal</p>	<p>45</p>					

MILES PLATTING, PHILIPS PARK No. 1 TO MIDLAND JUNCTION		PHILIPS PARK No. 1 TO MIDLAND JUNCTION		PHILIPS PARK No. 1 TO ARD WICK JUNCTION		PHILIPS PARK No. 1 TO MANCHESTER (LONDON RD.), ARD WICK JUNCTION		MAXIMUM PERMISSIBLE SPEED		MAXIMUM PERMISSIBLE SPEED					
Miles Platting															
Philips Park No. 1 (See page 27)		—	—	•	•	•	•	20	15	20	15				
Philips Park No. 2 (See below)		—	592	•	•	•	•					C. Up main, 487 yards before reaching home signal		87	
Beswick Jn.		—	1049									CW. Up line, 160 yards before reaching starting signal		60	
Midland Jn. (See Midland Lines Appendix) (See below)		—	656					20	20			CW. (Midland Lines). Up main, 220 yards before reaching starting signals		90	
Manchester (L. Rd)												Through junction and over curve to and from		Ancoats Junction	
Ardwick Jn.		—	887									CW. Up line, 309 yards before reaching starting signal		130	3SIL
								15	15			Through junction to and from		Western Lines	Miles Platting
ANCOATS JN. TO MILES PLATTING, MIDLAND JN.		—	—					20	15	20	15	MAXIMUM PERMISSIBLE SPEED			
Ancoats Jn. (Midland Lines)		—	—									Through junction in any direction		90	
Miles Platting Midland Jn. (See above)		—	970					20				CW. Up line, 220 yards before reaching starting signal			
												Through junction			
MILES PLATTING, PARK STATION		—	—					15	15	No. 2	15	(GOODS LINES) MAXIMUM PERMISSIBLE SPEED			
Miles Platting Park Station Junction (See page 27)		—	—									Through junction			
Philips Park No. 2 (See above)		—	636					15				CW. Up goods, 51 yards before reaching home signal		89	
												Through junction			
ASHTON (C.), ASHTON MOSS NORTH JN.		—	—					15	15	15	15	ASHTON MOSS SOUTH JUNCTION MAXIMUM PERMISSIBLE SPEED			
Ashton (C.) Ashton Moss North Jn. (See page 28)		—	—												
Guide Bridge Ashton Moss South Jn. (See page 33)		—	475					15				Through junction			

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 L—long S—short C—crow							
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up		Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
													Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
OLDHAM (CLEGG STREET), WATERLOO SIDINGS TO GUIDE BRIDGE, STOCKPORT JUNCTION																		
WATERLOO SIDINGS TO STOCKPORT JN.																		
60 60 MAXIMUM PERMISSIBLE SPEED																		
•	Oldham (C. St.) Waterloo Sdgs (See pages 18 and 33)	—	—	•														
•	Sheepwashers Lane	—	440	•														
•	Park Bridge Station	1	1126															

[illegible]

[illegible]

• Eccles Station (See page 36 for Ship Canal branch)	1	1392	•	•						1L 2S	2L 2S	South Junction direction
• Patricroft Eccles Junction (Signals slow lines only) (See page 39 for Tyldesley line)	—	1172	•	• •	25		Through junction to Wigan					
				*NB								
• Sidings (Signals goods lines only) (See page 39)	—	187		• •								
				*NB NB								
• Station	—	528	•	• • •	45	60	From Patricroft to 28½ m.p., fast line					
					45	45	Through station, slow lines					
• Barton Moss Junction	1	79	•	•	40	40	Slow to main and vice versa					
• Glazebury Astley Green Sidings	2	957										
• Astley Station (Level Crossing)	—	712										
• Station	1	1256										
• Kenyon Junction No. 1 (See page 38 for Bolton line)	2	448				20	Through junction to Bolton		1L 2S 1L 1S 1L 4S 1L 3S 2S 1C			Liverpool line Warrington Via Parkside Curve Water at Parkside No. 2 Express Passenger train for Liverpool not stopping at Newton-le-Willows
• Newton-le-Willows Parkside No. 1 (Western Lines)	1	1705			20	20	Through junction to and from Lowton					

* Worked "No Block" between Eccles Junction and Patricroft Station when Patricroft Sidings box is closed.

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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
KNOTT MILL & DEANSATE, CASTLEFIELD JUNCTION TO ORDSALL LANE No. 2																
CASTLEFIELD JUNCTION TO ORDSALL LANE No. 2 20 20 MAXIMUM PERMISSIBLE SPEED																
• • • PF	Knott Mill and Deansgate Castlefield Junction (Western Lines)	—	—						15	Through junction						
	Ordsall Lane No. 1	—	575									4S 1C				Goods Yard to goods line
	No. 2 (See page 34)	—	200					10		Through junction to main line						
WEASTE JUNCTION, SHIP CANAL TO ECCLES STATION (GOODS LINES)																
SHIP CANAL TO ECCLES STATION 10 10 MAXIMUM PERMISSIBLE SPEED																
•	Weaste Jn., Ship Canal	—	—													
	Eccles Station (See page 35)	—	1624							C. Down line, 400 yards before reaching home signal	66					

BOLTON, FLETCHER STREET JUNCTION TO KENYON JUNCTION No. 1

FLETCHER STREET JUNCTION TO KENYON JUNCTION No. 1

Bolton, Great Moor St. Fletcher St. Junction (See page 41)

Runworth & Daubhill

Hulton's Sidings

Chequerbent

Atherton Bag Lane Station

Atherton Bag Lane Junction (See pages 42 and 43)

for Howe Bridge East and West direction)

45

45

MAXIMUM PERMISSIBLE SPEED

20

Passenger trains between Bolton and Pennington South Jn., except where otherwise shown

40

Through junction
Between Fletcher Street Junction and Chequerbent, round curves

35

35

Through station

C. Down line, 1033 yards before reaching distant signal

60

C. Down line, 479 yards before reaching distant signal

60

C. Down line, 631 yards before reaching home signal

60

C. Up line, 312 yards before reaching home signal

100

1L 1S
1L 2S

Howe Bridge East
Howe Bridge West

35

40

Between Chequerbent and Fletcher Street Junction, round curves
Through station

C. Up line, 698 yards before reaching distant signal

30

20

Chequerbent Bank, between $5\frac{1}{2}$ and 6 mile posts, Warning boards provided

1S 2C

3S 1C
3C 1S

2C 2S

2S 1C

No. 1 down siding North end
Down main right away
No. 1 up siding and up sidings North end

20

Through junction to Howe Bridge East and West junctions

C. Up line, 518 yards before reaching home signal

88

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 L—long S—short C—crow					
												Down		Up		For	
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
BOLTON, FLETCHER STREET JUNCTION TO KENYON JUNCTION No. 1—contd.																	
•	Fletcher's Siding	—	1223									Drivers distant from level	must whistle when crossing	Kirkhall Lane	1 mile		
	Atherleigh Station																
•	West Leigh Branch	—	1613														
	West Leigh Station																
•	Leigh Pennington South Jn. (See page 43 for Tyldesley line, page 43 for Bickershaw line)	1	497			URS (On Bickershaw Branch)	74	20	20	Passenger trains between Pennington South Junction and Bolton, except where otherwise shown		5L				Patricroft and beyond from Bolton and Bickershaw branches	
•	Kenyon Junction No. 2	1	515	•	•									1L 1S 1L 2S	2L 1S 2L 2S	Bickershaw Branch Leigh	
•	Kenyon Junction No. 1 (See page 35)	—	556	•	•			20		Through junction		1L 2S 1L 1S 1L 4S 1L 3S				Liverpool Warrington Via Parkside curve Water at Parkside No. 2	

PATRICROFT, ECCLES JUNCTION TO HINDLEY GREEN, SCOWCROFT'S SIDINGS

ECCLES JUNCTION TO SCOWCROFT'S
SIDINGS

75 75 MAXIMUM PERMISSIBLE SPEED

Patricroft

Eccles Junction
(See page 35)

— —

• •

25 Through junction

Sidings
(Signals goods
lines only
(See page 35)

— 186

• •

Monton Green
Station

— 913

• •

Worsley
Sanderson's
Sidings

1 437

Roe Green
Junction
(See page 40
for Bolton
line)

— 756

DRS 44

50 50

Through junction to and from Wigan
Through junction to BoltonEllenbrook
Station

1 952

Tyldesley
Hough Lane

1 763

• •

No. 1

— 917

• •

P

No. 2
(See page 43
for Leigh
line)

— 513

P •

35 35

Through junction to and from Wigan
Through junction to LeighHowe Bridge
Chanter's
Siding

— 1597

East Junction
(See page 42
for Atherton
line)

— 1000

20

Through junction to Atherton

West Junction
(See page 43
for Atherton
line)

— 730

20

Through junction to Atherton

2S 1L

3S 1L

1L 1S

Through trains Patricroft and beyond.
Trains timed to pass
Tyldesley
Hindley South

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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	PATRICROFT, ECCLES JUNCTION TO HINDLEY GREEN, SCOWCROFT'S SIDINGS—<i>contd.</i>											1L 1C				Passenger trains not timed to stop at Wigan
•	Hindley Green Station (Western Lines)															
•	Scowcroft's Sidings (Western Lines)	1	1647													
	WORSLEY, ROE GREEN JUNCTION TO BOLTON, GREAT MOOR STREET STATION															
	ROE GREEN JUNCTION TO BOLTON, GREAT MOOR STREET STATION							45	45	MAXIMUM PERMISSIBLE SPEED						
•	Worsley Roe Green Junction (See page 39)	—	—					20		Passenger trains between Roe Green Junction and Bolton except where otherwise shown						
•	Walkden Sidings	1	431							C. Down line, 670 yards before reaching distant signal; also worked from Roe Green Junction box	62					
•	Bolton, Gt. Moor St. Little Hulton Junction (See page 41 for Little Hulton Colliery)	1	761							C. Down line, 460 yards before reaching home signal.	60					
								15		Through junction						

One engine in steam	Hulton Colliery line)							
	Plodder Lane No. 1 (Signals up line only)	—	1330					
	Plodder Lane No. 2	—	621				C. Up line, 509 yards before reaching home signal	80
	Lever Street	—	1265				C. Up line, 217 yards before reaching home signal	66
	Fletcher Street Jn. (See page 37 for Kenyon line)	—	845	20	20	Through junction		
	Station	—	515		20	Passenger trains between Bolton and Roe Green Junction except where otherwise shown		
<hr/>								
	LITTLE HULTON COLLIERY TO LITTLE HULTON JUNCTION (SINGLE GOODS LINE)							
One engine in steam	LITTLE HULTON COLLIERY TO LITTLE HULTON JUNCTION			15	15	MAXIMUM PERMISSIBLE SPEED		
	Little Hulton Colliery	—	—					
	Little Hulton Junction (See page 40)	1	120	15		Through junction		

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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
<div><div></div><div></div></div>	HOWE BRIDGE EAST JUNCTION TO ATHERTON BAG LANE JUNCTION															
	HOWE BRIDGE JUNCTION							20	20	MAXIMUM PERMISSIBLE SPEED						
	Howe Bridge East Junction (See page 39)	—	—						20	Through junction CW. Down line, 360 yards before reaching Atherton Jn. home signal.	171					
	Atherton Bag Lane Junction (See pages 37 and 43)	—	556					20		Through junction						
ATHERTON BAG LANE JUNCTION TO HOWE BRIDGE WEST JUNCTION																
	ATHERTON BAG LANE JUNCTION TO HOWE BRIDGE WEST JUNCTION							20	20	MAXIMUM PERMISSIBLE SPEED						

	• Atherton Bag Lane Junction (See pages 37 and 42)	—	—					20	Through junction CW. Down line, 237 yards before reaching Howe Bridge West Jn. home signal	253					
	• Howe Bridge West Junction (See page 39)	—	574					20	Through junction CW. Up line, 314 yards before reaching Atherton Jn. home signal	216	1L 1S 1L 1C				Hindley South Passenger trains not timed to stop at Wigan.
	TYLDESLEY No. 2 TO LEIGH, PENNINGTON SOUTH JUNCTION														
	TYLDESLEY No. 2 TO PENNINGTON SOUTH JUNCTION														
	• Tyldesley No. 2 (See page 39)	—	—					45	MAXIMUM PERMISSIBLE SPEED						
	• Jackson's Siding	—	597					30	Through junction						
	• Leigh Speakman's Siding	—	1197						C. Up line, 594 yards before reaching home signal	100					
	• Station	—	1346												
	• Pennington South Jn. (See page 38)	1	969					25 20	25	Round curve, between $\frac{3}{4}$ m.p. and Pennington South Jn. Through junction					
	LEIGH, PENNINGTON SOUTH JUNCTION TO BICKERSHAW COLLIERY														
	PENNINGTON SOUTH JUNCTION TO BICKERSHAW COLLIERY														
†	• Leigh Pennington South Jn. (See page 38)	—	—				URS	74	20	Through junction					
	• Bickershaw Colliery (Western Lines)	1	1341												

† Up line only.

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 L—long S—short C—crow						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up		Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
													Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
Note:—The lines on Exchange Station side are South lines Between Victoria and West Junction and Windsor Bridge No. 1 West Junction and Windsor Bridge No. 1 Windsor Bridge																	

Between Windsor Bridge Nos. 1 and 3 Centre line = fast line Left hand } slow line Right hand } Bolton line		Salford Station .. —	687	•	•	•	•
		Windsor Bridge Oldfield Road (Signals goods lines only) (See page 52 for Salford incline)	530	•	•	•	•
		Salford Windsor Bridge No. 1 (Does not signal the "Up and down" goods line)	58	•	•	•	•
		Windsor Bridge Hope Street (Signals "Up and down" goods line only)	580	•	•	•	•
		Windsor Bridge No. 2 (Signals slow and goods lines only) (See page 53 for New Barns Jn. Line)	286	•	•	•	•
		Pendleton (Broad Street) Windsor Bridge No. 3 (See page 62 for Fleetwood line via Bolton)	358	•	•	•	•
25		Between Station and Footbridge and Millgate boxes except where otherwise shown				2C1L	2C1L Freight trains requiring the assistance of bank engine at Victoria when travelling up fast or up slow lines
						2C1L	Bank engine required at Victoria
15	15	Through facing connections on the Pendleton side of box as follows:— Up slow to up slow, down slow to down slow, down fast to down fast, up fast to up fast, down fast to down slow, up slow to up fast and down goods to down fast, down goods to down slow, up slow to up goods					
50	25	Between 1½ and 3¼ mile posts over fast lines except where otherwise shown					
	15	Between Windsor Bridge No. 2 and Windsor Bridge No. 3 slow lines Through junction to New Barns Junction					
65	25	Between Windsor Bridge No. 3 and Hindley No. 3 slow lines except where otherwise shown					
40	40	Between Windsor Bridge No. 3 and 3¼ mile post slow lines except where otherwise shown					
25	25	Through junction down slow to down fast and up fast to up slow					
	40	Between Pendleton Windsor Bridge No. 3 and Manchester Victoria fast lines except where otherwise shown					

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	Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
Between Windsor Bridge No. 3 and Brindle Heath Jn. Left hand = slow line Right hand = fast line	MANCHESTER (VICTORIA) EAST JUNCTION TO LIVERPOOL (EXCHANGE) No. 2—contd.															
	Pendleton (Broad Street) —contd.															
	Station ..	—	676	•	•			25	50 25	CW. Down slow, 300 yds. before reaching starting signal Between 3¼ and 1¾ mile posts Down fast to down slow and up slow	99	over fast lines except where otherwise shown to up fast				
	Irlam ..	—	900	•	•	•	•									
	Windsor Bridge Brindle Heath Down Sidings (Signals down goods lines only)					•	•									
	Pendleton (Broad Street) Brindle Heath Jn. (Signals slow and goods lines only) (See page 53 for Pendleton Agecroft Jn. line)	—	551	•	•	•		30 30	30	CW. Down slow, 212 yds. before reaching starting signal Through junction to and from Through junction to Agecroft	73	slow lines connecting line				

[illegible]

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
<div>Between Pendlebury and Brindle Heath Jcn. } and Hindley No. 3</div> <div>Left hand = fast line Right hand = slow line</div>	MANCHESTER (VICTORIA) EAST JUNCTION TO LIVERPOOL									EXCHANGE No. 2—contd.							
	Hindley North Crow Nest Junction (See pages 54 and 74)	1	284	•	•					50 50 50 25	CW. Up slow, 632 yards before reaching home signal Through junction fast and slow lines to and from Atherton Through junction fast and slow lines to Bolton Through junction slow lines to Chorley Over crossovers between fast and slow Atherton lines	84			2L4S	2L4S	Bolton direction
	No. 1	—	1073	•	•						CW. Up slow, 247 yards before reaching starting signal (Siding points) CW. Up fast, 225 yards before reaching starting signal	97 101					
	No. 2	—	534	•	•						CW. Up fast, 292 yards before reaching No. 1 box home signal	155			2L4S	2L4S	Bolton direction
	(See Western Lines Appendix for De Trafford Jn. line)									20 20	Through junction on slow lines to and from De Trafford Junction Over De Trafford fork lines						
	No. 3 (See page 55 for Westwood Park line)	—	990	•	•							C. Up line, 447 yards before reaching home signal CW. Up slow, 390 yards before reaching starting signal (siding points)	57 57				
										35 25 65	Through junction fast lines to and from Wigan Through junction slow lines to and from Wigan Between Hindley No. 3 and Windsor Bridge No. 3				Slow lines except where	otherwise shown	

* Rules 96 to 98 authorised on up and down platform loops and up and down through lines.

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	MANCHESTER (VICTORIA) EAST JUNCTION TO LIVERPOOL (EXCHANGE) No. 2—contd.																
• Upholland (Up I.B.S. 1261 yards from Ditton Brook Sidings box)																	
• Ditton Brook Sidings	1	1218	•	•						C. Up main, 443 yards before reaching home signal	111						
										C. Up main, 25 yards ahead of starting signal	114						
• Rainford Jn. Holland Moss	—	1304	•	•						C. Up line, 466 yards before reaching home signal	111						
• Junction (See page 57 for Randle Jn. (Western lines) (See page 57 for Ormskirk line)	—	1282						15		Through junction to Bushey Lane Junction							
• Colliery	1	355	•	•													
• Kirkby Simonswood	1	1129	•	•						S. Up line, 520 yards before reaching starting signal (Normal lie of points main line)	316						

Location	Distance (yards)	Signal	Notes
Dale Lane	1486	—	
Station	313	1	DRS 55
Fazakerley Sidings East (See page 58 for Sidings West line)	16	1	
Junction (See page 59 for North Mersey line)	520	—	20 Through junction to North Mersey Branch
Station	832	—	20 Over slow line
Preston Road Hartleys Sdg.	302	1	
Walton Junction Station (See page 83)	1105	—	50 25 25 30 Through junction to and from Manchester fast lines 50 25 25 30 Through junctions fast and slow lines 50 25 25 30 Through junction to Preston fast line 50 25 25 30 Through junction to Preston slow line
Kirkdale East	42	1	2S1L lines 1L4S North Docks High Level line
West	278	—	Drivers must whistle when approaching on the down fast line to warn Shunters at work in the Down Sidings at Kirkdale
Sandhills No. 2	535	—	3L1S 3L2S 2S3L Goods line for North Docks Goods road Goods line to North Docks Coal road Engine requiring coal
No. 1 (Down fast and down slow I.B.S.'s. 824 yards from Sandhills No. 1 box) (See pages 60 and 86)	509	—	40 55 25 25 Through station on slow lines 40 55 25 25 Through junction on fast lines 40 55 25 25 Through junction on slow lines to and from Walton Junction 40 55 25 25 Through junction to Bank Hall 40 55 25 25 Crossing fast to slow or vice versa

† See pages 225 and 226 for instructions respecting the working of this Branch.

<div> <div>WINDSOR BRIDGE, NEW BARN JUNCTION TO WINDSOR BRIDGE No. 2</div> <div>NEW BARN JN. TO WINDSOR BRIDGE No. 2</div> <div> <div>Windsor Bridge New Barns Junction</div> <div>Windsor Bridge No. 2 (See page 45)</div> </div> </div>	—	—		15	15	MAXIMUM PERMISSIBLE SPEED					
	—	1703		15		C. Down line, 785 yards before reaching home signal	47				
						Through junction					
<div> <div>AGECROFT CONNECTING LINE OVER CONNECTING LINE</div> <div> <div>Pendleton (Broad Street) Brindle Heath Junction (See page 46)</div> <div>Pendleton Agecroft Junction (See page 63)</div> </div> </div>	—	—		40	40	MAXIMUM PERMISSIBLE SPEED					
	—				30	Through junction					
	—	760		30		CW. Up main, 54 yards before reaching home No. 2 signal	69				
<div> <div>DAISY HILL, DOBBS BROW JUNCTION TO BLACKROD, HORWICH FORK JUNCTION</div> <div>DOBBS BROW JN. TO HORWICH FORK JN.</div> <div> <div>Daisy Hill Dobbs Brow Junction (See page 47)</div> </div> </div>	—	—		75	75	MAXIMUM PERMISSIBLE SPEED					
						CW. Down slow, 203 yards before reaching starting signal	87				
						CW. Down fast, 173 yards before reaching starting signal	87				
				40		Through junction to fast lines					
				30		Through junction to slow lines					

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
<div><div></div><div></div><div></div><div></div></div>	DAISY HILL, DOBBS			BROW JUNCTION TO BLACKROD,		HORWICH FORK				JUNCTION—contd.							
	Blackrod Hindley and Blackrod Branch Jn. (See below)	1	567					40	20 40	C. Down line, 975 yards before reaching home signal Through junction to Hindley Through junction to and from Dobbs Brow Junction	60	1L3S				Water at Blackrod	
	Hilton House	1	590							C. Up line, 930 yards before reaching home signal C. Down line, 907 yards before reaching home signal	104 74						
	Horwich Fork Junction (See pages 65 and 74)	—	1623					50 50	50	Through junction Over the curves between 16½ mile post and Horwich Fork Junction							
<div><div></div><div></div><div></div></div>	BLACKROD, HINDLEY & BLACKROD CROW NEST JUNCTION			BLACKROD BRANCH JUNCTION TO HINDLEY				60	60	(NORTH), CROW NEST JUNCTION MAXIMUM PERMISSIBLE SPEED							
	Blackrod Hindley and Blackrod Branch Jn. (See above)	—	—						20	C. Up line, 903 yards before reaching home signal Through junction	69	1L3S				Water at Hindley (Down slow)	
	Hindley (North) Crow Nest Jn. (See pages 48 and 74)	1	100			DRS	43	50		CW. Up line, 424 yards before reaching starting signal Through junction	72						

PEMBERTON LOOP LINE		HINDLEY (NORTH) No. 3 TO PEMBERTON JUNCTION		75	75	MAXIMUM PERMISSIBLE SPEED		
•	Hindley (North) No. 3 (See page 48)	—	—			C. Up line, 903 yards before reaching home signal	120	
•	Pemberton Westwood Pk.	1	798	35	35	Between 16½ and 16 mile posts		
•	Junction (See page 49)	1	931	35		Through junction		
WIGAN WALLGATE TO SOUTHPORT (CHAPEL ST.) STATION		WALLGATE TO SOUTHPORT (CHAPEL ST.) STATION		75	75	MAXIMUM PERMISSIBLE SPEED		
•	Wigan Wallgate (See page 49)	—	—		20	Through junction		
•	Douglas Bank	—	903					
•	Gathurst Brankers Siding	1	408				1L3S	Water at Wigan Up Platform
•	Station	—	1062					
•	Appley Bridge East	1	1319	50	50	Over curve between 22½ and 21¾ mile posts		
•	West	—	579					
•	Parbold Station	2	147					
•	Hoscar Station	1	846					

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 L—long S—short C—crow						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up		Down		Up		For		
											Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods		Main or Fast	Slow or Goods
WIGAN WALLGATE TO SOUTHPORT (CHAPEL ST.) STATION— <i>contd.</i>																	
<div>Between St. Lukes and Southport (Chapel St.)</div> <div><div>Right Hand = Slow Lines</div><div>Left Hand = Fast Lines</div></div> <div><div>•</div><div>•</div><div>•</div><div>•</div><div>•</div><div>•</div><div>•</div><div>•</div></div>	Burscough Bridge Junction (See pages 62 and 85)	1	935			DRS URS	31 65	20 20		Through junction to Burscough Junction South Through junction to Burscough Junction North							
	New Lane Station	1	455			DRS URS	32 31										
	Bescar Lane Station	2	719			URS	60										
	St. Lukes Pool Hey Junction (See page 61 for Butts Lane Jn. line)	1	1032					20		Through junction to Butts Lane Junction							
	Blowick	1	70								3S1L 3S2L 3S3L					Chapel St. main platforms Birkdale direction Excursion platforms London St.	
	Southport (Chapel St.) St. Lukes (See page 89 for South line)	—	1630						20	Through junction to Preston	3S1L 3S2L 3S3L					Chapel St. main platforms Birkdale direction Excursion platforms London St.	
Station	—	483						10 20	10 20	Between Southport (C. St.) and Victoria St. footbridge (No. 51) Between Victoria St. footbridge (No. 51) and St. Lukes					all main lines		

		RAINFORD JUNCTION TO RAINFORD VILLAGE		RANDLE JUNCTION (WESTERN LINES)					
		RAINFORD JN.	TO RANDLE JN.			20	20	MAXIMUM PERMISSIBLE SPEED	
Train Staff and Ticket	Rainford Jn. Junction (See page 50)	—	—						
	Rainford Village Randle Jn. (Western Lines) (See Western Lines Appendix for St. Helens line)	—	480						
<hr/>									
		RAINFORD JUNCTION TO ORMSKIRK STATION				60	60	MAXIMUM PERMISSIBLE SPEED	
• • • • •	Rainford Jn. Junction (See page 50)	—	—					CW. Down line, 172 yards before reaching Bushey Lane Junction home signal	83
	Bushey Lane Junction (See page 58 for Randle Jn. line)	—	310			15	15	Through junction	
	Skelmersdale Station	2	740					Through junction to and from Rainford Junction	
	Ormskirk Branch Sidings	3	193					C. Up line, 455 yards before reaching starting signal (Siding points)	173
	Station (See page 82)	—	466			15		Through junction	
				DRS URS	54 54				
				One (Down	siding side)				

*The up and down main lines between Greenwich Road and Aintree Sorting Sidings East are provided with fixed signals to allow them being used in either direction.
† The up main line and up goods between Fazakerley Sidings West and Greenwich Road are provided with fixed signals to allow them being used in either direction.

[illegible]

[illegible]

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
Between Bolton and Lostock Jn. { Inside Lines = Fast Lines Outside Lines = Slow Lines	PENDLETON (BROAD ST.)																
	Moses Gate Station	1	1711	•	•							1L3S					Water at Bolton West.
	Bolton (T. St.) Burden Jn. (See page 23 for Rose Hill Jn. line)	—	1296	•	•	•	•	15		Through junction to Rose Hill	Junction						
	East Junction (See page 23)	—	488	•	•	•	•	15	15	Over No. 2 passenger line to Through junction to Rose Hill	Down box Junction						
	Down (Signals down additional passenger lines Nos. 1 & 2 and down goods line only)	—	351	P	PF†	PF†	•	15	15	Over curves leading to and from platform lines							
	West (See page 92 for Hellfield line 96 for Fork line)	—	294	•	•	•	•	15	15	Between Trinity St. Bridge and junction with fork line at Newport St. Bridge							
	Bullfield East	—	793	•	•	•	•	20	20	Crossing from fast to slow line and vice versa							
	Bullfield West	—	666	•	•	•	•	20	20	Crossing from fast to slow line and vice versa				1L3S	1L3S	Water at Bolton East Junction	
Deane Clough	—	898	•	•	•	•											

† "PF" on Up and Down through lines.

† "PF" on Up and Down through lines.

Lostock Junction Junction .. (See page 73 for Hindley line) (Down I.B.S. 1491 yds from Lostock Jn. box. Up I.B.S. 1496 yds from Horwich Fork Junction box)	1	693	DRS	59	50 60	40 60	Through junction to up slow Through junction from down Through junction to and from	fast and m Blackrod	1L3S slow lines to Hindley on fast lines	1L3S	Water at Blackrod Water at Bullfield East
Blackrod Horwich Fork Junction (See page 74 for Horwich line and page 54 for Hindley and Blackrod branch)	3	384			50 20	50 50	Through junction to and from Through junction to Hilton Through junction to Horwich	Bolton House	1L3S		Water at Lostock Jn.
Junction ..	—	1111				20	Through junction to Horwich				
Adlington Grindford Bar	1	610									
Station ..	—	777									
Junction .. (Down I.B.S. 1 m. 240 yds from Adling- ton Junction box. Up I.B.S. 1 m. 158 yds from Chorley No. 1 box)	—	715	DRS	54	25	25	Through junction to and from	White Bear			
Chorley No. 1 ..	2	370					C. Up line 545 yards before reaching home signal	225			
No. 4 .. (See page 75 for Blackburn line)	—	1026			50 20	50	Through junction to and from Through junction to Brinscall	Euxton			



Location	Distance (Yards)	Signal	Notes
Farington Junction (See page 84 for Lostock Hall Jn. line)	1626	•	C. Up fast, 465 yards before reaching home C. Up slow, 474 yards before reaching home
Preston Farington Curve Jn. (See pages 84 and 85)	112	•	Through junction to Moss Lane and Lostock Hall Engine Shed C. Up fast, 604 yards before reaching home C. Up slow, 602 yards before reaching home
Permissive Block closed, when Absolute Block is in operation on all up and down lines through Preston (except No. 3 Up and down platform line) except when Nos. 2 and 2A boxes are main			
Skew Bridge	763	•	Through line PF
Ribble Sdgs. (485 yds. to No. 1A) (See page 76)	899	•	Through line PF
No. 1	751	•	P
No. 3 (Signals up main and No. 7 platform lines only)	279	•	P
No. 2A (Signals up and down slow up and down through and No. 3 "Up and down" platform line only)	300 (from No. 1)	•	P

Between Wyre Dock Station and Fleetwood		Between Poulton-le-Fylde No. 1 and No. 3 Boxes		Left hand = West Lines = fast lines Right hand = East Lines = slow lines		Left hand = Fast Line Right hand = Slow Line													
Singleton (Down I.B.S., 643 yds from Singleton box Up I.B.S., 1 m. 32 yds from Poulton No. 1 box)		1	575																
No. 1		1	1065	•	•	•	•			35	35	Through junction fast lines							
				—	—	—	—			25	25	Through junction slow lines							
No. 2 (Does not signal the fast lines)		—	460	•	•	•	•												
				P	P	P	P												
No. 3 (See page 80 for Blackpool North line)		—	502	•	•	•	•			20	20	Through junction to and from No. 5 fast and slow lines							
										35	35	Through junction to No. 4 fast lines							
										20	20	Through junction to No. 4 slow lines							
No. 5 (See page 81 for Curve line)		—	546							35	35	Through junction to and from No. 3							
										20	20	Through junction to No. 4							
Thornton Cleveleys Station		1	498																
Fleetwood Burn Naze South		—	1302																
Burn Naze North		—	1568																
Wyre Power Station		1	302																
Wyre Dock Junction		—	852																
Wyre Dock Station		—	1075	•	•	•	•			30		Between Wyre Dock and Fleetwood stations							
				PF	PF	PF	PF												
Station		—	820	•	•	•	•												
										10	30	Between Fleetwood and Wyre Dock stations							
										5	5	To and from Platforms Nos. 1 to 5							
												All lines to and from the Quayside platform road							

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	CLIFTON JUNCTION STATION TO RADCLIFFE (CENTRAL) NORTH JUNCTION																
	CLIFTON JN. STATION TO RADCLIFFE (CENTRAL) NORTH JN.							60	60	MAXIMUM PERMISSIBLE SPEED							
	Clifton Junction Station (See page 63)	—	—						25	Through junction							
	Molyneux Jn. (See page 73 for Clifton Hall line)	—	634					20	Through junction to Clifton Hall								
	Radcliffe Central Outwood Sdgs.	2	498			DRS	36			C. Down line, 1 mile, 405 yards before reaching outer home signal	97						
										C. Down line, 1005 yards before reaching outer home signal	97						
										C. Up line, 767 yards before reaching home signal	120						
								25		Over river viaduct between 7 $\frac{3}{4}$ and 8 mile posts							
	North Jn. (See pages 104 and 109)	1	866							CW. Up line, 532 yards before reaching starting signal	150						
								50	25	Over river viaduct between 8 and 7 $\frac{3}{4}$ mile posts							
										Through junction							

One engine in steam.....NB	KEARSLEY JUNCTION TO LINNYSHAW MOSS (GOODS LINES)									
	KEARSLEY JN. TO LINNYSHAW MOSS					20	20	MAXIMUM PERMISSIBLE SPEED		
	Kearsley Junction (See page 63)	—	—				15	Through junction		
	Branch Sdgs.	—	374					CW. Down line, 175 yards before reaching home signal	50	
	Linnyshaw Moss	—	1675							
.....	CLIFTON JUNCTION, MOLYNEUX JUNCTION TO CLIFTON HALL No. 1 (GOODS LINES)									
	MOLYNEUX JN. TO CLIFTON HALL No. 1					30	30	MAXIMUM PERMISSIBLE SPEED		
	Clifton Junction Molyneux Jn. (See page 72)	—	—				20	Through junction		
	Clifton Hall, No. 1	—	1517							
.....	LOSTOCK JUNCTION TO HINDLEY NORTH, CROW NEST JN.									
	LOSTOCK JUNCTION TO CROW NEST JN.					75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
	Lostock Junction (See page 65)	—	—		DRS 59		35 35	Through junction from Hindley to up fast Through crossings fast line to slow line and vice versa Bottom side of box		
	Westhoughton Lostock Sdgs. South	—	1342					C. Down line, 689 yards before reaching home signal	132	
	Chew Moor	—	776	.....					
	Goods Yard	—	725	.....				C. Up line, 713 yards before reaching distant signal	97	

BLACKROD JUNCTION CONNECTING LINE									
BLACKROD JUNCTION TO HORWICH LOCO JUNCTION									
				45	45	MAXIMUM PERMISSIBLE SPEED			
• Blackrod Junction (See page 65)	—	—				CW. Down line, 112 yards before reaching Branch starting signal	76		
• Horwich Loco Junction (See page 74)	—	880			20	Through junction			
						C. Down line, 370 yards before reaching home signal	76		
CHORLEY No. 4 TO BLACKBURN, BOLTON JUNCTION									
CHORLEY No. 4 TO CHERRY TREE TO BOLTON JN.									
				50	50	MAXIMUM PERMISSIBLE SPEED			
• Chorley No. 4 (See page 65) (Down I.B.S., 754 yds from No. 4 box)	—	—		75	75	MAXIMUM PERMISSIBLE SPEED			
• Heapey Station	2	185				CW. Down line, 647 yards before reaching I.B. home signal	61		
• Sidings	—	637			20	C. Down line, 360 yards ahead of I.B. home signal	61		
• Brinscall Station	1	993				Through junction			
• Withnell Station	—	1410				C. Down line, 984 yards before reaching home signal	61		
• Brick & Terra Cotta Coy's Siding	—	1092				C. Down line, 290 yards before reaching home signal	65		
• Feniscowles Station	—	1739				C. Down line, 1 mile, 152 yards before reaching home signal	65		
						C. Up line, 626 yards before reaching outer home signal	61	1L3S	Water at Blackburn
						C. Up line, 886 yards before reaching home signal	62		
						C. Up line, 1061 yards before reaching outer home signal	67		

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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	CHORLEY No. 4 TO BLACKBURN, BOLTON JUNCTION — <i>contd.</i>															
	Cherry Tree Junction .. (See page 100)	1	292					20	20	CW. Up line, 405 yards before reaching branch starting signal Through junction	67					
	Mill Hill Station ..							50	50	Over curves between 33½ and 34 mile posts						
	Blackburn Taylor St. ..	1	399													
	Bolton Jn. .. (See page 94)	—	733													
	PRESTON No. 1A TO PRESTON, STRAND ROAD (SINGLE GOODS LINE)							20	20	MAXIMUM PERMISSIBLE SPEED						
	Preston No. 1A .. (See page 67)	—	—							CW. 112 yards before reaching up home signal	29					
	Strand Road	—	983											1LIC 2LIC		When ready to leave Dock Estate for main line or loop From Dock Estate running line An additional crow to be given when there is a bank engine in rear

KIRKHAM AND WESHAM NORTH JUNCTION TO BLACKPOOL (CENTRAL) STATION

KIRKHAM & W. NORTH JN. TO BLACKPOOL (CENTRAL)
STATION

75

75

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Kirkham and
Wesham

North Jn.
(See page 69
for Fleetwood
line and page
79 for Black-
pool (South)
line via
Marton)
(Down I.B.S.,
932 yards
from North
Junction box)

—

—

CW. Down line, 350 yards
before reaching starting
signal

139

40

Through junction

Wrea Green
Station

1

493

C. Down line, 20 yards be-
fore reaching distant
signal

116

C. Up line, 600 yards before
reaching home signal

119

Moss Side
Station

1

825

Lytham
Warton

1

298

Goods

—

1506

30

Through junction on main line

Station

—

1204

URS

40

Ansdell
Station

1

152

(Down I.B.S.,
1 m., 311 yds.
from Ansdell
Station box
Up I.B.S., 1 m.,
152 yds. from
St. Annes
Station box)

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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
KIRKHAM AND WESHAM NORTH JUNCTION TO BLACKPOOL (CENTRAL) STATION—contd.																
•	St. Annes Station ..	1	1708													
•	Squires Gate Station ..	1	753													
•	Blackpool (South) No. 1 ..	1	1001													
•	No. 3 (See page 79 for Marton line)	—	338	•	•	•	•	•								
				↑	↑	↑										
				NB	NB	NB										
•	Blackpool (Central) Bloomfield Rd.	—	484	•	•	•	•	•								
				↓	↓	↓										
•	Spen Dyke	—	518	•	•	•	•	•	20	20	Through crossover junctions	from slow to fast	and fast	to slow		
				↑	↑											
				NB												
•	Station ..	—	506	•	•	•	•	•	10	10	All lines at Station box					
				↓	↓											

See pages 236 and 237 for special instructions respecting the working of the "Up and Down" Carriage lines between Blackpool South No. 3 and Blackpool Central Bloomfield Road.

KIRKHAM AND WESHAM NORTH JUNCTION TO BLACKPOOL (SOUTH) No. 3 Via MARTON

KIRKHAM & W. NORTH JUNCTION TO BLACKPOOL
(SOUTH) No. 3

75 75 MAXIMUM PERMISSIBLE SPEED

Kirkham and
WeshamNorth Jn. . .
(See pages 69
and 77)

— —

Bradkirk . .
(Down fast
I.B.S., 800 yds.
from Bradkirk
box.
Up I.B.S.,
916 yds. from
Plumpton box)

— 1457

Plumpton . .
(Down I.B.S.,
900 yds. from
Plumpton box
Up I.B.S.,
1123 yds from
Marton box)

1 970

Blackpool
(South)Marton . .
(Down I.B.S.,
1146 yds. from
Marton box.
Up I.B.S.,
1137 yds. from
Watson Lane
Bridge box)

1 1491

Watson Lane
Bridge

1 1472

No. 3
(See page 78)

— 1121

CW. Up additional pas-
senger line, 250 yards
before reaching starting
signal

169

35 Up Fast line (low level) at
BradkirkC. Up line, 340 yards before
reaching home signal

96

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	POULTON-LE-FYLDE No. 3 TO BLACKPOOL (NORTH) No. 3																
	POULTON-LE-FYLDE No. 3 TO BLACKPOOL (NORTH) No. 3							75	75	MAXIMUM PERMISSIBLE SPEED							
•	Poulton-le-Fylde No. 3 (See page 71)	—	—						35 20	Through junction fast lines Through junction slow lines							
•	No. 4 (See page 81 for Curve line)	—	755					35 30	35	Through junction to and from Blackpool Through junction to Fleetwood							
•	Layton Carleton Crossing	—	1023							C. Down line, 446 yards before reaching home signal	129						
•	Station	—	1085														
•	Blackpool (North) No. 1	—	1437	•												1L1S	Fleetwood direction
•	No. 2	—	660	•	•	•											
					NB	NB											
•	No. 3	—	255	•	•	•		15 15	15 15	Over all lines { to platforms Nos. 1 to 6 to platforms Nos. 7 to 15							

POULTON-LE-FYLDE CURVE LINE											
POULTON-LE-FYLDE No. 4 TO No. 5						20	20	MAXIMUM PERMISSIBLE SPEED			
•	Poulton-le-Fylde No. 4 (See page 80)	—	—			20		Through junction			
•	No. 5 (See page 71)	—	774				20	Through junction			
LOSTOCK HALL JUNCTION TO WALTON JUNCTION STATION											
LOSTOCK HALL JN. TO WALTON JN. STATION						75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES			
•	Lostock Hall Junction (See pages 83, 84 and 102)	—	—			20	20	Through junction to and from Lane Junction	Todd	1L1S	Farington direction Bamber Bridge direction
						40	40	Through junction to and from Midge Hall Through junction to Bamber Bridge			
•	Station	—	366							1L2S	
•	Engine Shed (See page 84 for Farington Curve Jn. line)	—	627			15		Through junction to Farington Curve Junction			
•	Moss Lane Junction (See page 85 for Farington Curve Jn. line)	—	1408				15	Through junction to Farington Curve Junction		1L2S	Bamber Bridge direction
•	Midge Hall Station	1	1387		DRS	57					
•	Croston Littlewood Tile Siding	1	1180								
•	Station	1	291		URS	38				1L3S	Water at Lostock Hall
•	Rufford Station	2	885		DRS	32				1L3S	Water at Ormskirk

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	LOSTOCK HALL JUNCTION TO WALTON JUNCTION																
	STATION — contd.																
•	Burscough Jn. North (See page 85 for Burscough Bridge line)	2	232					20		CW. Down line, 772 yards before reaching South box home signal	150						
•	South (See page 62 for Burscough Bridge line)	—	991					20		Through junction to Burscough Bridge							
•	Station	—	605							Through junction to Burscough Bridge							
•	Burscough Abbey	1	128														
•	Ormskirk Station (See page 59 for Rainford Jn. line)	1	606					15		C. Down line, 900 yards before reaching outer home signal	157						
•	Aughton Park Station	1	95							Through junction to Skelmersdale							
•										C. Down line, 850 yards before reaching home signal	131						
•										C. Up line, 900 yards before reaching outer home signal	131						
•	Town Green and A. Station	1	289			URS	52										
•	Maghull Station	2	1195			DRS	15									1L3S	Water at Ormskirk

LOSTOCK HALL, MOSS LANE JUNCTION TO PRESTON, FARINGTON CURVE JUNCTION															
MOSS LANE JN. TO FARINGTON CURVE JN.								MAXIMUM PERMISSIBLE SPEED							
• Lostock Hall Moss Lane Jn. (See page 81) • Preston Farington Curve Jn. (See pages 67) and 84)	—	—				60	60	C. Up line, 900 yards before reaching home signal Through junction	92						
	1	223				15	15	CW. Up line, 288 yards before reaching starting signal Through junction	163						
BURSCOUGH JUNCTION NORTH TO BURSCOUGH BRIDGE JUNCTION															
BURSCOUGH JN. NORTH TO BURSCOUGH BRIDGE JN.								MAXIMUM PERMISSIBLE SPEED							
• Burscough Jn. North (See page 82) • Burscough Bridge Junction (See pages 56 and 62)	—	—				20	20	Through junction							
	—	757				20	20	CW. Up line, 590 yards before reaching Burscough Junction North home signal Through junction	176						
AINTREE (S.A.) STATION JUNCTION TO AINTREE (S.S.), SEFTON JUNCTION															
AINTREE STATION JN. TO SEFTON JN.								MAXIMUM PERMISSIBLE SPEED							
• Aintree (S.A.) Station Jn. (See page 83) • Aintree (S.S.) Sefton Jn. (See page 59)	—	—				20	20	Through junction							
	—	975				20	20	Through junction							

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
Between Sandhills No. 1 and Seaforth North { Left hand = West Lines = Fast Right hand = East Lines = Slow	SANDHILLS No. 1 TO SOUTHPORT (CHAPEL STREET) STATION	No. 1	TO	SOUTHPORT (C. ST.)		STATION		75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES							
	Sandhills No. 1 (See pages 52 and 60)	—	—	•	•	•	•	25	25	Through junction Round the curves between Sandhills and Bank Hall S. Up from Bank Hall, 273 yards before reaching down home 2 signal (Direction of line changes at Sandhills No. 1) (Normal lie of points main line)	210						
	Bank Hall Station Jn.	—	904	•	•	•	•		25	Round the curves between Bank Hall and Sandhills		Drivers of trains on down in the adjacent Hall Station must whistle in the adjacent sidings				West line through Bank warn men at work	
	Bootle (O. Road) Junction	—	399	•	•	•	•	40 40 15	40 40 15	Over junction on East lines Between Bootle (O. Road) and Marsh Lane Station all lines Through junction to and from Western Lines							
	Station (Down I.B.S., 605 yds. from Bootle Station box Up I.B.S., 940 yds. from Marsh Lane Junction box) (See page 89 for Bankfield line)	—	833	•	•	•	•							2C1L 2C2L	2C1L 2C2L	Freight trains requiring to stop at Sandhills Freight trains not requiring to stop at Sandhills (Information to be telephoned to Bank Hall Jn. thence to Sandhills No. 1 box)	

Marsh Lane Junction (See page 60 for North Mersey Branch line)	—	1358				35 20	40 35	Between Marsh Lane Station and Bootle (O. Road) Round the curve North of Marsh Lane Station $3\frac{1}{2}$ to $3\frac{1}{2}$ mile posts West lines Through junction to North Mersey Branch	
Seaforth and L. Station									
North	—	1157				50 20	50 20	Through junction to and from East (slow) lines Through junction to and from West lines	Water at Blundell-sands and C.
Waterloo Station	1	307				40	40	Round the curve through Station	
Blundellsands and C. Brook Hall Road	—	676							
Station	—	1177		DGL	27				
Hall Road Station	—	1018							
Hightown Station	1	1645							
Formby Eccles Crossing	1	1617							
Station	—	452							
Freshfield Station (Up I.B.S., 1 m., 560 yds. from Freshfield Station box)	—	1313		One Siding (Up side)					
				URS	169				
				DRS	167				

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	SANDHILLS	No. 1		TO SOUTHPORT (CHAPEL STREET) STATION — contd.													
•	Ainsdale Marshall's Siding (Signals down line only)	2	108														
•	Station	—	1410														
•	Birkdale Lloyds Siding	1	591														
	Hillside Station																
•	Birkdale Eastbourne Road	—	1373														
•	Station	—	660														
•	Southport (C. St.) South (See page 89 for St. Lukes line)	—	1430					20	20	Through junction							
•	Station	—	257					10	10	Between Chapel St. and Station box all main lines							

Southport (C. St.) St. Lukes (See page 56 and below)	—	—	20		Over the fork line					
	South (See page 88)	—	575	20	20	Over the fork line Through junction				
*Permissive Block on up main line for trains not conveying passengers										
NB Bankfield Goods Station Bootle (O. Road) Station (See page 86)	BANKFIELD GOODS STATION TO BOOTLE (ORIEL ROAD) STATION			15	15	MAXIMUM PERMISSIBLE SPEED				
	—	—				C. Down line, 700 yards before reaching home signal	83			
Southport (C. St.) St. Lukes (See page 56 and above) St. Lukes Station	SOUTHPORT (C. ST.) ST. LUKES TO PRESTON WHITEHOUSE NORTH JN., (INCLUDING WHITEHOUSE WEST JN. TO TODD LANE JN., WHITEHOUSE SOUTH JN.)			75	75	MAXIMUM PERMISSIBLE SPEED				
	—	—		20	20	Through junction and St. Lukes station				

[illegible]

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 L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
BOLTON (TRINITY STREET) WEST TO HELLIFIELD SOUTH JN.—contd.																
•	Lower Darwen Station	1	41			DRS URS	49 33									
•	Engine Shed	—	1029			One (Up	siding side)			C. Up line, 719 yards before reaching home signal CW. Up line, 138 yards before reaching starting signal	101 101	1S1C				All trains not stopping at Blackburn for traffic purposes
•	Blackburn Bolton Branch Junction	—	1633	• PF	• PF			20 50 30	50 30	Between Bolton Branch Junction and Spring Vale Between Bolton Branch Junction and Blackburn East (slow lines) Between Bolton Branch Junction and Blackburn West (fast lines) Round curves between 24 and 23½ mile posts						
•	Bolton Jn. (See page 76)	—	634	• PF	• PF			20	20	Through junction to and from Lower Darwen (fast lines)						
•	West ..	—	397	• P	• P			10 20	50	Between West and Bolton Branch Junction (fast lines) Over back platform line Between West and East boxes (fast lines)						
•	East ..	—	498	•	•				20 10	Between East and Bolton Branch Junction (slow lines) Between East and West boxes (fast lines)						

Daisyfield Jn. (See page 97 for Accring- ton line)		—	795				CW. Down line, 279 yards before reaching Station box home signal	127			
Daisyfield Station		—	359	20			50 10 20 Between Daisyfield Junction and Daisyfield end of tunnel Between Daisyfield end of tunnel and Blackburn East Through junction to and from Wilpshire		Drivers must whistle when approaching Station Level Crossing from either direction		
Wilpshire		—	—								
Station		2	193				C. Down line, 1 mile 1176 yards before reaching home signal	162			
							C. Down line, 1316 yards before reaching home signal	73	1L3S		
							C. Up line, 1606 yards be- fore reaching outer home signal	82	Water at Daisyfield (when the up home signal for Daisy- field Station is in the clear position, water should be taken at Black- burn)		
							C. Up line, 930 yards be- fore reaching outer home signal	88			
Whalley Langho		2	521	URS 37			C. Up line, 898 yards be- fore reaching home signal	82			
Station		2	249	URS 47			30 30 Over Viaduct Bridge No. 41				
Clitheroe Low Moor Siding		3	87								
Station		—	498								
Horrocksford Junction		—	874								
Chatburn Bankfield Siding		—	1716								
Station		—	564								
Rimington Station		2	1310	DRS 50			C. Down line, 900 yards before reaching home signal	101			

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
BOLTON (TRINITY STREET) WEST TO HELLIFIELD SOUTH JN. —contd.																	
•	Gisburn Station	2	919			DRS URS	44 24										
						One siding (Up side)											
•	Newsholme Station	2	114														
	Hellifield																
•	South Jn. (See page 115)	4	694			DGL	39	15									

● NB	BOLTON (T. St.) ASTLEY BRIDGE JUNCTION TO HALLIWELL									
	ASTLEY BRIDGE JN. TO HALLIWELL					15	15	MAXIMUM PERMISSIBLE SPEED		
	Bolton (T. St.) Astley Bridge Junction (See page 92)	—	—				15	Through junction		
	Halliwell Ground Frame	—	464							
One engine in steam ●	DARWEN, HODDLES DEN JUNCTION TO HODDLES DEN									
	HODDLES DEN JN. TO HODDLES DEN					15	15	MAXIMUM PERMISSIBLE SPEED		
	Darwen Hoddlesden Jcn. (See page 93)	—	—					C. Down line, single, 91 yards before reaching signal		
	Hoddlesden .. (Single line terminates at Shaw Sidings stop board)	2	110					40		
● ● ●	BLACKBURN, DAISYFIELD JUNCTION TO ACCRINGTON NORTH, INCLUDING ACCRINGTON WEST TO SOUTH									
	DAISYFIELD JN. TO ACCRINGTON					75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
	Blackburn Daisyfield Jn. (See page 95)	—	—							
	Great Har- wood Junction (See page 99 Padiham line)	—	889	●	●	25		Through junction to Padiham CW. Down main, 313 yds before reaching White- birk West home signal		
	Whitebirk West	—	643	●	●		50	Between Whitebirk West and Daisyfield Junction		

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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	BLACKBURN, DAISYFIELD JUNCTION TO ACCRINGTON NORTH, INCLUDING ACCRINGTON WEST TO SOUTH— <i>contd.</i>															
	Blackburn — <i>contd.</i>															
•	Whitebirk East	—	640													
•	Rishton Station	—	1718							C. Down line, 559 yards before reaching home 1 signal	118	1L3S				Water at Accrington
										C. Up line, 900 yds before reaching home 1 signal	132			1L3S		Water at Blackburn
•	Church Aspen Colliery	1	427							CW. Down line, 540 yds before reaching home No. 2 signal	640					
										CW. Down line, 178 yds before reaching starting signal (Sidings points)	105					
•	East	—	1030	•	•	NB	NB			CW. Down line, 18 yards ahead of home signal	105					
	Accrington															
	Exchange Sdgs (Signals for down goods lines only)	—	—			NB										
•	West (See below for Accrington South line)	—	860	•	•			10		Between West and North Junction						
•	North (See page 107)	—	397						10	Between North Junction and West						

•	West ... (See above)	—	—	•	NB	10	10	Between West and South					
•	South (See page 107)	—	492	•		10	10	Through junction Between South and West					
*Up direction													
BLACKBURN, GT. HARWOOD JUNCTION TO ROSE GROVE WEST													
GT. HARWOOD JN. TO ROSE GROVE WEST													
•	Blackburn Gt. Harwood Junction (See page 97)	—	—			60	60	MAXIMUM PERMISSIBLE SPEED					
							25	C. Up line, 1 mile, 1379 yards before reaching distant signal Through junction	90				
•	Great Harwood West	3	590		DRS	23		C. Up line, 800 yards before reaching outer home signal	90				
•	East	—	348					C. Up line, 1 m., 856 yds. before reaching outer home signal	90				
						50	50	Over curve at and adjoining 4½ to 3¼ mile posts	Martholme Viaduct (Bridge No. 30)				
•	Simonstone Station	2	1634										
•	Padiham Station	1	117		URS	43	25	25	Over curves adjacent to and Station 1½ to 1¼ mile posts	through	1L3S	1L3S	Water at Gannow Jn. Water at Gt. Harwood
•	Rose Grove West (See page 107)	1	1115				25		C. Down line, 810 yards before reaching home signal Through junction	40			

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	CHERRY TREE JN. TO PRESTON No. 4																
	CHERRY TREE JN. TO PRESTON No. 4							75	75	MAXIMUM PERMISSIBLE SPEED							
•	Cherry Tree Junction (See page 76)							20		Through junction to Chorley							
	(Down I.B.S., 1 m., 24 yds. from Pleasington Station)																
	Pleasington Station																
	(Up I.B.S. No. 1, 1130 yds from Hoghton Station box)																
	Up I.B.S. No. 2, 2 m., 366 yds. from Hoghton Station box)																
•	Hoghton Station	3	226			DRS	40			C. Up line, 800 yards before reaching home signal	101	1L1S				Lostock Hall direction (Sundays only) Water at Blackburn	
										C. Up line, 716 yards before reaching No. 1 I.B. home signal	101			1L3S			
•	Gregson Lane	1	108							C. Up line, 900 yards before reaching home signal	99	1L3S				Water at Todd Lane Jn. or Lostock Hall	

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 L—long S—short C—crow		Down		Up		For	
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods				
	MANCHESTER (VICTORIA) EAST JN. TO COLNE NORTH—contd.																		
•	Heaton Park Station	1	830																
•	Prestwich Station	—	834							C. Down line, 590 yards before reaching home signal	60								
	Besses o'th'Barn Station																		
•	Whitefield Station	1	623							C. Down line, 1437 yards before reaching outer home signal	75								
										C. Up line, 1530 yards before reaching outer home signal	49								
										C. Up line 940 yards before reaching outer home signal	49								
•	Radcliffe (Central) South (See page 110 for Bradley Fold Jn. line)	1	894					30 25	30	Through junction to and from Through junction to Bradley	Bury Fold junction								
•	North Jn. (See pages 72 and 109)	—	884			URS URS URS	37 52 29	25	35 50 20	Through junction to and from Through junction to Clifton Junction Through junction to West Junction	Whitefield Junction	1L3S						Water at Bury (B.St.)	

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	MANCHESTER	(VICTORIA)															
	Helmshore Station	2	264			DRS URS	21 28			C. Down line, 1 m. 940 yds before reaching home signal	66						
										C. Down line, 1000 yds before reaching home signal	73		1L3S				Water at Accrington
										C. Down line, 552 yards ahead of starting signal	76						
	Haslingden Station	2	269			DRS	56			C. Down line, 890 yards before reaching home signal	81						
	Baxenden	—	1585			URS	43			C. Down line, 781 yards before reaching home signal	68						
										C. Up line, 656 yards before reaching outer home signal	61						
										C. Up line, 1440 yards before reaching outer home signal	38						
	Shoe Mill	1	242							C. Up line, 700 yards before reaching home signal	40						
										C. Up line, 1290 yards before reaching home signal	40						
										S. Down line, trailing end of sand drag 525 yards ahead of signal box (normal lie of points, main line)	40						
								10		Freight trains passing Shoe Mill box							

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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	MANCHESTER (VICTORIA)					EAST JN. TO COLNE				NORTH—contd.						
•	Burnley (Central) Station	—	989		•											
•	Goods Yard	—	616					20	20	CW. Down line, 416 yards before reaching starting signal Over curve between 28 mile post on Viaduct and Goods Yard	154	Drivers warn	travelling staff working in sidings			line must whistle to
•	Brierfield Goods	1	1,100		•											
•	Station	—	467		•											
•	Nelson Station	1	373			DGL	76	40		Over curve between Colne end and Nelson end of viaduct				1L3S		Water at Burnley (Cen.)
•	Chaffers Sidg.	—	648		•											
•	Mineral Yard	—	907		•							Drivers Level	must whistle when approaching			Hard Platt Crossing

MANCHESTER (VICTORIA), IRK VALLEY TO SMEDLEY VIADUCT					
IRK VALLEY TO SMEDLEY VIADUCT			30	30	MAXIMUM PERMISSIBLE SPEED
Manchester (Vic.) Irk Valley (See page 103)	—	—			CW. Up line, 232 yards before reaching home signal 76
Smedley Viaduct (See page 11)	—	463	15	15	Through junction Through junction

RADCLIFFE (CENTRAL) NORTH JN. TO WEST JN.						
RADCLIFFE (CENTRAL) NORTH TO WEST			15	15	MAXIMUM PERMISSIBLE SPEED	
Radcliffe (Cen.) North Jn. (See pages 72 and 104)	—	—		15	Through junction CW. Down line, 222 yards before reaching starting signal	72
West Jn. (See page 110)	—	867		15	Through junction	

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 L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
<ul style="list-style-type: none"> • • • 	RADCLIFFE (CENTRAL) TO RADCLIFFE (BLACK LANE) BRADLEY FOLD JUNCTION																
	RADCLIFFE (CENTRAL) SOUTH TO BRADLEY FOLD JUNCTION							60	60	MAXIMUM PERMISSIBLE SPEED							
	• Radcliffe (Cen.) South Jn. (See page 104)	—	—						25	Through junction							
	• West Jn. (See page 109)	—	777						20	Through junction to North							
	• Radcliffe (Black Lane) Bradley Fold Jn. (See page 23)	—	1690					25		C. Down line, 903 yards before reaching home signal Through junction	86						
<ul style="list-style-type: none"> • 	BURY (B. ST.) LOOP JUNCTION CONNECTING LINE OVER CONNECTING LINE							45	45	MAXIMUM PERMISSIBLE SPEED							
	• Bury (B. St.) Loco Junction (See page 105)	—	—						20	CW. Down line, 435 yards before reaching starting signal Through junction	119						

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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	RAMSBOTTOM, STUBBINS JUNCTION TO BACUP STATION JUNCTION									<i>—contd.</i>						
•	Ewood Bridge Irwell Vale ..	1	845			DRS	57			C. Down line, 905 yards before reaching home signal	132					
•	Station ..	—	966					20	20	Through Ewood Bridge Station between 16 mls. 15 chns. and 16 mls. 25 chns.						
•	Rawtenstall West ..	1	85					40	30	CW. Down line, 300 yards before reaching home signal Between 17½ mile post and Over level crossing at Bacup end of Station	132					
•	East ..	—	550							CW. Down line, 1 yard before reaching starting signal	102					
•	Ilex Hall Carr ..	—	542													
•	Clough Fold Station ..	—	858													
•	Waterfoot Goods Yard ..	—	1216							C. Down line, 203 yards before reaching distant signal	70			1L3S		Water at Rawtenstall

Automatic Signalling

North Jn. (See page 122 for Colne line)	—	230	•	•	•	U.G.L.	60	40 40 40	40	Through junction to and from Through junction to Colne Over curve on Hellifield side Goods line—Skipton North	Hellifield of Skipton North Jn. to Skipton Station	Jn. Station	North Jn. North Jn.		
Gargrave Delaney's Sidings	1	1584				DGL DRS URS	81 41 41			C.W. Down line, 570 yds. before reaching starting signal	130				
Station (Up I.B.S. 1 mile 758 yds before reach- ing Gargrave Station box Down I.B.S., 1 mile 231 yds before reach- ing Bell Busk Station box)	1	594						60	60	Over curves South of Gargrave C. Down line, 650 yards before reaching home signal	Station, 224 to 225 mile posts 149				
								70		Between Gargrave and Settle C. Down line, 800 yds. before reaching I.B. home signal	Jn. 225 to 234½ mile posts except 150			where otherwise shown	
Bell Busk Station (Down I.B.S., 1 m. 1224 yds. before reach- ing Hellifield South Jn. box Up I.B.S., 1 m. 1283 yards before reach- ing Bell Busk Station box)	2	1364				DRS	31			C. Down line, 848 yards before reaching I.B. home signal (at I.B. distant signal) C. Down line, 1311 yards before reaching home signal	131		1L2S 2L1C 5S		Ilkley. Freight trains not requiring to stop at Skipton. Goods line at Skip- ton North Jn.
Hellifield (Up I.B.S., 1451 yds from Hellifield South Jn. box)															
South Jn. (See page 96 for Bolton line)	3	612	•	•	•			60	60 20 15	Through Hellifield Station between 231½ and 231¾ mile posts Outside line to main line Through junction to Bolton			1L1S		Clapham (when North Jn. box is closed)
North Jn.	—	415	Outside •	Middle •	Outside •	URS	39		20	Main line to outside line	1L1S		4L		Clapham Up outside line

CONONLEY STATION (NER) TO GREYNA JUNCTION (Sc.R.—contd.)

•	Ribblehead Station ..	2	616		DRS	30			C. Down line, 650 yards before reaching home signal	196				
•	Blea Moor ..	1	480		DGL UGL DRS	81 81 28			C. Down line, 600 yards before reaching home signal S. Up line, 85 yards after passing starting signal (Normal lie is for main line)	104 100 (falling)				
	Dent						70		Between Blea Moor and Ais Gill, 251 to 260 mile posts					
•	Dent Head ..	2	1676											
•	Station ..	1	1540		DRS URS	43 30								
•	Garsdale Jn...	3	660		DRS URS	43 36								
•	Ais Gill ..	3	44		DRS URS	33 33	70		Between Ais Gill and Blea Moor, 260 to 251 mile posts					
•	Kirkby Stephen West Mallerstang ..	3	968											
•	Station ..	3	418		DRS URS	55 38	70		C. Up line, 705 yards before reaching home signal	101	2L1C			Freight trains not stopping Appleby for water
•	Crosby Garrett	3	770		DRS URS	34 28	70	70	Between Kirkby Stephen West and Crosby Garrett, over curves,			268 to	269 mile posts	
•	Appleby West Griseburn Ballast Sdgs.	1	1738						C. Up line, 620 yards before reaching home signal	215				
•	West ..	5	242		URS	43								
•	North (See page 125 for line to Appleby Jn.)	—	506				10		Through junction to Appleby Jn.					

CONONLEY STATION (NER) TO GRETNA JUNCTION (Sc. R.)—contd.

•	Low House Crossing	1	836					60	60	Between Low House Crossing and Howe & Co's. Sidings over curves 300 to 300½ m.p. C. Up line, 1 mile 1758 yds before reaching home signal	129				
•	Howe & Co's. Sidings	3	396							C. Up line, 1 mile 848 yds before reaching home signal C. Up line, 2 miles 920 yds before reaching home 1 signal	134				
•	Carlisle Durrant Hill South Sidings (Western Lines)	3	1398												
•	Durrant Hill Jn. (Western Lines)	—	638	•	•	•	Independent NB	10		Goods lines between Durrant Hill Jn. and Petteril Bridge Jn.					
	Petteril Goods Yard (Western Lines) (Signals Independent and down goods lines only)	—	652		•	•	NB †	10		Goods lines between Petteril Bridge Jn. and Durrant Hill Jn.					
				NB											
•	Petteril Bridge Jn. (Western Lines)	—	250	• †	•			20	20	Through junction on LMR down and up main lines C. Up line, 124 yards before reaching starting signal to L.M.R.	860	6S 5S			London Road Durrant Hill Sidings or Petteril Bridge Jn.
								50	50	Between Petteril Bridge Jn. and No. 5		6S	6S		Engine Durrant Hill Loco to Carlisle Stn. or London Road shed to Carlisle Stn.
•	No. 7 London Road Jn. (Western Lines) (See pages 125 and 126)	—	500					10		Through junction to Canal Junction				1L1S	Upperby Yard

† Drivers on up goods loop line at Petteril Bridge Jn. will not be brought to a stand or receive any caution signal when the loop line ahead is occupied.
‡ The down goods line between Petteril Goods Yard Box and Petteril Bridge Jn. Box is worked as a siding in accordance with the instructions issued to the Signalmen. Drivers of trains on the siding must proceed cautiously and be prepared to stop short of any obstruction

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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
CONONLEY STATION (N.E.R.) TO GRETNA JUNCTION (Sc. R.)— <i>contd.</i>																
<div>Nos. 1 & 4 lines</div>	Carlisle— <i>contd.</i>															
	<div>• † No. 5 (Western Lines) (See pages 125 and 129)</div> <div>P</div>	—	615					20 15	15	Between 59½ mile post South of Carlisle and ½ mile post North of Carlisle						All crossover junctions and slip roads to and from Leeds and Newcastle
	<div>• † No. 4A Platform (Western Lines)</div> <div>P</div>	—	395					15	15	To and from bay lines						
	<div>• † No. 4 (Western Lines)</div>	—	341													
	<div>• No. 3 (Western Lines) (See pages 127, 128 and 129)</div>	—	1034						20	Between ½ mile post North of Carlisle and 59½ mile post South of Carlisle				1L2S	2L2S	Viaduct Yard

† Nos. 1 and 3 lines between Nos. 5 and 4 boxes are worked as “up and down” lines when No. 4A box is open, and as down lines only when that box is closed. “B” line between Nos. 4A and 4 boxes is worked as a down line. No. 4 road between Nos. 4 and 5 boxes is worked as an up line. No. 4 line is available for starting trains to the North at No. 4 box end of the Station. Drivers of trains (except through passenger trains not timed to stop at the station) approaching, leaving or passing through Citadel Station must have their trains under sufficient control to be able to stop short of any obstruction that may be upon the lines (main or bay) whether the signals indicate Danger or not. The calling-on signal from the N.E.R. line worked from No. 5 box at the South end of the Station, and the calling-on signals worked from No. 4 box at the North end of the Station, will be taken off before the train has been brought to a stand. Drivers must therefore understand that when the calling-on signal is taken off they are to draw forward cautiously.

CONONLEY STATION (NER) TO GREYNA JUNCTION (Sc. R.)—contd.									
•	Etterby Jn. (Western Lines)	—	1188	•	•				
•	Kingmoor (Western Lines)	—	1100		•				
•	Rockcliffe Station (Western Lines)	1	1738	•	•				
				PF	PF				
•	Floriston Station (Western Lines)	2	88	•	•			1L4S	
•	Mossband (Western Lines)	1	493						
•	Gretna Jn. (Scottish Region)	1	435			50	70 50	Through junction to Carstairs Through junction to and from C. Down line, 500 yards before reaching home signal CW. Down line 799 yards before reaching starting signal	Gretna 200 193 Green
EMBSAY JUNCTION (NER) TO SKIPTON STATION NORTH JUNCTION EMBSAY JN. TO SKIPTON STN. NORTH JN.									
	Embsay (N.E. Region) Junction	—	—			50	50	MAXIMUM PERMISSIBLE SPEED	
•	Skipton Station North Junction (See page 114)	2	154			35 15	35	15 Through junction to Grassington C. Up line, 498 yards be- fore reaching home signal Between 222 mile post and Skipton Station North Jn. Through junction	90 ISIL

Passenger trains not
timed to stop at
Carlisle Citadel
Station

Passenger line

One Engine in Steam	EARBY, BARNOLDSWICK JUNCTION TO BARNOLDSWICK STATION										
	BARNOLDSWICK JN. TO BARNOLDSWICK STN.				40	40	MAXIMUM PERMISSIBLE SPEED				
	Earby Barnoldswick Junction (See page 122)	—	—			15	Through junction to Skipton				
	Barnoldswick Station	1	1342								
One Engine in Steam	LONG PRESTON, SETTLE JUNCTION TO WENNINGTON JUNCTION (WEST LINES)										
	SETTLE JN. TO WENNINGTON JN.				60	60	MAXIMUM PERMISSIBLE SPEED				
	Long Preston Settle Jn. (See page 116)	—	—			40	Through junction to Hellfield		1L2S	Ingleton, or stopping Clapham for traffic	
	Giggleswick Station	1	1672								
	Clapham Eldroth	2	666								
	Junction (See page 124 for Ingleton line)	3	434		35 25	35	Through junction to and from Wennington			Carnforth (To be given at Clapham Jn. when High Bentham is closed)	
							Through junction to Ingleton				
							C. Up line, 710 yards before reaching home signal		126		
	Skew Crossing	1	441				C. Up line, 763 yards before reaching home signal		101		
	Bentham High Bentham Station	3	141	UGL	79		CW. Up line, 680 yards before reaching outer home signal (Controlled by Low Bentham)		125		
									1L2S		
	Low Bentham	—	1501								
	Wennington Junction (Western Lines)	2	412	DGL	73	40 15	40	Through junction to and from Morecambe			
							Through junction to Carnforth				

APPLEBY WEST, NORTH TO APPLEBY JUNCTION

APPLEBY WEST, NORTH TO APPLEBY JUNCTION			10	10	MAXIMUM PERMISSIBLE SPEED				
Appleby West North (See page 117)	—	—		20	Through junction to Settle				
Appleby Jn.	—	638							
CARLISLE No. 13 TO CARLISLE No. 5			90	90	MAXIMUM PERMISSIBLE SPEED				
Carlisle No. 13 (Western Lines) (See page 127)	—	—							
No. 12 (Western Lines) (See below and page 127)	—	681							
No. 5 (Western Lines) (See pages 120 and 129)	—	1203	20		Between 68½ mile post South of Carlisle and ¼ mile post North of Carlisle				
CARLISLE No. 12 TO CARLISLE No. 7 (LONDON ROAD JN.) (GOODS LINES)			10	10	MAXIMUM PERMISSIBLE SPEED				
Carlisle No. 12 (Western Lines) (See above and page 127)	—	—							
No. 7 (London Rd Junction) (Western Lines) (See pages 119 and 126)	—	812						IL1S	Carriage Shed
<p><i>The down and up lines between Carlisle No. 12 and No. 7 boxes are worked as down and up through sidings and Drivers may not be brought to a stand or receive any caution signal at No. 12 or No. 7 box when the line ahead is occupied, and they must therefore run upon the through sidings at a slow speed and be prepared to stop short of any obstruction that may exist on the line on which they are running.</i></p>									

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 L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
CARLISLE No. 7 (LONDON ROAD JN.) TO CARLISLE DALSTON ROAD (GOODS LINES)																
	CARLISLE No. 7 TO DALSTON ROAD							20	20	MAXIMUM PERMISSIBLE SPEED						
• †	Carlisle No. 7 (London Road Jn.) (Western Lines) (See pages 119 and 125)	--	--						10	Through junction						
• †	No. 10 (Bog Jn.) (Western Lines) (See pages 127 and 130)	--	508													
• †	No. 11 (Rome St.) (Western Lines) (See pages 127, 128 and 130)	--	425													
•	Dalston Rd. (Western Lines)	--	950													
† Worked in accordance with the Special Regulations for Signalling trains on Goods Lines																

CARLISLE No. 13 TO CARLISLE No. 3 (THROUGH GOODS LINES)

CARLISLE No. 13 TO No. 3

20

20

MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS

10

10

MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS

Carlisle

No. 13
(Western
Lines)
(See page 125)No. 12
(Western
Lines)
(See page 125)No. 10 (Bog
Jn.) (Western
Lines)
(See pages 126
and 130)No. 11 (Rome
St.) (Western
Lines)
(See pages 126,
128 and 130)Dentonholme
North Jn.
(Western
Lines)
(See page 128)No. 3
(Western
Lines)
(See pages 120,
128 and 129)†Worked in accordance with the Special Regulations for
signalling trains on Goods lines1L 1S
1L 2S
1CCarriage Shed
Upperby Yard
Crown Street1L1S
1L2SLondon Road Yard
Upperby Yard
Forks Jn. to turn
Currock Yard1L 1C
1L 1S1L1S
1L2S
2L1SLondon Road Yard
Upperby Yard
Currock Yard
Canal Yard
Dentonholme Yard
Through goods line1L 1S
1C
1L 2SBetween Rome St. and
Dentonholme North Jn.

1L2S

Dentonholme Yard

2L 1S
1S pause
4S
1S pause
2SCanal Jn.
Kingsmoor Down
Sdg.
Viaduct Yard

CARLISLE No. 3 TO CARLISLE CANAL JUNCTION (PORT CARLISLE BRANCH).

CARLISLE No. 3 TO CANAL JN.

Carlisle

No. 3...
(Western
Lines)
(See pages 120,
127 and 128)

No. 1...
(Western
Lines)

Canal Jn.
(Western
Lines)
(See page 126)

572

590

25

15

15

4

25

15

15

4

MAXIMUM PERMISSIBLE SPEED

Between Nos. 3 and 1 boxes

Between Nos. 1 and 3 boxes
C. Down main, 280 yards
before reaching home
signal

Through junction

To and from Engine Shed

100

CARLISLE No. 8 CURROCK JUNCTION TO CARLISLE No. 5

CARLISLE No. 8 TO No. 5

Carlisle

No. 8 (Currock
Jn. (Western
Lines)
(See page 130)

No. 5...
(Western
Lines)
(See pages 120
and 125)

1451

20

20

15

10

20

20

15

10

MAXIMUM PERMISSIBLE SPEED

Through junction to and from Citadel station

Through junction to and from Carlisle No. 9

Between 27 $\frac{1}{4}$ mile post (M. & C.) and No. 5 box

SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS APPLICABLE TO INDIVIDUAL CLASSES OF LOCOMOTIVES

The following restrictions are applicable to the class and type of engine shown, subject to any lower speed restriction which may be shown in Table "A".

Section of line	Class and type of engine affected	Speed Restriction	Special Instructions
Manchester Vic. and Todmorden over goods loops	7P (46170), D10000, D10001, D10201-2-3	m.p.h. 10	
Thorpes Bridge Jn. and Oldham Mumps over goods loops	7P (46170), D10000, D10001, D10201-2-3	10	
Thorpes Bridge Jn. and Rochdale	Former LNE D49	50	
Middleton Jn. to Middleton	7F, 8F, 9F	10	
Castleton East Jn. and Bolton Trinity St. East Jn.	Former L.N.E. D49	30	
Miles Platting Station Jn. and Baguley Fold Jn., over down and up goods lines (1½-2½ m.p.)	7P (46170), D10000, D10001, D10201-2-3	10	
Miles Platting and Stalybridge	Former L.N.E. D49	50	
Miles Platting Station Jn. and Thorpes Bridge Jn.	Former L.N.E. D49	50	
Over goods loops	7P (46170), D10000, D10001, D10201-2-3	10	
Phillips Park No. 1 to Ardwick Jn.—Over goods loops	7P (46170), D10000, D10001, D10201-2-3	10	
Windsor Bridge and Wigan Wallgate over goods loops	7P (46170), D10000, D10001, D10201-2-3	10	
Salford Goods to Oldfield Road—Over crossover road between arrival and departure roads at foot of incline	6P/5F	Caution	
Hindley No. 3 to Westwood Park—Over bridge 8 between 16¼-17 m.p.	<div> 6P/5F, 8F, 9F, Former L.N.E. B1, J39 </div> <div> All engines class 5 and over, all Main line diesel locomotives and former L.N.E. B1 </div>	30 30 —	Engines of these classes must not be coupled together
Wigan Wallgate and 22 m.p. over up line	7P (46170), D10000, D10001, D10201-2-3	50	
Sandhills No. 1 to North Docks except as shown below	All engines class 4 and over.	15	
Over bridges 1/15/OA and 11/4/B both between 35½ and 35½ m.p.	All diesel locomotives	8	
	All engines class 4 and over.		
	All diesel locomotives		
Preston No. 8 platform line to No. 10 platform at No. 3 signal box and over connections between up and down lines at Preston EL signal box	9F	Caution	
Kirkham & Poulton No. 3	7P (46170), D10000, D10001, D10201-2-3 Former L.N.E. B1, K1, K2, K3	50	
Poulton No. 3 and Fleetwood	7P (46170), D10000, D10001, D10201-2-3	40	
Kirkham and Lytham Goods	7P (46170), D10000, D10001, D10201-2-3 Former L.N.E. B1, K1, K2, K3	50	
Lytham Goods and Blackpool Central	7P (46170), D10000, D10001, D10201-2-3 Former L.N.E. B1, K1, K2, K3	40	
Kirkham to Blackpool South (via Marton)	7P (46170), D10000, D10001, D10201-2-3 Former L.N.E. B1, K1, K2, K3	50	
Poulton No. 3 to Blackpool North	7P (46170), D10000, D10001, D10201-2-3 Former L.N.E. B1, K1, K2, K3	40	
Poulton No. 4 and Poulton No. 5	7P (46170), D10000, D10001, D10201-2-3 Former L.N.E. B1, K1, K2, K3	35	

Table A—continued

Speed restrictions and special instructions applicable to individual classes of Locomotives—continued

Section of line	Class and type of engine effected	Speed Restriction	Special Instructions
Lostock Hall Jn. and Burscough Jn. North	7P (46170), D10000, D10001, D10201-2-3	m.p.h. 40	Side windscreens must be folded back out of use.
Lostock Hall Jn. to Todd Lane Jn.	7P (46170), D10000, D10001, D10201-2-3	40	
Lostock Hall Engine Shed to Farington Curve Jn.	—	—	
Farington Jn. to Lostock Hall Jn.	7P, 7P/6F, 8F, D10000, D10001, D10201-2-3	15	
Manchester Vic. and Radcliffe Central North Jn. (via Prestwich), over goods loops	7P (46170), D10000, D10001, D10201-2-3	10	
Helmshore and Haslingden over bridge 72 (17¼—17½ m.p.)	All engines class 4 and upwards, D600-604, D5000-5049, D5300-5319, D5700-5719	30	Double heading prohibited
Snaygill to Gretna	Former L.N.E. A3	—	
Carlisle No. 13 and No. 11 Carlisle No. 11 and No. 1 via Dentonholme Yard	7P (46170), 8P, D10000, D10001, D10201-2-3	20	
Carlisle No. 7 and Canal Jn. via Dalston Road over bridge 10		5	
Carlisle No. 5 and No. 8	7P (46170), 8P, D10000, D10001, D10201-2-3	20	

TABLE B

LINES WORKED UNDER PERMISSIVE BLOCK SYSTEM

Referring to the Instructions on Page 21 of the General Appendix; the following is a list of lines not included in Table “A” which are worked under the Permissive Block System:—

From	To	Line	
		Down	Up
Hindley No. 2	Hindley No. 1	No. 1 Down Through Siding	Through Siding
Pendleton Brindle Heath Sidings ..	Agecroft Junction	Through Siding	
Blackburn Taylor Street	Bolton Junction	Through Siding	
Colne No. 1	No. 2		“Up and Down” Through Siding

TABLE C

LINES WORKED UNDER “NO BLOCK” REGULATIONS

Referring to the instructions on page 22 of the General Appendix, the following is a list of lines not included in Table “A” which are worked under the Regulations for Goods Lines not worked on any Block System.

(*Used in both directions)

From	To	Line	
		Down	Up
Manchester Victoria Footbridge ..	Cheetham Hill Junction	Carriage	
Moston Junction	Newton Heath Moston Colliery..		No. 1 Arrival
Middleton Junction West	Vitriol Works		Nos. 1 & 2 Carriage Sidings
Middleton Junction West	Vitriol Works		“Up and down” through siding

Table C—continued

Lines Worked under “No Block” Regulations—continued

From	To	Line	
		Down	Up
Royton Junction Sidings	Hartford Sidings	Nos. 1, 2 & 3 Up reception and up departure	1st & 2nd through sidings
Oldham Mumps No. 2	Oldham (Clegg St.) Glodwick Rd.		“Up and down” through siding
Bolton (T. St.) East Junction ..	Rose Hill Junction		Arrival siding
Ordsall Lane No. 2.. ..	Ordsall Lane No. 4		Down reception and bay siding down departure
St. Luke’s Blowick	Southport (C. St.) St. Luke’s ..		“Up and down” through siding
Aintree S. S. Sefton Junction ..	No. 1		“Up and down” circular siding
Seaforth & L (North Mersey Branch Jn.)	North Mersey Goods Yard ..	Branch	Branch
Fleetwood Wyre Dock Junction ..	Wyre Dock Station	Engine	
Fleetwood Wyre Dock Junction ..	Wyre Dock Station		“Up and down” through siding
Preston No. 1A	Ribble Yard		Shunting
Blackpool North No. 1	No. 3		“Up and down” through siding
Aintree S. A. Station Junction ..	Aintree S. S. Sefton Junction ..		“Up and down” through siding
Ramsbottom Station	Stubbins Junction	Through siding	Nos. 1 & 2 through siding
Brierfield Station	Goods		Through siding
Windsor Bridge No. 2	Pendleton (B.St.) Windsor Bridge No. 3	“Up and down” through siding	
Carlisle Etterby Junction	Kingmoor	Through siding	Through sidings, Nos. 1 & 2
Aintree S.A. Station Junction ..	Aintree (C.L.C.) Junction ..		“Up and down” through siding
Miles Platting Station Junction ..	Tank Yard	Through Siding	

TABLE D1

ELECTRIC TOKEN RECEIVING AND DELIVERING APPARATUS

Nil.

TABLE D2

LINES WORKED UNDER THE ELECTRIC TRAIN TOKEN, TRAIN STAFF AND TICKET AND ONE ENGINE IN STEAM ARRANGEMENTS

Referring to pages 24-40 of the General Appendix, the following is a list of places where persons other than the Signaller are authorised to receive or deliver the token or staff:—

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
Kearsley Jn. and Linnyshaw Moss Colliery Sidings	Kearsley Branch Sidings box. . .	*Yard Foreman
Preston No. 1A and Strand Road	Preston No. 1A and Strand Road	*N.U. Yd. Foreman
		(* In addition to Signaller).

TABLE E

LOCAL CODE OF ENGINE WHISTLES

The following engine whistles must be given at the undermentioned places.

Where electric bell or telephone communication is provided, Drivers must make use of this instead of the engine whistles. Should the signal not be lowered within a reasonable time, the bell or telephone must be again used.

Whistle to be given at	Movement required	Whistle L = Long. S = Short. C = Crow.
Middleton Junction Vitriol Works	Down side to shunting neck. Down side to No. 1 up goods line. Down side to electricity works. Up side to draw up to shunt. Up side to No. 1 up goods line for across to down. Up side to electricity works.	1 S, 2 C 1 C, 2 S 2 C, 1 S 2 S, 2 C 2 C, 2 S 3 C, 1 S
Oldham (Clegg St.) Waterloo Sidings	Glodwick Rd. Yard to Clegg St. Yard, via down goods line.	2 S, 2 C
Sandhills No. 2	Main line to new engine shed, or vice versa. Main line to old engine shed, or vice versa. Main line to coal stage, or vice versa. From down side across to up side, or vice versa.	4 S, 1 C 5 S, 1 C 3 L, 3 S 4 L, 3 S
Sandhills No. 1	Goods line to coal sidings. Goods line across to Kirkdale loop, or vice versa. Shunting line to coal sidings. Shunting line across to Kirkdale loop. Coal sidings across to main line. Coal sidings to shunting line. Coal sidings between west line and goods line to main line. Coal sidings to goods line.	4 S, 1 C 5 S, 1 C 4 S, 2 C 5 S, 2 C 1 L, 1 C 3 L, 1 C 1 L, 2 C 2 L, 1 C
Bolton (Great Moor St.) Fletcher Street Junction ..	Old passenger line to main line to shunt. Old passenger line to goods yard. To and from Bridgeman's Street warehouse sidings Nos. 1 and 2. To and from Bridgeman's Street warehouse siding No. 3.	1 S, 1 C 1 S, 3 C 3 C, 1 L 4 L
Atherton Bag Lane Station	To and from Nos. 1, 2 and 3 sidings and up loop. No. 5 siding. To close No. 5 points. To and from Arley siding to No. 5 siding. From down loop and sidings to down main to shunt. Close down main line points.	1 S, 2 C 1 C, 5 S 2 C, 3 S 3 C, 2 S 3 S, 2 C 4 S, 1 C
Fazakerley Sidings West	Up goods to No. 1 shunting neck. No. 1 group of sidings to No. 1 shunting neck. No. 2 group of sidings to No. 1 shunting neck. No. 3 group of sidings to No. 1 shunting neck. No. 3 group of sidings to No. 2 shunting neck. No. 4 group of sidings to No. 1 shunting neck. No. 4 group of sidings to No. 2 shunting neck. No. 1 shunting neck to No. 1 group of sidings. No. 1 shunting neck to No. 2 group of sidings. No. 1 shunting neck to No. 3 group of sidings. No. 1 shunting neck to No. 4 group of sidings. No. 2 shunting neck to No. 3 group of sidings. No. 2 shunting neck to No. 4 group of sidings.	1 S, 1 L 1 L, 1 C 2 S, 1 C 3 S, 1 L 3 S, 2 L 4 S, 1 L 4 S, 2 L 1 S, 2 C 2 S, 2 C 3 S, 2 C 4 S, 2 C 2 L, 3 S 2 L, 4 S
Aintree S.S. Sefton Junction	Up main to circular siding. Up main to arrival sidings. Up goods to circular siding. Up goods to arrival sidings. Up main to branch goods. During the night and in fog. Drivers of engines when they have set back out of the engine short neck, also those which have gone into the shed from the main line and have run clear of the points.	3 S, 1 C 4 S, 1 C 3 S, 2 C 4 S, 2 C 5 S, 1 C 2 L, 2 C
Southport (C. St.) St. Luke's	No. 1 excursion platform. No. 2 excursion platform. Goods yard to goods line. From West Lancashire to engine shed.	4 S, 1 C 5 S, 1 C 2 L, 2 C 3 L, 2 C

Table E—continued

Local Code of Engine Whistles—continued

Whistle to be given at	Movement required	Whistle L = Long. S = Short. C = Crow.
Ormskirk Branch Sidings	Down sidings to neck. St. Helens sidings to neck. Shaw and Foster's siding to neck.	1 L, 1 C 3 S, 1 C 3 S, 2 C
Ormskirk Station	From neck to goods yard. To neck from Nos. 3 and 4 sidings. To neck from Nos. 1 and 2 platforms.	1 S, 1 C 2 S, 1 C 4 S, 1 C
Moses Gate Station	From up goods and along No. 1 up siding to up siding ground frame for shunting.	3 S, 1 L
Kirkham North Junction	Down sidings to No. 1 goods line. Down sidings to No. 2 goods line. Down sidings to shunt. Down sidings to Poulton. Down sidings to Lytham. Down sidings to Blackpool South (via Marton).	1 L, 1 C 3 L, 1 C 1 L, 2 C 2 C, 1 L 3 C, 1 L 2 S, 1 C
Poulton-le-Fylde No. 1	Down sidings to goods yard, or vice versa. From permanent way yard.	2 C, 1 L 3 S, 2 C
Fleetwood Burn Naze	North sidings to South sidings. South sidings to North sidings.	2 S, 1 C 3 S, 1 C
Fleetwood Wyre Dock Junction ..	Up goods to shunting neck. From sidings to shunting neck. To and from Riley's sidings. Along down engine loop.	2 S, 2 C 2 S, 1 C 3 S, 1 C 4 L, 1 S
Fleetwood Wyre Dock Station	Town sidings to up goods. Up carriage sidings to up goods. Up goods siding to up goods. Engine loop to down main. Engine loop to Town sidings. Engine loop to down goods line.	2 S, 2 C 2 S, 1 C 2 C, 2 L 2 L, 1 C 3 S, 1 C 4 S, 1 C
Fleetwood Station	Down carriage loop to fish warehouse. Down carriage loop to No. 1 platform. Down carriage loop to No. 2 bay. Down carriage loop to No. 3 bay. Down carriage loop to No. 4 platform. Down carriage loop to No. 5 platform. Down carriage siding to fish warehouse. Down carriage siding to No. 1 platform. Down carriage siding to No. 2 bay. Down carriage siding to No. 3 bay. Down carriage siding to No. 4 platform. Down carriage siding to No. 5 platform. Warehouse sidings to up goods line. Warehouse sidings to quay side. Quay side to warehouse sidings. Warehouse sidings to up sidings. Up sidings (through top crossing) to up sidings. To and from up carriage sidings to riverside. Up sidings to warehouse. Up sidings to No. 5 platform.	2 C, 1 L 1 S, 1 C 2 S, 1 C 3 S, 1 C 4 S, 1 C 5 S, 1 C 1 L, 1 C 2 C, 2 S 2 S, 2 C 2 C, 3 S 2 C, 4 S 2 C, 5 S 2 S, 1 L 1 L, 4 S 4 S, 1 L 1 L, 2 C 2 S, 2 C 6 S 4 L, 2 S 4 L, 3 S
Lytham Goods	To and from No. 1 siding and shunting neck. To and from No. 2 siding and shunting neck. To and from No. 3 siding and shunting neck.	1 S, 1 C 2 S, 1 C 3 S, 1 C
Lytham Station	Bay to loop.	1 C, 2 L
Blackpool (Central) Bloomfield Road	Up fast to carriage sidings.	3 S, 1 C
Blackpool (Central) Spenn Dyke	To and from up and down (Bloomfield) carriage loop. To and from No. 1 group of carriage sidings. To and from No. 2 group of carriage sidings. To engine shed.	1 L, 1 C 2 S, 1 C 3 S, 1 C 4 S, 1 C

Table E—continued

Local Code of Engine Whistles—continued

Whistle to be given at	Movement required	Whistle L = Long, S = Short. C = Crow.
Blackpool (North) No. 1	Down main to goods. Down main to down passenger loop. Down main to carriage sidings. From up and down goods to up main. Up and down goods to abattoirs. Up and down goods to shunting neck. Mineral yard to abattoirs. Mineral yard to shunting neck. Mineral yard to up main.	3 S, 1 C 4 S, 1 C 5 S, 1 C 3 L, 1 C 1 S, 2 C 2 S, 2 C 2 C, 1 S 2 C, 2 S 2 C, 3 S
Bank Hall Station Junction	No. 1 siding to main. Nos. 2, 3 and 4 sidings to main.	1 S, 1 C 4 S, 1 C
Darwen Hoddlesden Junction ..	To and from Hollins. To and from Whitaker's siding.	1 S, 1 C 2 S, 1 C
Blackburn Bolton Branch Junction ..	From sidings to shunting neck.	1 L, 1 C
Blackburn West	To or from turntable.	2 C, 1 L
Accrington West	To and from carriage sidings and shunting neck. To and from carriage sidings and station up sidings.	1 C, 5 S 1 C, 4 S
Bury (Bolton St.) Loco. Junction	Up sidings to up goods. Up sidings to neck. Neck to branch. Branch to neck. (Drivers of engines when ready to leave Bury Loco must telephone to the Signaller at Bury Loco. Junction instead of using the engine shed whistles.)	1 L, 1 C 4 S, 1 C 1 L, 2 C 1 L, 4 S
Accrington South	Down sidings to shunting neck.	2 S, 1 C
Rose Grove Gannow Junction	Up goods line to or from colliery sidings.	3 S, 1 L
Colne No. 2	From Turntable Road to main line. Neck to and from Turntable Road Neck to and from carriage sidings. Turntable Road to carriage sidings back of platform. Turntable Road to Nelson.	2 S 1 S, 1 L 1 S, 2 L 2 S, 2 L 2 S, 1 L
Carlisle No. 3	From Viaduct Yard wallside for shunting purposes. From Viaduct Yard down goods for shunting purposes.	2 C, 1 S 1 C, 2 S
No. 8	To or from C. & W. shops. To or from turntable. From turntable to Citadel station.	1 C, 2 S 1 S, 1 C 2 S, 1 C
No. 12	From old up road. From old through sidings. From No. 1 yard. From No. 2 yard. From warehouse road. From up goods.	4 L 4 L, 1 C 1 C, 2 S 1 C, 3 S 1 C, 4 S 1 C, 5 S

TABLE F

PROPELLING TRAINS OR VEHICLES

When trains or vehicles are being propelled in accordance with Rule 149 the undermentioned conditions must be complied with.

When coaching vehicles are propelled on a running line or loop, the Guard, Shunter or Person in charge must ride in the leading vehicle when it is fitted with a brake valve. If not so fitted, he must ride in the next vehicle fitted with a brake valve from which he can obtain a satisfactory view of the line ahead. If, however, these conditions cannot be complied with, the Guard, Shunter or Person in charge must ride in the leading vehicle or first vehicle in which he can travel and from which he can obtain a satisfactory view of the line ahead, provided he can keep in touch with the Driver by hand signals.

When coaching vehicles are gravitated within station limits on a running line or loop, the Guard, Shunter or Person in charge must ride in the leading vehicle when it is fitted with an internally operated hand brake. If not so fitted, he must ride in the next vehicle fitted with an internally operated hand brake from which he can obtain a satisfactory view of the line ahead.

Drivers will not be relieved of responsibility for observing fixed signals, but the Guard, Shunter or Person in charge must keep a sharp look-out, warn any person who may be on or near the line, observe fixed signals, and be prepared to give any necessary hand signal to the Driver. Drivers must keep a sharp look-out and be prepared to act immediately upon any signal which may be given by the Guard, Shunter or Person in charge.

When propelling freight vehicles outside station limits a Guard's brake van must be the leading vehicle unless otherwise indicated, and the Guard or Shunter must ride therein.

Where authority is given to propel freight vehicles without a brake van leading, the Guard or Shunter must ride in the leading suitable vehicle.

The speed must *not exceed 20 m.p.h.*, and down inclines steeper than 1 in 200, through station platforms and over level crossings must *not exceed 15 m.p.h.* (This paragraph does not apply to Officers' Specials).

The engine whistle must be sounded when approaching stations and level crossings; also where there is not a good view of the line ahead.

Where the line is on a falling gradient, a sufficient number of wagon brakes must be pinned down whenever there is a doubt as to whether the brake van will hold the train should it become divided, or where there is no brake van attached.

In all cases where coaching stock or fitted vehicles are authorised to be propelled, the automatic brake must be connected up and in use.

Vehicles conveying passengers must not be propelled under this arrangement except in the case of items marked "P".

One wagon of fuel or stores for signal boxes and stations, or the empty wagons in connection therewith, may be propelled without a brake van between any two signal boxes, provided the signal boxes concerned are not more than one mile apart.

The sections of line where propelling outside station limits is authorised are shown below.

From	To	Line	Number of vehicles and special conditions
Manchester Victoria East Jn.	Footbridge	All down	{ Coaching stock, not more than two vehicles in front of brakevan. Breakdown van train.
Manchester Victoria Footbridge	East Jn.....	All up	
Manchester Victoria Footbridge	Cheetham Hill Jn. ..	All down	{ Coaching stock, not more than two vehicles in front of brakevan. Breakdown van train.
Manchester Victoria Cheetham Hill Junc.	Footbridge	All up	
Manchester Victoria Red Bank Sidings	Cheetham Hill Junc.	All down	Coaching stock, not more than two vehicles in front of brakevan. Stores van.
Manchester Victoria Cheetham Hill Junc.	Smedley Viaduct	All down	
Manchester Victoria Smedley Viaduct	Newton Heath Monsall Lane	All down	Breakdown van train. Stores van.
Newton Heath Monsall Lane	Thorpes Bridge Junc.	Down slow....	Breakdown van train. Stores van.
Newton Heath Monsall Lane	Newton Heath Junc.	Down fast.....	Breakdown van train. Stores van.
Newton Heath Thorpes Bridge Junc.	Newton Heath Junc.	All down	Breakdown van train. Stores van. 20 freight wagons.
Newton Heath Newton Heath Junc.	Thorpes Bridge Junc.	Up	Brake vans.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Newton Heath Newton Heath Junc.	Thorpes Bridge Junc.	Up slow	Breakdown van train or 10 freight wagons or coaching stock without brakevan.
Newton Heath Thorpes Bridge Junc.	Newton Heath Junc.	Down slow	Breakdown van train or 10 freight wagons or coaching stock without brakevan.
Newton Heath Newton Heath Junc.	Moston Colliery . . .	Down	20 freight wagons, coaching stock.
Newton Heath Moston Colliery	Newton Heath Junc.	Up	Brake vans.
Castleton South Junc.	East Junc.	Down	Coaching stock.
Castleton East Junc. . .	South Junc.	Up	Coaching stock.
Castleton East Junc. . .	Station	Down	Wagons without brakevan.
Rochdale Castleton Sidings	West	Down additional pass	6 freight wagons without brakevan. Coaching stock vehicles, 4 without brakevan.
Rochdale West	Castleton Sidings . .	Up Goods	6 freight wagons without brakevan. Coaching stock vehicles, 4 without brakevan.
Rochdale West	Goods Yard	All down	6 freight wagons without brakevan. Coaching stock vehicles, 4 without brakevan.
Rochdale Goods Yard	West	All up	6 freight wagons without brakevan. Coaching stock vehicles, 4 without brakevan.
Rochdale Goods Yard	East Junc.	Down main	6 freight wagons without brakevan.
Rochdale East Junc. . .	Goods Yard	Up goods	6 freight wagons without brakevan. Coaching stock vehicles, 4 without brakevan.
Smithy Bridge Station	Clegg Hall	Up goods	Freight wagons.
Todmorden West	Hall Royd Junc. . . .	Down	Coaching stock without brakevan.
Todmorden Hall Royd Junc.	East Junc.	Up fast	Freight wagons and coaching stock without brakevan.
Todmorden East Junc.	West	Up main	Freight wagons and coaching stock without brakevan.
Manchester Victoria	Queens Road	Down main	Coaching stock, not more than two vehicles in front of brakevan.
Cheetham Hill Junc.	Cheetham Hill Junc.	Up main	Coaching stock, not more than two vehicles in front of brakevan.
Manchester Victoria	No. 2	Down goods	Coaching stock and freight wagons without brakevan.
Queens Road	No. 2	Down main	6 coaching stock vehicles without brakevan.
Oldham Mumps No. 1	No. 1	Up goods	4 fitted vehicles without brakevan.
Oldham Mumps No. 1	No. 1	Up main	6 coaching stock vehicles without brakevan.
Oldham Mumps No. 2	No. 3	Down main and down goods	Coaching stock and freight wagons without brakevan.
Oldham Mumps No. 2	No. 3	Down main	6 coaching stock vehicles without brakevan.
Oldham Mumps No. 3	No. 2	Up goods	4 fitted vehicles without brakevan.
Oldham Mumps No. 3	No. 2	Up main	6 coaching stock vehicles without brakevan.
Royton Junc. Hartford Sidings	Royton Junc.	Down goods	6 freight wagons without brakevan.
Oldham Clegg St. Waterloo Sidings	Oldham Mumps No. 1	Down	6 coaching stock vehicles without brakevan.
Oldham Mumps No. 1	Oldham Clegg St. Waterloo Sidings	Up	6 coaching stock vehicles without brakevan.
Castleton East Junc. . .	North Junc.	Down	25 freight wagons and coaching stock.
Castleton North Junc.	East Junc.	Up	Coaching stock.
Castleton South Junc.	North Junc.	Down	Coaching stock.
Castleton North Junc.	South Junc.	Up	Coaching stock.
Bury K. St. Loop Junc.	Heap Bridge Junc.	Up	3 freight wagons without brakevan.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Bury K. St. East	West	Down	10 wagons without brakevan. 2 Coaching stock vehicles in clear weather only.
Bolton T. St. Rose Hill Junc.	East Junc.	All down	Brakevans. Coaching stock without brakevan or 6 freight wagons without brakevan.
Bolton T. St. East Junc.	Rose Hill Junc. ..	Ali up	Coaching stock without brakevan or 6 freight wagons without brakevan.
Bolton T. St. Rose Hill Junc.	Burnden Junc.....	Down	Coaching stock and freight wagons without brakevan.
Bolton T. St. Burnden Junc.	Rose Hill Junc. ..	Up	28 freight wagons without brakevan, coaching stock.
Bury (K. St.) West ...	Bury (B. St.) South	Down	2 coaching stock vehicles in clear weather only. 10 wagons without brakevan.
Todmorden Hall Royd Junc.	Stansfield Hall	Down	Coaching stock without brakevan and freight wagons without brakevan.
Todmorden Stansfield Hall	Hall Royd Junc.	Up	Coaching stock without brakevan.
Todmorden East Junc.	Stansfield Hall	Down	Freight wagons and coaching stock without brakevan.
Todmorden Stansfield Hall	East Junc.....	Up	Freight wagons and coaching stock without brakevan.
Manchester (Vic) Newtown No. 1	Newtown No. 2 ..	All down	Breakdown van train.
Manchester (Vic) Newtown No. 2	Miles Platting (Collyhurst St.)	All down	Breakdown van train.
Miles Platting Collyhurst St.	Station Junc.	All down	Breakdown van train. ..
Miles Platting Collyhurst St.	Station Junc.	Down East goods	45 freight wagons without brakevan.
Miles Platting Station Junc.	Collyhurst St.	“Up and down” East goods	Breakdown van train. 45 freight wagons without brakevan. Coaching stock.
Miles Platting Station Junc.	Ashton Branch Sidings	Down East goods	Brakevans. 45 freight wagons without brakevan.
Miles Platting Station Junc.	Ashton Branch Sidings	Down main	Brakevans.
Miles Platting Station Junc.	Ashton Branch Sidings	All down	30 freight wagons without brakevan.
Miles Platting Ashton Branch Sidings	Station Junc.	Up main	Brakevans.
Miles Platting Ashton Branch Sidings	Station Junc.	All up	30 freight wagons without brakevan.
Miles Platting Ashton Branch Sidings	Station Junc.	“Up and down” East goods	Brakevans. 45 freight wagons without brakevan.
Miles Platting Ashton Branch Sidings	Philips Park No. 1 ..	Down goods ..	Brakevans. 45 freight wagons without brakevan.
Miles Platting Ashton Branch Sidings	Philips Park No. 1 ..	Down main ..	Brakevans. 4 Coaching stock vehicles including brakevan.
Miles Platting Ashton Branch Sidings	Philips Park No. 1..	All down	30 freight wagons without brakevan.
Miles Platting Philips Park No. 1	Ashton Branch Sidings	Up goods	Brakevans. 45 wagons without brakevan.
Miles Platting Philips Park No. 1	Ashton Branch Sidings	Up main	Brakevans. 4 coaching stock vehicles including brakevan.
Miles Platting Philips Park No. 1	Ashton Branch Sidings	All up	30 freight wagons without brakevan.
Miles Platting Philips Park No. 1	Park Station Junc.	Down goods	Brakevans. 45 freight wagons without brakevan.
Miles Platting Philips Park No. 1	Park Station Junc.	Down main	Brakevans. 5 freight wagons (vacuum fitted) without brakevan.
Miles Platting Park Station Junc.	Philips Park No. 1	Up goods	Brakevans. 60 freight wagons without brakevan.
Miles Platting Park Station Junc.	Philips Park No. 1	Up main	Brakevans. 5 freight wagons (vacuum fitted) without brakevan.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Miles Platting Park Station Junc.	Baguley Fold Junc.	Down goods and "up and down" goods	Brakevans. 45 freight wagons without brakevan.
Miles Platting Park Station Junc.	Baguley Fold Junc.	Down main	Brakevans. 15 freight wagons without brakevan.
Miles Platting Baguley Fold Junc.	Park Station Junc.	All up goods . .	Brakevans. 45 freight wagons without brakevan.
Miles Platting Baguley Fold Junc.	Park Station Junc.	Up main	Brakevans. 5 freight wagons (vacuum fitted) without brakevan.
Miles Platting New Allen St.	Tank Yard	Down West goods	Breakdown van train. 30 freight wagons without brakevan. Coaching stock.
Miles Platting Tank Yard	New Allen St.	Up West goods	Breakdown van train. 30 freight wagons. Coaching stock.
Miles Platting Tank Yard	Station Junc.	Down West goods	Breakdown van train. 30 freight wagons without brakevan. Coaching stock.
Miles Platting Station Junc.	Tank Yard	Up West goods	Breakdown van train. 54 freight wagons. Coaching stock.
Miles Platting New Allen St.	Collyhurst St.	Down East goods	Breakdown van train. Brakevans. 45 freight wagons without brakevan.
Miles Platting Collyhurst St.	New Allen St.	"Up and down" East goods	Breakdown van train. Brakevans. Freight wagons without brakevan. Coaching stock.
Miles Platting Station Junc.	Brewery Sidings	Down main . . .	30
Miles Platting Station Junc.	Brewery Sidings	All down	Breakdown van train.
Miles Platting Station Junc.	Brewery Sidings	Down West goods	Coaching stock. 50 freight wagons without brakevan.
Miles Platting Brewery Sidings	Station Junc.	All up	Breakdown van train.
Miles Platting Brewery Sidings	Station Junc.	Up main	10 freight wagons.
Miles Platting Brewery Sidings	Station Junc.	Up West goods	20 freight wagons without brakevan. Coaching stock.
Miles Platting Brewery Sidings	Newton Heath Thorpes Bridge Junc.	All down	Breakdown van train.
Miles Platting Brewery Sidings	Newton Heath Thorpes Bridge Junc.	Nos. 1 and 2 down goods	20 freight wagons without brakevan in clear weather. Brakevan to be provided as leading vehicle during fog or falling snow and after sunset. Coaching stock vehicles.
Newton Heath Thorpes Bridge Junc.	Miles Platting Brewery Sidings	All up	Breakdown van train.
Newton Heath Thorpes Bridge Junc.	Miles Platting Brewery Sidings	Up goods	20 freight wagons without brakevan.
Miles Platting Brewery Sidings	Ashton Branch Sidings	Down connecting	6 freight wagons, 4 coaching stock vehicles including brakevan.
Miles Platting Ashton Branch Sidings	Brewery Sidings	Up connecting	Brakevans. 4 coaching stock vehicles including brakevan.
Miles Platting Philips Park No. 1	Philips Park No. 2 . .	Down main . .	Brakevans. 5 freight wagons (vacuum fitted) without brakevan or 6 freight wagons with brakevan.
Miles Platting Philips Park No. 1	Philips Park No. 2 . .	Down and "up and down" goods	Brakevans. 45 freight wagons without brakevan.
Miles Platting Philips Park No. 1	Bradford Road Gas Works	All down	30 freight wagons without brakevan.
Miles Platting Philips Park No. 2	Philips Park No. 1 . .	Up main	Brakevans. 5 freight wagons (vacuum fitted) without brakevan.
Miles Platting Philips Park No. 2	Philips Park No. 1 . .	Up and "up and down" goods	Brakevans. 45 freight wagons without brakevan.
Miles Platting Bradford Road Gas Works	Philips Park No. 1 . .	All up	30 freight wagons without brakevan.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Miles Platting Philips Park No. 2	Beswick Junc.	Down	Brakevans.
Miles Platting Beswick Junc.	Philips Park No. 2 ..	Up	Brakevans.
Miles Platting Beswick Junc.	Midland Junc.	Down	Brakevans.
Miles Platting Midland Junc.	Beswick Junc.	Up	Brakevans.
Miles Platting Midland Junc.	Manchester (London Rd.) Ardwick Junc.	Down	Brakevans.
Manchester (London Rd.) Ardwick Junc.	Miles Platting Midland Junc.	Up	Brakevans.
Miles Platting Philips Park No. 2	Park Station Junc.	Up goods	35 freight wagons without brakevan.
Ashton (Charlestown) Ashton Moss North Junc.	Guide Bridge Ashton Moss South Junc.	Down	Freight wagons without brakevan.
Guide Bridge Ashton Moss South Junc.	Ashton (Charlestown) Ashton Moss North Junc.	Up	Freight wagons without brakevan.
Oldham (Clegg St.) Waterloo Sidings	Sheepwashers Lane	Down Main ..	6 coaching stock vehicles without brake- van.
Oldham (Clegg St.) Sheepwashers Lane	Waterloo Sidings ..	Up Main	6 coaching stock vehicles without brake- van.
Oldham (Clegg St.) Waterloo Sidings	Glodwick Road ..	Down	2 fitted vehicles without brakevan.
Manchester (Victoria) East Junc.	West Junc.	All down	P 1 coaching stock, 6 freight wagons without brakevan in clear weather only.
Manchester (Victoria) East Junc.	West Junc.	Down fast and slow	Coaching stock, not more than 2 vehicles in front of brakevan.
Manchester (Victoria) West Junc.	East Junc.	All up	P 1 coaching stock. Breakdown van train. 6 freight wagons without brake- van in clear weather only. 3 freight wagons without brakevan.
Manchester (Victoria) West Junc.	East Junc.	Up fast and slow	Coaching stock, not more than 2 vehicles in front of brakevan.
Manchester (Victoria) West Junc.	Manchester (Ex- change) Deal St.	No. 3 down platform Down through, No. 4 "Up and down" platform	P 1 coaching stock. Coaching stock.
Manchester (Victoria) West Junc.	Deal St.	All down	6 freight wagons without brakevan in clear weather only.
Manchester (Exchange) Deal St.	Manchester (Victoria) West Junc.	No. 4 "Up and down" Plat- form, up pass loop, No. 5 platform.	P 1 coaching stock. Coaching stock.
Manchester (Victoria) Deal St.	West Junc.	Up fast and up slow (North)	P 1 coaching stock in clear weather only. 3 coaching stock in clear weather only.
Manchester (Victoria) Deal St.	West Junc.	All up	6 freight wagons without brakevan in clear weather only.
Windsor Bridge Oldfield Road	Hope St.	"Up and down" goods	Freight wagons without brakevan.
Windsor Bridge Hope St.	Oldfield Road	"Up and down" goods	Freight wagons without brakevan.
Windsor Bridge Hope St.	Windsor Bridge No. 2	"Up and down" goods	Freight wagons without brakevan.
Windsor Bridge Windsor Bridge No. 2	Hope St.	"Up and down" goods	Freight wagons without brakevan.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Pendleton (Broad St.) Irlam	Windsor Bridge Brindle Heath Down Sidings	No. 1 and 2 down goods	30 wagons without brakevan.
Hindley North No. 3	No. 2	All up	Ballast train.
Hindley North No. 3 ..	Wigan (W) Wallgate	Down	Ballast train.
Wigan (W) No. 1	Ince Station	Up main and goods	Freight wagons without brakevan ex Ince Hall Marshalling Sidings.
Wigan (W) No. 1	Wallgate	All down	P 4 coaching stock without brakevan.
Wigan (W) No. 1	Wallgate	All down	Coaching stock and freight wagons.
Wigan (W) Wallgate ..	Hindley North No. 3	All up	Ballast train.
Wigan (W) Wallgate ..	No. 1	All up	P 4 coaching stock without brakevan.
Wigan (W) Wallgate ..	No. 1	All up	Coaching stock and freight wagons.
Wigan (W) Wallgate ..	Pemberton Junc.....	Down	Ballast train.
Fazakerley Station ..	Junction	Up	Freight wagons without brakevan.
Kirkdale East	West	Down slow ..	Electric trains.
Kirkdale East	West	Down goods ..	Coaching stock.
Kirkdale West	East	Up slow	Electric trains.
Kirkdale West	East	Up goods	Coaching stock.
Kirkdale West	Sandhills No. 2 ..	Down slow ..	Electric trains.
Kirkdale West	Sandhills No. 2 ..	Down goods ..	Coaching stock.
Sandhills No. 2	Kirkdale West.....	Up slow	Electric trains.
Sandhills No. 2	Kirkdale West.....	Up goods	Coaching stock.
Sandhills No. 2	No. 1	All down	Breakdown van train.
Sandhills No. 2	No. 1	Down goods ..	Coaching stock.
Sandhills No. 1	No. 2	Up slow and Up goods	Freight wagons without brakevan and breakdown van train.
Sandhills No. 1	No. 2	Up goods	Coaching stock.
Sandhills No. 1	Liverpool (Exchange) Exchange Junc.	All down	Breakdown van train.
Liverpool (Exchange) Exchange Junc.	No. 1	All down	Breakdown van train.
Liverpool (Exchange) No. 1	No. 2	All down	Breakdown van train.
Ordsall Lane No. 1 ..	Ordsall Lane No. 2..	Down	Coaching stock and freight wagons with- out brakevan.
Ordsall Lane No. 2 ..	Ordsall Lane No. 1..	Up	Coaching stock and freight wagons with- out brakevan.
Ordsall Lane No. 4 ..	Cross Lane Junc. ..	Down fast and slow	Coaching stock. Freight wagons with- out brakevan.
Cross Lane Junc.	Ordsall Lane No. 4	Up fast and slow	Coaching stock. Freight wagons without brakevan.
Eccles Junc.	Patricroft Sidings	Down Liverpool goods and down Wigan goods	Coaching stock and freight wagons with- out brakevan.
Patricroft Sidings.....	Eccles Junc.	Up Wigan goods	Coaching stock and freight wagons with- out brakevan.
Patricroft Sidings.....	Patricroft Station	Nos. 1 and 2 down Liver- pool goods	Coaching stock and freight wagons with- out brakevan.
Patricroft Station.....	Eccles Junc.	Up slow	Freight wagons in clear weather only.
Kenyon Junc. No. 1	Kenyon Junc. No. 2	Up main	Coaching stock and freight wagons in clear weather only.
Kenyon Junc. No. 2 ..	Kenyon Junc. No. 1	Down main	Coaching stock and freight wagons in clear weather only.
Kenyon Junc. No. 2	Kenyon Junc. No. 1	Down goods ..	Coaching stock and freight wagons with- out brakevan.
Kenyon Junc. No. 1 ..	Kenyon Junc. No. 2	Up goods	Coaching stock and freight wagons with- out brakevan.
Eccles Junc.	Monton Green Station	Down Wigan goods	Coaching stock and freight wagons with- out brakevan.
Monton Green Station	Eccles Junc.	Up Wigan goods	Coaching stock and freight wagons with- out brakevan.
Hough Lane	Tyldesley No. 1	Down	Coaching stock and freight wagons with- out brakevan.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Tyldesley No. 1	Hough Lane	Up main and goods	Coaching stock and freight wagons without brakevan.
Tyldesley No. 1	Tyldesley No. 2	Down fast	Coaching stock and 40 freight wagons without brakevan.
Tyldesley No. 1	Tyldesley No. 2	Down slow	Coaching stock and freight wagons without brakevan.
Tyldesley No. 2	Tyldesley No. 1	Up	Coaching stock and freight wagons without brakevan.
Jackson's Siding	Tyldesley No. 2	Up	Coaching stock and freight wagons without brakevan.
Hindley North No. 2 . .	Springs Branch De Trafford Junc.	Down	20 freight wagons with 2 brakevans.
Springs Branch De Trafford Junc.	Hindley North No. 2 . .	Up	Freight wagons.
Pemberton Junc.	Hindley North No. 3 . .	Up	Ballast train.
Wigan Wallgate	Douglas Bank	Down	Coaching stock.
Wigan Wallgate Douglas Bank	Wallgate	Up	Coaching stock.
Appley Bridge West . .	East	Up	Freight wagons without brakevan.
St. Lukes, Pool Hey Junc.	Blowick	Down	Freight wagon and brakevan.
Ordsall Lane No. 4 . . .	Ordsall Lane Cattle Dock	"Up and down" goods	Coaching stock and freight wagons without brakevan.
Ordsall Lane Cattle Dock	Cross Lane Junc. . . .	"Up and down" goods	Coaching stock and freight wagons without brakevan.
Cross Lane Junc.	Ordsall Lane Cattle Dock	"Up and down" goods	Coaching stock and freight wagons without brakevan.
Ordsall Lane Cattle Dock	Ordsall Lane No. 4 . .	"Up and down" goods	Coaching stock and freight wagons without brakevan.
St. Lukes, Blowick . . .	Southport (Chapel St.) St. Lukes	Down main and "up and down" through siding	Breakdown van train. Coaching stock and odd passenger carrying vehicles not exceeding 4.
Southport (Chapel St.) St. Lukes	St. Lukes Blowick . .	Up main and "Up and down." through sdg.	Breakdown van train. Coaching stock and odd passenger carrying vehicles not exceeding 4.
Southport (Chapel St.) St. Lukes	Station	All down	Breakdown van train. Electric vehicles.
Southport (Chapel St.) St. Lukes	Station	Down main or fork	Coaching stock and odd passenger carrying vehicles not exceeding 4.
Southport (Chapel St.) St. Lukes	Station	Down fast	10 freight wagons without brakevan, only when Southport South is closed.
Southport (Chapel St.) Station	St. Lukes	All up	Breakdown van train. Electric vehicles.
Southport (Chapel St.) Station	St. Lukes	Up main or fork	Coaching stock and odd passenger carrying vehicles not exceeding 4.
Rainford Junction, Junc.	Rainford Village, Randle Junc.	Single	P When line obstructed between Walton Junc. and Ormskirk.
Rainford Village, Randle Junc.	Rainford Junction, Junc.	Single	P When line obstructed between Walton Junc. and Ormskirk. 6 fitted vehicles in clear weather only.
Rainford Junction, Junc.	Bushey Lane Junc.	Down	6 freight wagons.
Rainford Junction, Bushey Lane Junc.	Rainford Junction, Junc.	Up	60 freight wagons.
Ormskirk Branch Sidings	Station	Down	Freight wagons without brakevan. Coaching stock.
Ormskirk Station	Branch Sidings	Up	Freight wagons without brakevan.
Rainford Village, Randle Junc.	Rainford Junction, Bushey Lane Junc.	Single	6 coaching stock with brakevan leading in clear weather only.
Fazakerley Sidings East	Aintree S.S. Fazakerley Sidings West	"Up and down" goods	Freight wagons without brakevan.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Fazakerley Junc.	Aintree S.S. Fazakerley Sidings West	Down	Breakdown van train. Freight wagons without brakevan.
Aintree S.S. Fazakerley Sidings West	Fazakerley Junc.	Up	Breakdown van train. Freight wagons without brakevan.
Aintree S.S. Fazakerley Sidings West	Tip Sidings ground frame	Down	Ballast train.
Aintree S.S. Fazakerley Sidings West	Greenwich Road ..	Down	Breakdown van train.
Aintree S.S. Greenwich Road	Fazakerley Sidings West	Up	Breakdown van train.
Aintree S.S. Greenwich Road	Aintree S.S. East	Down	Breakdown van train.
Aintree S.S. East	Greenwich Road ..	Up	Breakdown van train.
Aintree S.S. East	Sefton Junc.	All down	Breakdown van train.
Aintree S.S. Sefton Junc.	East	All up	Breakdown van train.
Aintree S.S.	Liverpool (Exchange)	Down	Fitted mail van without brakevan.
Aintree S.S. Sefton Junc.	West	Down goods ..	30 freight wagons without brakevan.
Aintree S.S. West ..	Sefton Junc.	Up goods	30 freight wagons without brakevan.
Seaforth and L. North Mersey Branch Junc.	North Mersey	Down	15 freight wagons.
North Mersey	Seaforth and L. North Mersey Branch Junc.	Up	15 freight wagons.
Sandhills No. 1	North Docks	All down	Breakdown van train.
Meols Cop Junc.	Hawkshead St. Junc.	Down	Breakdown van train. Electric vehicles. 10 coaching stock.
Meols Cop Hawkshead St. Junc.	Junction	Up	Breakdown van train. Electric vehicles. 10 coaching stock.
Meols Cop Junc.	Hesketh Park Roe Lane Junc.	Down	10 coaching stock.
Hesketh Park Roe Lane Junc.	Meols Cop Junc. ..	Up	10 coaching stock.
Burscough Bridge Junc.	Burscough Junc. South	Down	Coaching stock or 8 freight wagons with- out brakevan.
Burscough Junc. South	Burscough Bridge Junc.	Up	Coaching stock.
Clifton Junction Station	Down Goods Loop at Pepper Hill Station	Down	Freight trains.
Clifton Junction, Pepper Hill	Station	All up	30 freight wagons.
Clifton Junction, Pepper Hill	Station	Up goods	Coaching stock.
Bolton (T. St.), Burnden Junc.	Moses Gate Station	Up goods	Coaching stock.
Bolton (T. St.), Burnden Junc.	East Junc.	All down	Coaching stock without brakevan or 25 freight wagons without brakevan.
Bolton (T. St.), East Junc.	Burnden Junc.	All up	Coaching stock without brakevan or 6 freight wagons without brakevan.
Bolton (T. St.), East Junc.	West Junc.	All down	Coaching stock without brakevan or 6 freight wagons without brakevan.
Bolton (T. St.), West Junc.	East Junc.	All up	Coaching stock without brakevan or 6 freight wagons without brakevan.
Bolton (T. St.), East Junc.	Down	All down	Coaching stock without brakevan or 6 freight wagons without brakevan.
Bolton (T. St.), Down	West Junc.	All down	Coaching stock without brakevan or 6 freight wagons without brakevan.
Bolton (T. St.), Bullfield West	Bullfield East	Up goods	Coaching stock. 50 freight wagons with- out brakevan.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Blackrod, Horwich Fork Junc.	Junction	Down	Coaching stock. Brakevans.
Blackrod Junc.	Horwich Fork Junc.	Up	Coaching stock. Brakevans.
Adlington Station	Junction	Down	25 freight wagons in clear weather only, 5 freight wagons without brakevan.
Chorley No. 1	No. 4	Down	15 freight wagons.
Chorley Exchange Sidings G.F.	No. 4	Down	6 fitted vehicles without brakevan.
Chorley No. 4	No. 1	Up	15 freight wagons.
Chorley Rylands Sidings	No. 4	Up	15 freight wagons.
Farington Junc., Fast line Sidings	Down slow line for down slow sidings	Down slow ..	Freight wagons.
Farington Junc., Down slow Sidings	Down slow line for fast line sidings	Down slow ..	Freight wagons.
Preston Ribble Sidings	No. 1	Down through	Freight wagons without brakevan.
Preston No. 1	No. 2A	Down slow, down through	P Coaching stock. 4 freight wagons without brakevan.
Preston No. 1	No. 2	Down fast, down addtl. passenger	P Coaching stock. 4 freight wagons without brakevan.
Preston No. 2A	No. 1	Up slow and up through	P Coaching stock. 4 freight wagons without brakevan.
Preston No. 3	No. 1	Up fast and up additional passenger	P Coaching stock. 4 freight wagons without brakevan.
Preston No. 2A	No. 2	No. 3 "Up and down" plat- form	P Coaching stock. 4 freight wagons without brakevan.
Preston No. 2	No. 2A	No. 3 "Up and down" plat- form	P Coaching stock. 4 freight wagons without brakevan.
Preston No. 2A	No. 4	Down slow and down through	P Coaching stock. 4 freight wagons without brakevan.
Preston No. 2	No. 4	No. 3 "Up and down" plat- form, down addtl. pass. and down fast	P Coaching stock. 4 freight wagons without brakevan.
Preston No. 4	No. 3	Up fast and up addtl. pass.	P Coaching stock. 4 freight wagons without brakevan.
Preston No. 4	No. 2A	Up slow and up through	P Coaching stock. 4 freight wagons without brakevan.
Preston No. 4	No. 2	No. 3 "Up and down" plat- form	P Coaching stock. 4 freight wagons without brakevan.
Preston No. 5	No. 4	Up slow	6 coaching vehicles, Loco' Stores van, or 4 freight wagons without brake van, in clear weather only.
Preston No. 5	No. 4	Up through ..	6 coaching vehicles or Loco' Stores van in clear weather only.
Preston No. 5	No. 4	Up fast	6 coaching vehicles in clear weather only.
Preston Maudland Viaduct	No. 5	Up fast and slow	6 coaching vehicles in clear weather only.
Kirkham and W. North Junc.	Station	All up	10 freight wagons without brakevan.
Poulton le Fylde No. 3	No. 5	Down	For reversing purposes, coaching stock; 2 freight wagons and brakevan.
Poulton le Fylde No. 5	No. 3	Up	For reversing purposes, coaching stock; 2 freight wagons and brakevan.
Fleetwood Burn Naze North	Burn Naze South ..	Up	30 freight wagons or 15 oil tanks.
Fleetwood Wyre Dock Junc.	Wyre Dock Station..	Down	15 freight wagons without brakevan, speed not to exceed 10 miles per hour. Coaching stock.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Fleetwood Wyre Dock Station	Wyre Dock Junc. . .	Up	25 freight wagons without brakevan. Coaching stock.
Fleetwood Wyre Dock Station	Station	All down	15 freight wagons without brakevan; speed not to exceed 10 miles per hour. Coaching stock.
Fleetwood Station	Wyre Dock Station..	Up	Coaching stock.
Fleetwood Station	Poulton le Fylde Station	Up	1 coaching stock brakevan.
Clifton Junction Station	Molyneux Junc. . . .	Down	40 freight wagons in clear weather only. 20 freight wagons.
Clifton Junction Molyneux Junc.	Station	Up	40 freight wagons in clear weather only. 20 freight wagons.
Clifton Junction Clifton Hall No. 1	Molyneux Junc. . . .	Up	10 wagons.
Blackrod Horwich Fork Junc.	Horwich Loco' Junc.	Down	Coaching stock.
Blackrod Horwich Loco' Junc.	Horwich Fork Junc.	Up	Coaching stock.
Blackrod Horwich Loco' Junc.	Horwich Station . . .	Down	Coaching stock.
Blackrod Junc.	Horwich Loco' Junc.	Down	Coaching stock.
Blackrod Horwich Loco' Junc.	Junction	Up	Coaching stock.
Chorley No. 4	Down branch ground frame	Down	8 coaching stock vehicles and 15 freight wagons.
Blackburn Taylor St.	Bolton Junc.	Down	1 vacuum fitted vehicle without brakevan.
Preston No. 1A	Ribble Yard ground frame	} Shunting	Freight wagons without brakevan.
Preston Ribble Yard ground frame	No. 1A		
Blackpool (South) No. 3	No. 1	Up slow	Coaching stock.
*Blackpool (South) No. 3	Blackpool (Cen.) Bloomfield Road	Down fast and slow	Coaching stock.
*Blackpool (Central) Bloomfield Road	Blackpool (South) No. 3	Up fast and slow	Coaching stock.
*Blackpool (Central) Bloomfield Road	Spen Dyke	Down fast and slow	Coaching stock without brakevan.
Blackpool (Central) Bloomfield Road	Spen Dyke	"Up and down" carriage	} Coaching stock without brakevan, although the line may not be clear to the stop signal at the box in advance.
*Blackpool (Central) Spen Dyke	Bloomfield Road . .	Up fast and slow	
Blackpool (Central) Spen Dyke	Bloomfield Road . .	"Up and down" carriage	Coaching stock without brakevan, although the line may not be clear to the stop signal at the box in advance.
*Blackpool (Central) Spen Dyke	Station	Down fast and slow	Coaching stock without brakevan.
Blackpool (Central) Spen Dyke	Station	Nos. 1 and 2 "Up and down" goods	10 coaching stock without brakevan, although the line may not be clear to the stop signal at the box in advance. 5 freight wagons.
*Blackpool (Central) Station	Spen Dyke	Up fast and slow	Coaching stock without brakevan.
Blackpool (Central) Station	Spen Dyke	Nos. 1 and 2 "Up and down" goods and up middle Sdg.	10 coaching stock without brakevan, although the line may not be clear to the stop signal at the box in advance.
Poulton le Fylde No. 3	No. 4	Down	For reversing purposes. Coaching stock; 2 freight wagons and brakevan.

* In connection with the propelling of vehicles between Blackpool (Cen.) and Blackpool (South) No. 3, Blackpool (Cen.) and Bloomfield Road, and at Blackpool (North) Station, a red light must be carried on the leading vehicles at night and during fog or falling snow, instead of a white light as laid down in Rule 149 clause (1).

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Poulton le Fylde No. 4	No. 3	Up	For reversing purposes. Coaching stock; 2 freight wagons and brakevan.
Layton Station	Blackpool (North) No. 1	Down	15 freight wagons without brakevan.
Layton Station	Blackpool (North) Station	All down	Coaching stock, 15 freight wagons without brakevan.
*Blackpool (North) No. 1	Blackpool (North) No. 2	Down	Coaching stock, Loco' stores van.
*Blackpool (North) No. 1	Blackpool (North) No. 2	Down additional passenger	{ Coaching stock, although the line may not be clear to the stop signal at the box in advance.
*Blackpool (North) No. 2	Blackpool (North) No. 1	Up	
*Blackpool (North) No. 2	Blackpool (North) No. 1	Up additional passenger	Coaching stock, 15 wagons without brakevan.
*Blackpool (North) No. 2	Blackpool (North) No. 3	Down	Coaching stock.
*Blackpool (North) No. 3	Blackpool (North) No. 2	Up	Coaching stock, Loco' stores van.
Poulton le Fylde No. 4	No. 5	Down	Coaching stock, 15 wagons without brakevan.
Poulton le Fylde No. 5	No. 4	Up	For reversing purposes, coaching stock; 2 freight wagons and brakevan.
Lostock Hall Junc. ..	Station	Down	For reversing purposes, coaching stock; 2 freight wagons and brakevan.
Lostock Hall Station ..	Junction	Up	15 freight wagons.
Lostock Hall Station ..	Engine Shed	Down	15 freight wagons.
Lostock Hall Engine Shed	Todd Lane Junction, Junc.	Up	15 freight wagons.
Lostock Hall Engine Shed	Moss Lane Junc.	Down	Loco' stores van.
Rufford Station	Burscough Junc. North	Down	15 freight wagons.
Aintree (SA) Station Junc.	Cheshire Lines Junc.	Down	Coal for pumping station, without brakevan.
Aintree (SA) Station Junc.	Orrel Park Station	Up main and No. 3 up passenger	Empty electric trains.
Orrell Park Station	Aintree (SA) Station Junc.	Down	Breakdown van train.
Orrell Park Station ..	Walton Junc. Station	Up	Breakdown van train.
Walton Junc. Station ..	Orrell Park Station	Down	Breakdown van train.
Farington Junc.	Lostock Hall Carriage Sidings	Up	Breakdown van train.
Lostock Hall Carriage Sidings	Farington Junc. ..	Down	Coaching stock, 25 freight wagons in clear weather only. Not to exceed a speed of 4 miles per hour.
Lostock Hall Carriage Sidings	Junction	Up	Coaching stock, 25 freight wagons in clear weather only. Not to exceed a speed of 4 miles per hour.
Lostock Hall Junc. ..	Carriage Sidings ..	Down	Coaching stock, 25 freight wagons in clear weather only. Not to exceed a speed of 4 miles per hour.
Burscough Junc. North	Burscough Bridge Junc.	Up	Coaching stock, 25 freight wagons in clear weather only. Not to exceed a speed of 4 miles per hour.
Burscough Bridge Junc.	Burscough Junc. North	Down	P Coaching stock when line is blocked between Wigan and Liverpool.
Burscough Bridge Junc.	Burscough Junc. North	Up	P Coaching stock when line is blocked between Wigan and Liverpool.
Aintree (S.A.) C. L. Junc.	Aintree (C.L.C.) Southport Junc.	Up	Coaching stock.
		Down	Freight wagons without brakevan.

* In connection with the propelling of vehicles between Blackpool (Cen.) and Blackpool (South) No. 3, Blackpool (Cen.) and Bloomfield Road, and at Blackpool (North) Station, a red light must be carried on the leading vehicles at night and during fog or falling snow, instead of a white light as laid down in Rule 149 clause (1).

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Aintree (C.L.C.) Southport Junc.	Aintree (S.A.) C. L. Junc.	Up	Freight wagons without brakevan.
Aintree (S.A.) Station Junc.	Aintree S.S. Sefton Junc.	All down	10 freight wagons, 4 horse boxes, or Loco' Stores van. 30 freight wagons in clear weather only.
Aintree S.S. Sefton Junc.	Aintree (S.A.) Station Junc.	Up	10 freight wagons. 30 freight wagons in clear weather only.
Sandhills No. 1	Bank Hall Station Junc.	Down	Breakdown van train.
Bank Hall Station Junc.	Sandhills No. 1 ..	Up	Breakdown van train.
Bank Hall Station Junc.	Bootle (O. Rd.) Junc.	Down	Breakdown van train.
Bootle (O. Rd.) Junc. ..	Bank Hall Station Junc.	Up	Breakdown van train.
Bootle (O. Rd.) Junc. ..	Station	Down	Breakdown van train.
Bootle (O. Rd.) Station	Junction	Up	Breakdown van train.
Birkdale Eastbourne Rd.	Station	Down	Breakdown van train.
Birkdale Station	Eastbourne Road ..	Up	Breakdown van train.
Birkdale Station	Southport (C. St.) South	Down	Breakdown van train.
Southport (C. St.) South	Birkdale Station ..	Up	Breakdown van train.
Southport (C. St.) Station	South	Up	Empty electric trains.
Southport (C. St.) St. Lukes	South	Down	Breakdown van train. 10 freight wagons.
Southport (C. St.) South	St. Lukes	Up	Breakdown van train. Freight wagons without brakevan.
Southport (C. St.) St. Lukes	Meols Cop Hawkshead St. Junc.	Down	Breakdown van train and electric vehicles.
Meols Cop Hawkshead St. Junc.	Southport (C. St.) St. Lukes	Up	Breakdown van train and electric vehicles.
Meols Cop Hawkshead St. Junc.	Hesketh Park Roe Lane Junc.	Down	10 coaching stock.
Hesketh Park Roe Lane Junc.	Meols Cop Hawkshead St. Junc.	Up	10 coaching stock.
Hesketh Park Roe Lane Junc.	Station	Down	10 coaching stock.
Preston Whitehouse West Junc.	Whitehouse North Junc.	Down	30 freight wagons in clear weather only.
Preston Whitehouse West Junc.	{ Todd Lane Junction Whitehouse South Junc. }	Down	Coaching stock.
Todd Lane Junc.	{ Preston Whitehouse West Junc. }	Up	Coaching stock.
Whitehouse South Junc.	Bradshawgate	Up	10 freight wagons.
Bolton (T. St.) Craddock Lane	No. 1	Up	Freight wagons without brakevan.
Darwen No. 2	No. 2	Up main	Freight wagons without brakevan.
Darwen No. 3	No. 3	Up goods	Freight wagons without brakevan.
Darwen Hoddlesden Junc.	Engine Shed	Down	Loco' Stores van.
Lower Darwen Station	Blackburn Bolton Branch Junc.	Down	Breakdown van train.
Lower Darwen Engine Shed	Lower Darwen Engine Shed	Up	Breakdown van train.
Blackburn Bolton Branch Junc.	Bolton Junc.	All down	4 vacuum fitted vehicles without brakevan. Breakdown van train.
Blackburn Bolton Branch Junc.	Bolton Junc.	Down fast	Freight wagons.
Blackburn Bolton Branch Junc.	Bolton Junc.	Down slow ..	25 freight wagons without brakevan.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Blackburn Bolton Junc.	Bolton Branch Junc.	All up	4 vacuum fitted vehicles without brakevan. Breakdown van train.
Blackburn Bolton Junc.	Bolton Branch Junc.	Up fast	Freight wagons.
Blackburn Bolton Junc.	Bolton Branch Junc.	Up slow	25 Freight wagons without brakevan.
Blackburn Bolton Junc.	West	Down fast	4 Coaching stock, freight wagons or 4 freight wagons without brakevan.
Blackburn West	Bolton Junc.	Up fast	Coaching stock, freight wagons or 4 freight wagons without brakevan.
Blackburn Bolton Junc.	West	Down slow ..	25 freight wagons without brakevan.
Blackburn West	Bolton Junc.	Up slow	25 freight wagons without brakevan.
Blackburn West	East	Down fast	4 vacuum fitted vehicles without brakevan.
Blackburn East	West	Up fast	4 vacuum fitted vehicles without brakevan.
Blackburn West	East	Down slow ..	4 vacuum fitted vehicles without brakevan.
Blackburn East	West	Up slow	4 vacuum fitted vehicles without brakevan.
Blackburn Daisyfield Junc.	Daisyfield Station ..	Down	Freight wagons without brakevan, 2 coaching stock vehicles.
Blackburn West	Bolton Junc.	All up	4 vacuum fitted vehicles without brakevan.
Blackburn Bolton Junc.	West	All Down	4 vacuum fitted vehicles without brakevan.
Daisyfield Station	Blackburn Daisyfield Junc.	Up	Freight wagons without brakevan, 2 coaching stock vehicles.
Clitheroe Low Moor Siding	Station	Down	30 freight wagons without brakevan.
Clitheroe Station	Horrocksford Junc.	Down	30 freight wagons without brakevan.
Bolton (T. St.) Astley Bridge Junc.	Halliwell	Down	Freight wagons without brakevan.
Bolton (T. St.) Halliwell	Astley Bridge Junc.	Up	Freight wagons without brakevan.
Blackburn Daisyfield Junc.	Gt. Harwood Junc.	Down	Coaching stock, 12 freight wagons.
Blackburn Gt. Harwood Junc.	Daisyfield Junc.	Up	Coaching stock, 12 freight wagons.
Blackburn Gt. Harwood Junc.	Whitebirk West ..	Down main ..	20 freight wagons in clear weather only.
Blackburn Whitebirk West	Gt. Harwood Junc. .	Up goods and carriage Sdgs.	Freight wagons without brakevan and coaching stock.
Blackburn Whitebirk West	Whitebirk East ..	Down	20 freight wagons in clear weather only.
Church Aspen Colliery	East	Down	15 freight wagons without brakevan.
Church East	Aspen Colliery	Up	20 wagons without brakevan. Coaching stock.
Accrington West	North	Down	Coaching stock without brakevan. 4 freight wagons without brakevan.
Accrington North	West	Up	Coaching stock without brakevan. 4 freight wagons without brakevan.
Accrington West	South	Up	Coaching stock without brakevan. 4 freight wagons without brakevan.
Accrington South	West	Down	Coaching stock without brakevan. 4 freight wagons without brakevan.
Bamber Bridge Junc. ..	Todd Lane Junc. .	Down	Coaching stock.
Todd Lane Junc. .	Brownedge Crossing Junction	All down	Coaching stock.
Preston E. L. Goods Yard	No. 3	Down	P Coaching stock; 4 freight wagons without brakevan.
Preston No. 3	E. L. Goods Yard ..	Up main and passenger loop	P Coaching stock; 4 freight wagons without brakevan.
Preston No. 3	No. 4	Down	P Coaching stock; 4 freight wagons without brakevan.

Table F—*continued*Propelling Trains or Vehicles—*continued*

From	To	Line	Number of vehicles and special conditions
Preston No. 4	No. 3	Up	P Coaching stock; 4 freight wagons without brakevan.
Preston No. 4	E. L. Goods Yard ..	Up additional passenger	P Coaching stock; 4 freight wagons without brakevan.
Manchester (Victoria) East Junc.	Millgate	All down	6 freight wagons without brakevan in clear weather only, 3 freight wagons without brakevan. Breakdown van train.
Manchester (Victoria) East Junc.	Millgate	Down fast and down slow	P 4 coaching stock in clear weather only. Coaching stock, not more than 2 vehicles in front of brakevan.
Manchester (Victoria) Millgate	East Junc.....	All up	6 freight wagons without brakevan in clear weather only.
Manchester (Victoria) Millgate	East Junc.	Up fast, and up slow	P 4 coaching stock in clear weather only. Coaching stock, not more than 2 vehicles in front of brakevan.
Manchester (Victoria) Turntable	Millgate	All down	Coaching stock, not more than 2 vehicles in front of brakevan. 6 freight wagons without brakevan in clear weather only.
Manchester (Victoria) Millgate	Turntable	All up	Coaching stock, not more than 2 vehicles in front of brakevan 6 freight wagons without brakevan in clear weather only.
Manchester (Victoria) Millgate	Newtown Sidings ..	All down	Coaching stock, not more than 2 vehicles in front of brakevan. 3 freight wagons without brakevan.
Manchester (Victoria) Newtown Sidings	Millgate	All up	Coaching stock, not more than 2 vehicles in front of brakevan.
Radcliffe (Cen.) South	North Junc.	Down	Coaching stock, 5 freight wagons.
Radcliffe (Cen.) North Junc.	South	Up	Coaching stock, 5 freight wagons.
Radcliffe (Cen.) South ..	North Junc.	Down	P Coaching stock when line is blocked between Clifton Junc. and Bolton (see page 211).
Radcliffe (Cen.) North Junc.	South	Up	
Bury (B. St.) Loco' Junc.	Buckley Wells	Down	Coaching stock without brakevan, 20 freight wagons without brakevan.
Bury (B. St.) Buckley Wells	South	All down	Coaching stock without brakevan, 20 freight wagons without brakevan.
Bury (B. St.) South	North	All down	Coaching stock without brakevan, 20 freight wagons without brakevan.
Bury (B. St.) North ..	South	Up	Coaching stock and freight wagons without brakevan.
Bury (B. St.) North ..	Tottington Junc. ..	Down	Coaching stock without brakevan, 20 freight wagons without brakevan.
Bury (B. St.) Tottington Junc.	North	Up	Coaching stock and freight wagons without brakevan.
Ramsbottom Station ..	Stubbins Junc.	Down	Freight wagons without brakevan.
Ramsbottom Stubbins Junc.	Station	Up	Coaching stock.
Haslingden Shoe Mill ..	Baxenden Station ..	Up	Wagon of coal without brakevan.
Accrington South	North	Down	Coaching stock without brakevan. 4 freight wagons without brakevan.
Accrington North	South	Up	Coaching stock without brakevan. 4 freight wagons without brakevan.
Rose Grove Up Exchange	West	Up slow	Coaching stock and 20 freight wagons without brakevan.
Rose Grove East	Up Exchange	Up slow	Coaching stock and 20 freight wagons without brakevan.
Rose Grove East	Gannow Junc.	Down slow ..	Coaching stock and 20 freight wagons without brakevan.
Rose Grove Gannow Junc.	East	Up slow	Coaching stock and 20 freight wagons without brakevan.
Burnley (Cen.) Station	Goods Yard	Down main	10 freight wagons or coaching stock without brakevan.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Burnley (Cen.) Station	Goods Yard	Down goods ..	35 freight wagons, coaching stock.
Burnley (Cen.) Goods Yard	Station	Up	10 freight wagons or coaching stock without brakevan.
Brierfield Goods	Station	Down	Freight wagons without brakevan.
Brierfield Station Siding	Goods Yard	Up	Freight wagons without brakevan.
Nelson Station	Chaffers Siding	Down	4 freight wagons without brakevan.
Colne No. 2	No. 1	Up main and "Up and down" through siding	15 coaching stock vehicles.
Colne No. 1	No. 2	Down main and "Up and down" through siding	15 coaching stock vehicles.
Colne No. 2	North	Down	15 coaching stock vehicles.
Colne North	No. 2	Up	15 coaching stock vehicles.
Radcliffe (Cen.) North Junc.	West Junc.	Down	Coaching stock, 5 freight wagons, 2 freight wagons without brakevan (for sub-station).
Radcliffe (Cen.) West Junc.	North Junc.	Up	Coaching stock, 5 freight wagons.
Radcliffe (Cen.) South Junc.	West Junc.	Down	Coaching stock, 5 freight wagons.
Radcliffe (Cen.) West Junc.	South	Up	Coaching stock, 5 freight wagons.
Bury (B. St.) Tottington Junc.	Tottington Branch Sidings	Down	20 freight wagons without brakevan.
Bury (B. St.) Tottington Branch Sidings	Tottington Junc. ..	Up	Coaching stock and freight wagons without brakevan.
Bury (B. St.) Tottington Branch Sidings	Woolfold Station ..	Down	2 freight wagons.
Woolfold Station	Tottington	Down	2 freight wagons.
Tottington	Holcombe Brook Station	Down	15 freight wagons.
Rawtenstall East	West	Up	10 freight wagons without brakevan.
Skipton Stn. South	Station North Junc.	Down main	12 freight wagons in clear weather only, without brake van.
Skipton Stn. South	Station North Junc.	Down back platform	10 coaching stock vehicles.
Skipton Stn. North Junc.	Station South	Up	10 coaching stock vehicles.
Skipton Stn. North Junc.	Station South	Up	} 7 fitted vehicles in clear weather only.
Skipton Stn. South	Station North Junc.	Down main	
Hellifield South Junc. ..	North Junc.	Down main	} Coaching stock vehicles.
Hellifield North Junc. ..	South Junc.	Up main	
Hellifield North Junc. ..	South Junc.	Up outside	} 20 freight wagons.
Hellifield South Junc. ..	North Junc.	Down outside and down middle	
Hellifield South Junc. ..	Hellifield North Junc.	Down middle ..	Loco' Stores Van.
Appleby West	North	Down and up	30 freight wagons without brakevan.
Carlisle Durran Hill South Sidings	Durran Hill Junc. ..	Down main	30 freight wagons without brakevan. Breakdown van train provided steam crane next to engine.
Carlisle Durran Hill Junc.	Durran Hill South Sidings	Up goods	Freight wagons without brakevan.
Carlisle Durran Hill Junc.	Petteril Goods.....	Down goods and independant	30 freight wagons without brakevan. Breakdown van train provided steam crane next to engine.
Carlisle Durran Hill Junc.	Petteril Bridge Junc.	Down main	Breakdown van train provided steam crane next to engine.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	No. of vehicles and special conditions
Carlisle Petteril Bridge Junc.	Carlisle No. 7 London Rd. Junc.	Down	Not more than 6 vehicles fully fitted, or with leading vehicle fully fitted without brakevan in front. Breakdown van train provided steam crane next to engine. Brakevan or dynamometer car. 12 wagons for Cowan and Sheldon's siding.
Carlisle No. 7 London Rd. Junc.	Petteril Bridge Junc.	Up	Not more than 6 fully fitted vehicles without brakevan. One brakevan or dynamometer car.
Carlisle No. 7 London Rd. Junc.	No. 5	Down	Not more than 6 fully fitted vehicles without brakevan. Breakdown van train provided steam crane next to engine. One brakevan or dynamometer car.
Carlisle No. 5	No. 7 London Rd. Junc.	Up	Not more than 6 fully fitted vehicles without brakevan. One brakevan or dynamometer car.
Carlisle No. 5	Carlisle No. 4A	Nos. 1 and 3 Roads	Breakdown van train provided steam crane next to engine.
Carlisle No. 4A	No. 5	No. 4 Road ..	Not more than 6 fully fitted vehicles without brakevan.
Carlisle No. 4A	No. 4	Nos. 1 and 3 Roads	Breakdown van train provided steam crane next to engine.
Carlisle No. 4	No. 3	Down main	Breakdown van train provided steam crane next to engine.
Carlisle No. 3	Citadel Station	Up	6 coaching stock vehicles. 6 freight wagons without brakevan.
Carlisle No. 4	Canal Junc.	Down main	6 empty coaching stock vehicles in clear weather only. A brakevan or a vehicle with a brake compartment in which Guard must travel, must be at the leading end. Speed must not exceed 15 miles per hour.
Carlisle Canal Junc.....	No. 4	Up main	6 empty coaching stock vehicles in clear weather only. A brakevan or a vehicle with a brake compartment in which Guard must travel, must be at the leading end. Speed must not exceed 15 miles per hour.
Carlisle No. 3	Etterby Junc.	Down main and down goods	Breakdown van train provided steam crane next to engine.
Carlisle Etterby Junc. ..	No. 3	Up main and up goods	Breakdown van train.
Carlisle No. 3	Floriston	Down main to Rockcliffe thence down loop to Floriston	3. Only applicable to cattle traffic for Rockcliffe or Floriston in clear weather only.
Appleby North.....	Appleby East (N.E.R.)	Down	15 freight wagons.
Appleby East (N.E.R.)	Appleby North	Up	25 freight wagons.
Carlisle No. 13	Carlisle No. 12	Down main and down goods	Breakdown van train provided steam crane next to engine.
Carlisle No. 12	Carlisle No. 5	Down main	8 coaching stock vehicles in clear weather only, the brake vehicle in which the guard must travel, must be at the leading end. Breakdown van train provided steam crane next to engine.
Carlisle No. 12	Carlisle No. 7 London Road Junc.	Down	Not more than 6 vehicles fully fitted or with leading vehicle fully fitted.
Carlisle No. 7 London Road Junc.	Carlisle No. 12	Up	Not more than 6 vehicles fully fitted or with leading vehicle fully fitted.

Table F—continued

Propelling Trains or Vehicles—continued

From	To	Line	Number of vehicles and special conditions
Carlisle No. 10 Bog ..	Carlisle No. 11	Down goods ..	Breakdown van train provided steam crane next to engine.
Carlisle No. 13	Carlisle No. 12	Down goods ..	20 freight wagons without brakevan.
Carlisle No. 12	Carlisle No. 13	Up goods	Coaching stock. Freight wagons without brakevan.
Carlisle No. 12	Sorting Sidings Ground Frame	Up and down and old road	Coaching stock and freight wagons without brakevan.
Carlisle No. 12	Carlisle No. 10	Down through goods	Breakdown van train provided steam crane next to engine.
Carlisle No. 11 Rome Street	Dentonholme North Junc.	Down through goods	Breakdown van train provided steam crane next to engine.
Carlisle Dentonholme North Junc.	Carlisle No. 3	Down through goods	Breakdown van train provided steam crane next to engine.
Carlisle No. 3	Dentonholme North Junc.	Viaduct Yard lines and up and down through goods	Freight wagons without brake van.
Carlisle No. 11 Rome Street	Dentonholme Goods Yard North	Down Denton- holme Goods Yard	Breakdown van train provided steam crane next to engine.
Carlisle No. 11 Rome Street	Dentonholme Goods Yard North	Down goods	6 freight wagons without brakevan from Hudson Scott's siding in clear weather only.
Carlisle Dentonholme Goods Yard North	Dentonholme North Junc.	Down	Freight wagons without brakevan.
Carlisle Dentonholme Goods Yard North	Dentonholme North Junc.	Down Denton- holme Goods Yard	Breakdown van train provided steam crane next to engine.
Carlisle Dentonholme North Junc.	Dentonholme Goods Yard North	Up	Freight wagons without brakevan.
Carlisle Dentonholme North Junc.	No. 3	Yard	14 freight wagons for Electricity Works. 25 freight wagons and brakevan for Canal Junctions.
Carlisle Dentonholme North Junc.	No. 3	Up and down Viaduct Yard	20 wagons for New Electric Sidings, without brakevan.
Carlisle Dentonholme North Junc.	No. 3	Up and down Viaduct Yard	14 freight wagons for Electricity Works. (See Special Instructions on page 249).
Carlisle No. 3	Dentonholme North Junc.	Up Viaduct and up through goods	6 fully fitted vehicles with the automatic brake connected and in use when brakevan not leading.
Carlisle No. 3	No. 1	Down main and down goods	14 freight wagons for Electricity Works. (See special instructions on page 249).
Carlisle No. 1	No. 3	Up main and up goods	6 fully fitted vehicles with the automatic brake connected and in use, without brakevan.
Carlisle No. 3 or Dentonholme North Junc.	Canal Junc.	Down	25 freight wagons in clear weather only.
Carlisle No. 1	Canal Junc.	Down	14 freight wagons from Electricity Works.
Carlisle Canal Junc. ..	No. 1	Up	6 fully fitted vehicles with the automatic brake connected and in use without brakevan.
Carlisle Canal Junc. ..	Citadel Station	Up main	Locomotive material van.
Carlisle Citadel Station	No. 8	Down	Coaching stock.
Carlisle No. 5	No. 8	Down	Coaching stock and 30 freight wagons.
Carlisle No. 9	No. 8	Down	30 freight wagons without brakevan.
Carlisle No. 8	No. 9	Up	30 freight wagons without brakevan.
Carlisle No. 8	No. 11 Rome Street	Up	6 vehicles.

PROPELLING FREIGHT BRAKE VANS

When necessary to facilitate local working, not more than three freight brakevans may be propelled over any sections of the line except as shown below:—

From	To	Line	Remarks
Garsdale Ais Gill	Appleby West Station	Down	

The following conditions must in all cases be observed:—

A Guard must ride in the leading vehicle. He must keep a sharp look-out, warn any person who may be on or near the line, and be prepared to give any necessary hand signal to the Driver.

A white light must be carried in front of the leading vehicle when the propelling takes place at night, or during fog or falling snow, or in a tunnel.

When running down gradients greater than 1 in 200, through station platforms, or over level crossings, the speed must NOT exceed 15 miles per hour.

During fog or falling snow, freight brakevans must not be propelled except in cases of emergency or where otherwise authorised.

The propelling of freight brakevans during fog or falling snow is specially authorised as shown below and such authorities are limited to one freight brakevan unless otherwise shown:—

From	To	Line	Remarks
Todmorden East Junc.	Hall Royd Junc.	Down main and down goods	2 brakevans.
Todmorden Hall Royd	East Junc.	Up fast and Up slow	2 brakevans.
Bury K. St. Loop Junc.	West	Down	—
Bury K. St. West	Loop Junc.	Up	—
Bury K. St. West	Gas Works	Down	—
Bury K. St. Gas Works	West	Up	—
Bolton T. St. Rose Hill Junc.	East Junc.	Down main	—
Bolton T. St. East Junc.	Rose Hill Junc. ..	Up	—
Bolton T. St. Rose Hill Junc.	Burnden Junc.	Down	—
Bolton T. St. Burnden Junc.	Rose Hill Junc. ..	Up	—
Bury K. St. West	Bury B. St. South	Down	—
Bury B. St. South.	Bury K. St. West ..	Up	—
Todmorden, Hall Royd Junc.	Stansfield Hall	Down	2 brakevans.
Todmorden, Stansfield Hall	Hall Royd Junc.	Up	2 brakevans.
Todmorden, East Junc.	Stansfield Hall	Down	2 brakevans.
Todmorden, Stansfield Hall	East Junc.	Up	2 brakevans.
Miles Platting Ashton Branch Sidings	Station Junc.	Up	—
Ashton (Charlestown) Ashton Moss North Junc.	O.A. & G.B. Junc.	Down	—
Ashton (Charlestown) O.A. & G.B. Junc.	Ashton Moss North Junc.	Up	—
Miles Platting Station Junc.	Brewery Sidings	Down	—
Miles Platting (Brewery Sidings)	Station Junc.	Up	—
Miles Platting (Brewery Sidings)	Ashton Branch Sidings	Down	—
Miles Platting, Ashton Branch Sidings	Brewery Sidings	Up	—

Table F—continued

Propelling Freight Brake Vans—continued

From	To	Line	Remarks
Ashton (Charlestown) Ashton Moss North Junc.	Guide Bridge, Ashton Moss South Junc.	Down	—
Guide Bridge, Ashton Moss South Junc.	Ashton (Charles- town) Ashton Moss North Junc.	Up	—
Ashton (Charlestown) O.A. & G.B. Junc.	Guide Bridge, Ashton Moss South Junc.	Down	—
Guide Bridge, Ashton Moss South Junc.	Ashton (Charles- town) O.A. & G.B. Junc.	Up	—
Daisy Hill, Dobbs Brow Junc.	Westhoughton Crow Nest Junc.	Down	2 brakevans.
Westhoughton Crow Nest Junc.	Daisy Hill, Dobbs Brow Junc.	Up	—
Knott Mill & Deans- gate Castlefield Junc.	Ordsall Lane No. 1..	Down	—
Howe Bridge, East Junc.	Howe Bridge, West Junc.	Down	—
Howe Bridge, West Junc.	Howe Bridge, East Junc.	Up	—
Howe Bridge, East Junc.	Atherton Junc.	Down	—
Atherton Junc.	Howe Bridge, East Junc.	Up	—
Atherton Junc.	Howe Bridge, West Junc.	Down	—
Howe Bridge, West Junc.	Atherton Junc.	Up	—
Daisy Hill Dobbs Brow Junc.	Blackrod, Hindley, Blackrod Bch. Junc.	Down	2 brakevans.
Blackrod, Hindley & Blackrod Branch Junc.	Daisy Hill, Dobbs Brow Junc.	Up	—
Westhoughton Crow Nest Junc.	Blackrod, Hindley & Blackrod Bch. Junc.	Up	—
Blackrod, Hindley & Blackrod Branch Junc.	Westhoughton Crow Nest Junc.	Down	—
Rainford Jn. Junc.	Rainford Village, Randal Junc.	Down	—
Rainford Village, Randal Junc.	Rainford Jn. Junc. ...	Up	—
Rainford Jn. Junc.	Bushey Lane Junc.	Down	—
Rainford Jn. Bushey Lane Junc.	Rainford Jn. Junc. ...	Up	—
Rainford Jn. Bushey Lane Junc.	Rainford Village, Randal Junc.	Down	—
Rainford Village, Rand 1 Junc.	Rainford Jn. Bushey Lane Junc.	Up	—
Meols Cop Junc.....	Hawkeshead Street Junc.	Down	—
Meols Cop Hawkes- head Street Junc.	Junction	Up	—
Meols Cop Junc.....	Hesketh Park Roe Lane Junc.	Down	—
Hesketh Park Roe Lane Junc.	Meols Cop Junc.	Up	—
Bolton T. St. Burnden Junc.	East Junc.	All down	—
Bolton T. St. East Junc.	Burnden Junc.	Up Main	—

Table F—continued

Propelling Freight Brake Vans—continued

From	To	Line	Remarks
Bolton T. St. East Junc.	West	All down	—
Bolton T. St. West ..	East Junc.	All up	—
Blackrod Horwich Fork Junc.	Junction	Down	—
Blackrod Junc.	Horwicl. Fork Junc.	Up	—
Blackrod Horwich Fork Junc.	Horwich Loco' Junc.	Down	—
Blackrod Horwich Loco' Junc.	Horwich Fork Junc.	Up	—
Blackrod Junc.	Horwich Loco' Junc.	Down	—
Blackrod Horwich Loco' Junc.	Junction	Up	—
Lostock Hall Engine Shed	Station	Up	—
Lostock Hall Moss Lane Junc.	Engine Shed	Up	—
Lostock Hall Junc. ..	Todd Lane Jn. Junc.	Down	—
Todd Lane Jn. Junc.	Lostock Hall Junc.	Up	—
Lostock Hall Engine Shed	Preston, Farington Curve Junc.	Down	—
Preston, Farington Curve Junc.	Lostock Hall Engine Shed	Up	—
Farington Junc.	Lostock Hall Junc.	Down	—
Lostock Hall Junc. ..	Farington Junc.	Up	—
Lostock Hall, Moss Lane Junc.	Preston, Farington Curve Junc.	Down	—
Preston, Farington Curve Junc.	Lostock Hall, Moss Lane Junc.	Up	—
Meols Cop, Hawkeshead St. Junc.	Hesketh Park, Roe Lane Junc.	Down	—
Hesketh Park, Roe Lane Junc.	Meols Cop, Hawkeshead St. Junc.	Up	—
Preston, Whitehouse West Junc.	Whitehouse North Junc.	Down	—
Preston, Whitehouse North Junc.	Whitehouse, West Junc.	Up	—
Preston, Whitehouse West Junc.	Todd Lane Junc., Whitehouse South Junc.	Down	—
Todd Lane Junc., Whitehouse South Junc.	Preston, Whitehouse West Junc.	Up	—
Bolton T. St. West	Bradshawgate	Down	2 brakevans.
Bolton Trinity St., Bradshawgate	West	Up	
Bolton T. St., Bradshawgate	Craddock Lane	Down	—
Bolton T. St., Craddock Lane	Bradshawgate	Up	2 brakevans.
Bolton T. St., Craddock Lane	Astley Bridge Junc.	Down	—
Bolton T. St., Astley Bridge Junc.	Craddock Lane ..	Up	2 brakevans.
Bolton T. St. West (Bradshawgate end)	West (Bullfield end)	Down fork	—
Bolton T. St. West (Bullfield end)	West (Bradshawgate end)	Up fork	—
Bamber Bridge Junc. ..	Todd Lane Junc., Browndedge Crossing	Down	—
Todd Lane Junc., Browndedge Crossing	Bamber Bridge Junc.	All up	—
Todd Lane Junc., Browndedge Crossing	Todd Lane Junc.	Down main and down goods	—

Table F—continued

Propelling Freight and Brake Vans—continued

From	To	Line	Remarks
Todd Lane Junction	Brownedge Crossing	Up	—
Todd Lane Jn. Junction ..	Whitehouse South Junction.	Down	—
Todd Lane Junction., Whitehouse South Junction.	Todd Lane Junction.	Up	—
Todd Lane Junction., Whitehouse South Junction.	Preston, Whitehouse North Junction.	Down	—
Preston, Whitehouse North Junction.	Todd Lane Junction., Whitehouse South Junction.	Up	—
Preston, Whitehouse North Junction.	E. L. Goods Yard ..	Down	—
Preston E. L. Goods Yard	Whitehouse North Junction.	Up	—
Bamber Bridge Junction. ..	Lostock Hall Junction.	Down	—
Lostock Hall Junction. ..	Bamber Bridge Junction.	Up	—
Bury B. St. Loco' Junction.	South	Down	—
Bury B. St. South Junction.	Loco' Junction.	Up	—
Bury B. St. South.....	North	Down	—
Bury B. St. North	South	Up	—
Bury B. St. North	Tottington Junction. ..	Down	—
Bury B. St. Tottington Junction.	North	Up	—
Bury B. St. Tottington Junction.	Summerseat Station	Down	—
Summerseat Station ..	Ramsbottom Station	Down	—
Bury B. St. Loco' Junction.	Bury K. St. Loop Junction.	Down	—
Bury K. St. Loop' Junction.	Bury B. St. Loco' Junction.	Up	—

TABLE G

WORKING IN WRONG DIRECTION

Vehicles may be set back or drawn in the wrong direction as shown below.

In the case of freight vehicles, unless otherwise shown, a guard's brakevan (in which a Guard or Shunter must ride) must be the leading vehicle when setting back in the wrong direction, and the rear vehicle when drawing in the wrong direction.

A brakevan must be provided with coaching stock vehicles, unless otherwise shown.

Where a setting back movement is involved, in the case of coaching stock vehicles or where authority is given for freight vehicles to be worked without a brakevan, a Guard or Shunter must ride on the leading or nearest suitable vehicle in accordance with the instructions shown in Table "F".

These arrangements do not apply to vehicles conveying passengers, except where the items are marked "P."

The automatic brake, unless otherwise shown, must be connected up and in use when coaching stock vehicles are worked under this arrangement.

Except where fixed signals are provided to give permission for a wrong direction movement to be made, the Driver must not move in the wrong direction until he receives instructions to do so from the Signaller.

After sunset, during fog or falling snow or in a tunnel, a red light must be carried on the leading end of the movement, in accordance with Rule 149 (iv).

A lamp must at all times be carried on the trailing end of the movement, which, after sunset, during fog or falling snow or in a tunnel, must show a white light.

The lamp on the trailing end is an indication to the Signaller at the signal box in advance (in the direction of travel) that the movement which entered the section has arrived complete. Should, therefore, a vehicle or vehicles be detached from a wrong direction movement between two signal boxes and left on the running line, the lamp must not be transferred from the trailing end of the detached vehicle or vehicles to the portion of the movement continuing through the section; the absence of such lamp on this portion indicating to the Signaller at the advance box that the whole of the movement has not cleared the section.

Table G—continued

Working in Wrong Direction—continued

Should it be necessary for the Signaller to give the "Train clear of section" signal before the last vehicle of a wrong direction movement has passed the signal box, he must, before giving such signal, ascertain from the Person in charge of the movement that the whole of the movement has been shunted clear of the line concerned or has arrived complete, and the Person in charge of the movement will be held responsible for giving this information to the Signaller.

From	To	Line	Remarks
Manchester (Exchange) Deal St.	West Junc.	No. 3 down platform	P —
Manchester (Exchange) Deal St.	West Junc.	Down through	—
Manchester (Exchange) Deal St.	West Junc.	Down through	P One coaching stock.
Manchester (Victoria) West Junc.	Deal Street	No. 5 up plat- form and up passenger loop	—
Manchester (Victoria) West Junc.	East Junc.	All (except up main)	—
Manchester (Victoria) East Junc.	West Junc.	All (except up main)	—
Manchester (Victoria) East Junc.	West Junc.	All (except up main)	P One coaching stock.
Manchester (Victoria) West Junc.	East Junc.	All (except up main)	P One coaching stock.
Middleton Junc., Vitriol Works	West Junc.	Up slow	—
Middleton Junc. West	Vitriol Works	Down goods ..	—
Castleton East	South	Down goods ..	—
Castleton East	North	Up goods	—
Castleton South	East	Up main	Engines.
Rochdale Castleton Sidings	West	Up goods	Coaching stock vehicles, 4 without brake- van, 6 freight wagons without brake- van.
Rochdale West.....	Goods Yard	Up main, addi- tional pas- senger and goods	Coaching stock vehicles, 4 without brakevan, 6 freight wagons without brakevan.
Rochdale Goods Yard	Down Platform	Additional down passenger and goods	Coaching stock vehicles, 4 without brakevan, 6 freight wagons without brakevan.
Rochdale Down Platform	West	Additional down passenger and goods	Coaching stock vehicles, 4 without brakevan, 6 freight wagons without brakevan.
Rochdale Goods Yard	West	Down main ..	Coaching stock vehicles, 4 without brakevan, 6 freight wagons without brakevan.
Rochdale Goods Yard	East Junc.	Up goods	Coaching stock vehicles, 4 without brakevan, 6 freight wagons without brakevan.
Smithy Bridge Clegg Hall	Station	Up main	Engines.
Smithy Bridge Clegg Hall	Station	Up goods	Coaching stock, freight wagons without brakevan, engines.
Todmorden Hall Royd Junc.	East	Down goods ..	Coaching stock. Engines.
Todmorden Eastwood	Dover Bridge	No. 1 and 2 up goods	Engines or engines and brakevans.
Oldham (Mumps) No. 1	No. 2	Up main	6 coaching stock vehicles without brakevan.
Oldham (Mumps) No. 1	No. 2	Up goods	Freight wagons, 25 wagons without brakevan in rear (must be propelled).
Oldham (Mumps) No. 2	No. 3	Up main	6 coaching stock vehicles without brake- van.
Oldham (Mumps) No. 2	No. 3	Up goods	Freight wagons, 25 without brakevan in rear (must be propelled).

Table G—continued

Working in Wrong Direction—continued

From	To	Line	Remarks
Oldham (Mumps) No. 3	No. 2	Down main ..	6 coaching stock vehicles without brake- van.
Oldham (Mumps) No. 3	No. 2	Down goods ..	Freight wagons, 25 wagons without brakevan (must be drawn).
Oldham (Mumps) No. 2	No. 1	Down main ..	6 coaching stock vehicles without brake- van.
Oldham (Mumps) No. 2	No. 1	Down goods ..	Freight wagons, 25 wagons without brakevan (must be drawn).
Royton Jn. Junc.	Hartford Sidings ..	Down goods ..	Engines or engine and brakevans only.
Oldham (C. St.) Waterloo Sidings	Oldham Mumps No. 1	Down main ..	6 coaching stock vehicles without brake- van.
Oldham Mumps No. 1	Oldham (C. St.) Waterloo Sidings	Up main	6 coaching stock vehicles without brake- van.
Middleton Junc. West	Chadderton Junc.	Up main	—
Bury (K. St.) East	West	Up fast and slow	—
Bradley Fold Station ..	East	Down main ..	—
Bolton (T. St.) East Junc.	Rose Hill Junc. ..	Down goods ..	Freight wagons without brakevan.
Bolton (T. St.) Burnden Junc.	Rose Hill Junc. ..	Down goods ..	—
Bolton (T. St.) Rose Hill Junc.	Burnden Junc.....	Up goods	Coaching stock, freight wagons without brakevan.
Bury (B. St.) South ..	Bury (K. St.) West ..	Down main	Engines or coaching stock.
Bury (K. St.) West	Bury (B. St.) South	Up main	Engines or coaching stock.
Miles Platting Station Junc.	Collyhurst Street ..	Down East goods	Engines or engines and brakevans only.
Ashton (C) West	East	Up goods	—
Ashton (C) East	West	Down goods ..	—
Miles Platting Tank Yard	Station Junc.	Up West goods	—
Miles Platting Station Junc.	Tank Yard	Down West goods	—
Miles Platting Brewery Sidings	Station Junc.	Down West goods	Engine or engine and brakevans.
Miles Platting Station Junc.	Brewery Sidings	Up West goods	—
Miles Platting Tank Yard	New Allen Street ..	Down West goods	—
Miles Platting New Allen St.	Tank Yard	Up West goods	—
Miles Platting Philips Park No. 1	Park Station Junc.	Up goods	Engine or engine and brakevans.
Miles Platting Philips Park No. 2	Park Station Junc.	Down goods ..	Not exceeding 35 wagons.
Ashton (C) Ashton Moss North Junc.	Ashton Moss South Junc.	All	—
Guide Bridge Ashton Moss South Junc.	Ashton Moss North Junc.	All	6 wagons without brakevan.
Oldham (C. St.) Waterloo Sidings	Sheepwashers Lane	Up main and additional passenger	6 coaching stock vehicles without brake- van. 20 freight wagons
Oldham (C. St.) Sheep- washers Lane	Waterloo Sidings....	Down main ..	6 coaching stock vehicles without brake- van.
Ashton (C) O.A. and G.B. Junc.	Ashton Moss South Junc.	Up goods	—
Ashton (C) O.A. and G.B. Junc.	Ashton Moss South Junc.	Up main	Freight wagons without brakevan.
Salford Station.....	Oldfield Road	Up goods	—
Windsor Bridge Brindle Heath Down Sidings	Irlam	Nos. 1 and 2 down goods	30 wagons without brakevan.
Hindley No. 2	No. 1	Down goods ..	—
Ince Station	Wigan No. 1	Up goods	Engines.
Kirkdale West	East	Down goods ..	—
Kirkdale West	Sandhills No. 2 ..	Up goods	—
Sandhills No. 2	Kirkdale West.....	Down goods ..	—
Kirkdale East	West	Up slow	Coaching stock.

Table G—continued

Working in Wrong Direction—continued

From	To	Line	Remarks
Kirkdale East	West	Up goods	Engines and coaching stock.
Sandhills No. 1	No. 2	Down goods ..	—
Sandhills No. 2	No. 1	Up goods	—
Ordsall Lane No. 1 ..	Ordsall Lane No. 2	All	Coaching stock. Freight wagons without brakevan.
Ordsall Lane No. 2 ..	Ordsall Lane No. 1..	All	Coaching stock. Freight wagons without brakevan.
Eccles Junc.	Patricroft Sidings ..	Up Wigan goods	Coaching stock. Freight wagons without brakevan.
Eccles Junc.	Monton Green Station	Up Wigan goods	Coaching stock. Freight wagons without brakevan. (When Patricroft Sidings box is closed).
Patricroft Sidings.....	Monton Green Station	Up Wigan goods	Coaching stock. Freight wagons without brakevan.
Monton Green Station	Eccles Junc.	Down Wigan goods	Coaching stock. Freight wagons without brakevan. (When Patricroft Sidings box is closed).
Monton Green Station	Patricroft Sidings ..	Down Wigan goods	Coaching stock. Freight wagons without brakevan.
Patricroft Sidings.....	Eccles Junc.	Down Liverpool goods, down Wigan goods	Coaching stock. Freight wagons without brakevan.
Kenyon Junc. No. 2 ..	Kenyon Junc. No. 1	All	Coaching stock and freight wagons. 3 coaching stock and 3 freight wagons without brake van may be propelled.
Kenyon Junc. No. 1 ..	Kenyon Junc. No. 2	All	Coaching stock. 10 freight wagons without brakevan, in clear weather only. Engines and engines with 1 or 2 brake vans.
Kenyon Junc. No. 2	Kenyon Junc. No. 1	Up goods	Coaching stock. Freight wagons without brakevan.
Kenyon Junc. No. 1 ..	Kenyon Junc. No. 2	Down goods ..	Coaching stock. Freight wagons without brakevan.
Hough Lane	Tyldesley No. 1	Up goods	Without brakevan.
Tyldesley No. 1	Tyldesley No. 2	All	Without brakevan.
Tyldesley No. 2	Tyldesley No. 1	Down fast and slow	Without brakevan.
Pendleton Agecroft Junc.	Brindle Heath Junc.	Down Agecroft connecting	Engines.
Appley 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.
Southport (C. St.) Station	St. Lukes	Down slow and No. 1 Excursion Road	Engines running round trains.
Ormskirk Station	Branch Sidings	Down main	—
Seaforth and L. North Mersey Branch Junc.	North Mersey Goods Yard	Down goods	12 freight wagons.
Seaforth & L. North Mersey Goods Yard	North Mersey Branch	Up goods	12 freight wagons.
Burscough Junc. Station	South	Down main	Coaching stock and freight wagons.
Clifton Junc. Station ..	Pepper Hill	Up main and goods	—
Bolton (T. St.) East Junc.	West Junc.	All up	Coaching stock without brakevan, or 3 freight wagons without brakevan.
Bolton (T. St.) West Junc.	East Junc.	All down	Coaching stock without brakevan, or 3 freight wagons without brakevan.
Bolton (T. St.) West Junc.	Down Platform	All down	Coaching stock without brakevan, or 3 freight wagons without brakevan.
Bolton (T. St.) Down Platform	East Junc.	All down	Coaching stock without brakevan, or 3 freight wagons without brakevan.
Bolton (T. St.) Burnden Junc.	East Junc.....	Up goods	—
Bolton (T. St.) East Junc.	Burnden Junc.....	Down goods ..	Engines.

Table G—continued

Working in Wrong Direction—continued

From	To	Line	Remarks
Bolton (T. St.) Burnden Junc.	Moses Gate Station	Down goods ..	Engines.
Bolton (T. St.) Bullfield East	Bullfield West	Up goods	—
Adlington Junc.	White Bear	Down	10 freight wagons in clear weather only.
Chorley Euxton No. 1	No. 2	Up platform....	Coaching stock.
Preston No. 1	No. 4	Up fast, slow, through and loop	P Coaching stock without brakevan. Freight wagons.
Preston No. 4	No. 1	Down fast, slow, through and loop	P Coaching stock without brakevan. Freight wagons.
Preston No. 4	No. 3	No. 8 down platform	P Coaching stock without brakevan. Freight wagons.
Preston EL Goods Yard	No. 4	No. 13 up platform	P Coaching stock without brakevan. Freight wagons.
Preston No. 3	No. 4	No. 9 up platform	P Coaching stock without brakevan. Freight wagons.
Preston EL Goods Yard	No. 3	Up main and passenger loop	Coaching stock without brakevan. Freight wagons.
Poulton-le-Fylde No. 2	No. 3	Up slow and additional passenger	Coaching stock or freight wagons with-brakevan.
Poulton-le-Fylde No. 3	No. 2	Down slow	Coaching stock or freight wagons without brakevan.
Poulton-le-Fylde No. 2	No. 3	Up slow	P Coaching stock.
Kearsley Junction	Branch Sidings	Up goods	—
Kearsley Branch Sidings	Junction	Down goods ..	—
Westhoughton Crow Nest Junc.	Crow Nest Sidings ..	Down goods ..	—
Lostock Hall Station ..	Junction	Down main	—
Aintree Cheshire Lines Junc.	Station Junc.	Nos. 3 and 4 up platforms	—
Aintree Cheshire Lines Junc.	Southport Junc. (C.L.C.)	Up main	—
Farington Junc.	Lostock Hall Junc.	Up main	Freight wagons without brakevan.
Lostock Hall Junc. ..	Farington Junc. ..	Down main ..	Freight wagons without brakevan.
Formby Station	Eccles Crossing	Down main ..	20 freight wagons without brakevan.
Southport (C. St.) South	Station	Up main	—
Southport (C. St.) Station	South	Down main	—
Blackburn Bolton Branch Junc.	Bolton Junc.	Up slow	—
Blackburn Bolton Junc.	West	Up slow	—
Blackburn West	East	Up main and up back platform	—
Blackburn East	West	Down main and down Back platform	—
Blackburn Daisyfield Junc.	Daisyfield Station ..	Up main	—
Daisyfield Station	Daisyfield Junc. ..	Down main ..	—
Chatburn Bankfield Siding	Station	Up main	—
Blackburn Gt. Harwood Junc.	Whitebirk West	Up goods	—
Blackburn Whitebirk Junc.	Gt. Harwood Junc....	Down goods ..	When it is necessary for an up train to be shunted across to the down main line and to be drawn along the down goods line for the purpose of clearing the up main line.
Accrington Exchange Sidings	Church East	Down goods ..	Engine, or engine with not more than 20 wagons without brakevan.
Accrington North	West	Down main ..	Engines. Coaching stock.

Table G—continued

Working in Wrong Direction—continued

From	To	Line	Remarks
Accrington West	North	Up main	Engines. Coaching stock.
Accrington West	South Junc.	Down fork	Engines. 40 wagons in clear weather only. Coaching stock.
Accrington South Junc.	North	Up main	P Coaching stock. Engines.
Accrington North	South Junc.	Down main ..	P Coaching stock. Engines.
Gt. Harwood West ..	East	Up main	Coaching stock.
Manchester (Vic) Millgate	East Junc.	Down North and South	
Manchester (Vic) Millgate	Turntable	All	
Manchester (Vic) Millgate	Turntable	Down North group and South group	4 Coaching stock. In clear weather only.
Bury (B. St.) North	South	Down fast and slow	
Bury (B. St.) South ..	Buckley Wells	Down slow ..	
Bury (B. St.) South	North	Up main	Engines or coaching stock.
Rose Grove West ..	East	Up slow	Without brakevan.
Rose Grove Gannow Junc.	West	Down slow ..	20 freight wagons without brakevan. Loco' Stores van.
Burnley (Cen.) Goods Yard	Station	Down goods ..	—
Brierfield Station	Goods Yard	Down goods ..	—
Colne No. 2	North	Up main	—
Colne North	No. 2	Down main ..	—
Rawtenstall West.....	East	Up main	When the through exchange sidings on the down side are blocked.
Skipton North Junc.	Engine Shed	Down goods ..	
Skipton Engine Shed	Station North Junc.	Down goods ..	Light engines only.
Skipton Station North Junc.	Station South	Down goods ..	25 wagons without brakevan and coaching stock vehicles.
Skipton Station North Junc.	Station South	Down back platform	—
Hellifield South Junc...	North Junc.	Up outside	Freight wagons, 15 wagons without brakevan, loco' stores van without brakevan. Breakdown van train.
Hellifield North Junc.	South Junc.	Down middle and outside	—
Appleby West	North	Up main	—
Appleby North	West	Down main ..	—
Carlisle Petteril Bridge Junc.	Petteril Goods.....	Down goods ..	12 freight vehicles.
Carlisle No. 4	No. 4A Platform	Down road "B"	P Coaching stock and freight wagons without brakevan.
Carlisle No. 4A Platform	No. 4	No. 4 up	P Coaching stock and freight wagons without brakevan.
Carlisle No. 5	No. 4A Platform	—	P Coaching stock and freight wagons without brakevan.
Carlisle No. 12	No. 13	Down goods ..	Coaching stock and freight wagons without brakevan.
Carlisle No. 13	No. 12	Up goods	Coaching stock and freight wagons without brakevan.
Carlisle No. 3	Dentonholme North Junc.	Down goods ..	Coaching stock and freight wagons without brakevan.
Carlisle Dentonholme North Junc.	Dentonholme Goods Yard	Down goods ..	Coaching stock and freight wagons without brakevan.
Carlisle Dentonholme North Junc.	No. 3	Up Viaduct Yard	Coaching stock and freight wagons without brakevan.
Carlisle No. 3	Dentonholme North Junc.	Down Viaduct Yard	Coaching stock and freight wagons without brakevan.
Carlisle No. 3	No. 1	Up goods	Coaching stock and freight wagons without brakevan.
Carlisle No. 1	No. 3	Down goods ..	Coaching stock and freight wagons without brakevan.
Carlisle No. 9	No. 8	Up goods	—

TABLE H1

WORKING OF FREIGHT VEHICLES WITHOUT A BRAKEVAN IN REAR

Set out below is a list of places where freight vehicles (in accordance with Rule 153(b)) may be worked without a brakevan in rear.

In all cases where fitted vehicles are authorised to be worked without a brakevan in rear, the automatic brake must be connected up and in use.

One wagon of fuel or stores for signal boxes or stations, or the empty wagon in connection therewith, may be worked without a brakevan between any two signal boxes, provided the signal boxes concerned are not more than one mile apart.

From	To	Line	Number of vehicles and special conditions	
			Loaded Wagons	Empty Wagons
Newton Heath, Newton Heath Junc.	Thorpes Bridge Junc.	Up	10	15
Newton Heath Moston Colliery	Newton Heath Junc.	Up	10	15
Middleton Junction	Mills Hill	Down	20	30
Vitriol Works				
Middleton Junction	Vitriol Works	Up	20	30
Mills Hill				
Castleton East Junc. ..	Rochdale East Junc.	Down	11	(fitted) 10
Rochdale East Junc. ..	Castleton East Junc.	Up	11	(fitted) 10
Castleton Station	South Junc.	Up	20	30
Castleton Station	North Junc.	Up main and down branch	20	30
Littleborough Station ..	Smithy Bridge Station	Up	10	10
Todmorden West	Hall Royd Junc.	Down	20	30
Todmorden Hall Royd Junc.	West	Up fast and up main	20	30
Hollinwood Station ..	New Coal Yard	Up	20	30
Oldham (Mumps) No. 1	No. 2	Down goods ..	4	(fitted) 4
Royton Junc. Hartford Sidings	Oldham Mumps No. 1	Up main	15	20
Oldham (Mumps) No. 2	No. 1	Up goods	15	20
Oldham (Mumps) No. 2	No. 3	Down goods ..	4	(fitted) 4
Oldham (Mumps) No. 3	No. 2	Up goods	15	20
Oldham (Mumps) No. 3	Royton Junc. Hartford Sidings	Down	15	15
Royton Junc. Hartford Sidings	Sidings	Down	40	60
Royton Junc. Sidings	Hartford Sidings ..	Up	40	60
Oldham (Mumps) No. 2	Oldham (Clegg St.) Waterloo Sidings	Up	2	(fitted) 2
Middleton Junction	West	Up	20	30
Chadderton Junc.				
Middleton Junction East	Middleton Station ..	Down	5	5
Bury (K. St.) East	Bury (B. St.) South Station	Down	3	(fitted) 3
Bradley Fold East		Down	20	20
Bradley Fold Station ..	East	Up	20	20
Bolton (T. St.) Rose Hill Junc.	East Junc.	All down	35	35
Bolton (T. St.) East Junc.	Rose Hill Junc.	Up	35	35
Bolton (T. St.) Rose Junc.	Burnden Junc.....	Down	35	35
Bolton (T. St.) Burnden Junc.	Rose Hill Junc.	Up	35	35
Todmorden Hall Royd Junc.	Stansfield Hall	Down	20	30
Todmorden Stansfield Hall	Hall Royd Junc.	Up	20	30

Table H1—continued

Working of Freight Vehicles Without a Brakevan in Rear—continued

From	To	Line	Number of vehicles and special conditions	
			Loaded Wagons	Empty Wagons
Manchester (Vic.) Newtown No. 2	Newtown No. 1 ..	All up	5	5
Miles Platting Collyhurst St.	Manchester (Vic.) Newtown No. 2	All up	5	5
Miles Platting Station Junc.	Collyhurst St.	All up	5	5
Miles Platting Collyhurst St.	Station Junc.	Down East goods	60	60
Miles Platting Station Junc.	Collyhurst St.	"Up and down" East goods	70	70
Miles Platting Station Junc.	Ashton Branch Sidings	Down goods ..	50	50
Miles Platting Ashton Branch Sidings	Station Junc.	All up	5	5
Miles Platting Ashton Branch Sidings	Station Junction ..	Up goods	70	70
Miles Platting Ashton Branch Sidings	Philips Park No. 1 ..	All down	50	50
Miles Platting Philips Park No. 1	Ashton Branch Sidings	Up main	50	50
Miles Platting Philips Park No. 1	Ashton Branch Sidings	All up	5	5
Miles Platting Philips Park No. 1	Ashton Branch Sidings	Up goods	70	70
Miles Platting Philips Park No. 1	Park Station Junc.	Down goods ..	50	50
Miles Platting Park Station Junc.	Philips Park No. 1	Up main	25	25
Miles Platting Park Station Junc.	Philips Park No. 1 ..	Up goods	70	70
Miles Platting Park Station Junc.	Baguley Fold Junc.	Down main ..	25	25
Miles Platting Park Station Junc.	Baguley Fold Junc.	Down goods ..	50	50
Miles Platting Baguley Fold Junc.	Park Station Junc.	Up main	25	25
Miles Platting Baguley Fold Junc.	Park Station Junc.	Up goods	70	70
Miles Platting Oldham Rd. G.F.	New Allen St.....	Departure	40	60
Miles Platting New Allen St.	Oldham Rd. G.F. ..	Arrival	60	60
Miles Platting New Allen St.	Tank Yard	Down West goods	40	60
Miles Platting Tank Yard	New Allen St.....	Up goods	60	60
Miles Platting Tank Yard	Station Junc.	Down West goods	60	60
Miles Platting Station Junc.	Tank Yard	Up goods	60	60
Miles Platting New Allen St.	Collyhurst St.	Down East goods	40	60
Miles Platting Collyhurst St.	New Allen St.....	Up East goods	40	60
Miles Platting Station Junc.	Brewery Sidings	Down West goods	60	60
Miles Platting Brewery Sidings	Station Junc.	Up goods	60	60
Miles Platting Brewery Sidings	Newton Heath Thorpes Bridge Junc.	Down goods ..	60	60
Newton Heath Thorpes Bridge Junc.	Miles Platting Brewery Sidings	Up goods	60	60

Table H1—continued

Working of Freight Vehicles Without a Brakevan in Rear—continued

From	To	Line	Number of vehicles and special conditions	
			Loaded Wagons	Empty Wagons
Miles Platting Brewery Sidings	Ashton Branch Sidings	Down	50	50
Miles Platting Ashton Branch Sidings	Brewery Sidings	Up	50	50
Miles Platting Philips Park No. 1	Philips Park No. 2	All down	50	50
Miles Platting Philips Park No. 1	Philips Park No. 2	Down goods ..	70	70
Miles Platting Philips Park No. 2	Philips Park No. 1 ..	“Up and down” goods	35	35
Miles Platting Philips Park No. 2	Beswick Junc.	Down	35	35
Miles Platting Park Station Junc.	Philips Park No. 2	Down	30	40
Miles Platting Philips Park No. 2	Park Station Junc.	Up	30	30
Ashton Charlestown Ashton Moss North Junc.	Guide Bridge Ashton Moss South Junc.	Down	25	25
Oldham (Clegg St.) Waterloo Sidings	Glodwick Rd.	Up	2 (fitted)	2
Guide Bridge Ashton Moss South Junc.	Ashton Charlestown O.A. and G. B. Junc.	Up main	Wagons from Ashton (Oldham Road) (L.M.R.) Goods Yard for attaching to trains standing on the Up goods line.	
Brindle Heath Irlam ..	Pendleton (Broad St.) Station	All up	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Pendleton (Broad St.) ..	Windsor Bridge No. 3	All up	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Windsor Bridge No. 3..	Windsor Bridge No. 2	Up slow	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Windsor Bridge No. 3..	Windsor Bridge No. 1	Up fast and up Bolton	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Salford Station	Manchester (Vic.) Deal Street	All up	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Manchester (Vic.) Deal St.	Manchester (Vic.) West	All up	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Manchester (Vic.) West	Manchester (Vic.) East Junc.	All up	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Manchester Victoria East Junc.	West Junc.	All down	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Manchester (Victoria) West Junc.	East Junc.	All up	6 In clear weather only	6 In clear weather only
Manchester (Victoria) West Junc.	Deal St.	All down	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Manchester (Victoria) Deal St.	West Junc.	All up	6 In clear weather only	6
Manchester (Victoria) Deal St.	Salford Station	All down	6 In clear weather only	6
Salford Station.....	Windsor Bridge Oldfield Road	Down goods ..	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Windsor Bridge Oldfield Road	Salford Station ..	Up goods	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Salford Station.....	Windsor Bridge No. 1	All down	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Salford Windsor Bridge No. 1	Salford Station ..	All up	20	30
Windsor Bridge Oldfield Road	Salford Windsor Bridge No. 1	Down goods ..	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Salford Windsor Bridge No. 1	Windsor Bridge Oldfield Road	Up goods	20	30

Table H1—continued

Working of Freight Vehicles Without a Brakevan in Rear—continued

From	To	Line	Number of vehicles and special conditions	
			Loaded Wagons	Empty Wagons
Windsor Bridge Oldfield Road	Hope St.	“Up and down” goods	60	60
Windsor Bridge Hope St.	Oldfield Road	“Up and down” goods	20	30
Windsor Bridge Hope St.	Windsor Bridge No. 2	“Up and down” goods	60	60
Windsor Bridge, Windsor Bridge No. 2	Hope St.	“Up and down” goods	20	30
Salford Windsor Bridge No. 1	Windsor Bridge, Windsor Bridge No. 2	Down slow ..	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Windsor Bridge, Windsor Bridge No. 2	Salford Windsor Bridge No. 1	All up	20	30
Salford Windsor Bridge No. 1	Pendleton Broad St., Windsor Bridge No. 3	All down	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Windsor Bridge No. 2	Pendleton Broad St., Windsor Bridge No. 3	Down slow ..	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Pendleton Broad St., Windsor Bridge No. 3	Station	All down	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Pendleton Broad St. Station	Irlam	All down	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Pendleton Broad St. Irlam	Brindle Heath Junc.	All down	5 fitted or 1 non-fitted	5 fitted or 1 non-fitted
Pendleton (B. St.) Brindle Heath Junc.	Irlam	Up	30	40
Pendleton (B. St.) Irlam	Windsor Bridge Brindle Heath Down Sidings	Down goods ..	30	30
Ince Station	Wigan W. No. 1	Down	20	20
Wigan W. No. 1	Wallgate	Down	20	20
Kirkdale East	Sandhills No. 2 ..	Down goods ..	60	60
Sandhills No. 1	Kirkdale East	Up goods	30	60
Liverpool Exchange Station	Exchange Junc.	Up	6	6
Manchester Exchange Ordsall Lane No. 2 ..	Ordsall Lane No. 2.. Eccles Station	Down	(Fish Wagons) 5 fitted, 1 wagon	(Fish Wagons) 5 fitted, 1 wagon
Ordsall Lane No. 2 ..	Cross Lane Junc. ..	Down fast and slow	2 fitted	2 fitted
Cross Lane Junc.	Ordsall Lane No. 2.. Ordsall Lane No. 2.. Ordsall Lane No. 1.. Ordsall Lane No. 2.. Ordsall Lane No. 2.. Ordsall Lane No. 6..	Down fast and slow Up and fast slow Down branch .. Up branch Down loop and bay	— — — — 60	— — — — 60
Ordsall Lane No. 2	Ordsall Lane No. 4.. Ordsall Lane No. 2.. Ordsall Lane No. 6.. Ordsall Lane No. 4.. Ordsall Lane No. 4.. Cross Lane Junc.	Down goods .. Up goods and bay Nos. 1, 2 and 3 up goods “Up and down” goods	60 60 60 60 60	60 60 60 60 60
Ordsall Lane No. 6	Ordsall Lane No. 4.. Ordsall Lane No. 2.. Ordsall Lane No. 6.. Cross Lane Junc.	Up goods and bay Nos. 1, 2 and 3 up goods “Up and down” goods	60 60 60	60 60 60
Ordsall Lane No. 4	Ordsall Lane No. 6.. Cross Lane Junc.	“Up and down” goods	60	60
Cross Lane Junc.	Ordsall Lane No. 4.. Patricroft Station .. Eccles Station Patricroft Sidings ..	“Up and down” goods Down slow .. Up slow	60 30 30	60 30 30
Eccles Station	Patricroft Station .. Eccles Station Patricroft Sidings ..	Down Liverpool goods Down Wigan goods Up Wigan goods	— — —	— — —
Patricroft Station	Eccles Station Patricroft Sidings ..	Down Liverpool goods Down Wigan goods Up Wigan goods	— — —	— — —
Eccles Junc.	Patricroft Sidings ..	Down Liverpool goods Down Wigan goods Up Wigan goods	— — —	— — —
Patricroft Sidings	Eccles Junc.	Up Wigan goods	—	—

Table H1—continued

Working of Freight Vehicles Without a Brakevan in Rear—continued

From	To	Line	Number of vehicles and special conditions	
			Loaded Wagons	Empty Wagons
Patricroft Sidings.....	Patricroft Station ..	Nos. 1 and 2 down Liver- pool goods	—	—
Kenyon Junc. No. 2	Kenyon Junc. No. 1	Down goods ..	10	10
Kenyon Junc. No. 1	Kenyon Junc. No. 2	Up main and goods	10	10
Eccles Station	Monton Green Station	Down Wigan goods	—	—
Monton Green Station	Eccles Junc.	Up Wigan goods	—	—
Hough Lane	Tyldesley No. 1	Down	—	—
Tyldesley No. 1	Hough Lane	Up main and goods	—	—
Tyldesley No. 1	Tyldesley No. 2	Down fast and down slow	—	—
Tyldesley No. 2	Tyldesley No. 1	Up	—	—
Tyldesley No. 2	Jackson's Siding ..	Down	—	—
Jackson's Siding	Tyldesley No. 2	Up	When assisted in rear In clear weather only	
Windsor Bridge No. 2	New Barnes Junc. ...	Up	6	6
Wigan Wallgate	Douglas Bank	Down	20	20
Wigan Wallgate Douglas Bank	Wallgate	Up	20	30
Appley Bridge East ..	West	Down	30	30
Appley Bridge West ..	East	Up	30	30
Hoscar Station	Burscough Bridge Junc.	Down	5	5
Southport (Chapel St.) St. Lukes	Blowick.....	“Up and down” through siding	60	60
*Southport (Chapel St.) Station	St. Lukes	Up fast	10	10
Ormskirk Branch Sidings	Station	Down	20	30
Ormskirk Station.....	Branch Sidings	Up	20	30
Fazakerley Sidings East	Aintree S.S. Fazakerley Sidings West	Down	40	60
Aintree S.S. Fazakerley Sidings West	Fazakerley Sidings East	Up	40	60
Aintree S.S. Greenwich Rd.	Aintree S.S. East ..	Down	30	60
Aintree S.S. East	Sefton Junc.	Down	20	30
Aintree S.S. Sefton Junc.	East	All up	20	30
Aintree S.S. Sefton Junc.	Aintree S.S. West	All down	60	60
Aintree S.S. West ..	Aintree S.S. East	All up	20	20
Seaforth and L. North Mersey Branch Junc.	North Mersey Goods	Down	50	60
Sandhills North Docks	Liverpool Ex.	Down	4	(fitted) 4
Liverpool (Exchange) Station	Aintree (via Marsh Lane or Walton Junc., Bankfield, North Docks and North Mersey and vice versa)	Up and down	3	(fitted) 3
Burscough Bridge Junc.	Burscough Junc. South	Down	20	20
Burscough Junc. South	Burscough Bridge Junc.	Up	20	20
Moses Gates Station	Bolton (T.St.) East Junc.	Down goods ..	60	60
Bolton (T. St.) East Junc.	Moses Gate	Up goods	60	60

*(only authorised when Southport South box is closed)

Table H1—continued

Working of Freight Vehicles Without a Brakevan in Rear—continued

From	To	Line	Number of vehicles and special conditions	
			Loaded Wagons	Empty Wagons
Bolton (T. St.) Burnden Junc.	East Junc.	All down	35	35
Bolton (T. St.) East Junc.	Burnden Junc.	All up	35	35
Bolton (T. St.) East Junc.	West Junc.	All down	6	6
Bolton (T. St.) West Junc.	East Junc.	All up	6	6
Bolton (T. St.) Bullfield West	Bullfield East	Up goods	30	30
Blackrod ground frame	Horwich Fork Junc.	Up	15	15
Adlington Station	Grindford Bar.....	Up	10	10
Chorley No. 1	Rylands Sidings	Down	10	26
Chorley Rylands Sidings	No. 1	Up	10	15
Preston Ribble Sidings	No. 1	Down through	4	—
Preston Ribble Sidings	No. 1A	Shunting	—	—
Preston No. 1A	Ribble Sidings.....	Shunting	—	—
Preston No. 1	No. 4	Down fast, slow, through addi- tional pas- senger and No. 3 plat- form.	4	4
Preston No. 4	No. 1	Up fast, slow, through addi- tional pas- senger and No. 3 plat- form	4	4
Preston No. 4	No. 5	Down fast, slow and through	4	4
Preston No. 5	No. 4	Up fast, slow and through	4	4
Kirkham and W. Station	North Junc.	All down	60	60
Kirkham and W. North Junc.	Station	All up	60	60
Poulton le Fylde No. 1	Singleton	Up	1 wagon of coal. 3 cattle wagons.	
Poulton le Fylde No. 1	No. 3	All down		
Fleetwood Burn Naze South	Burn Naze North ..	Down	20	20
Fleetwood Wyre Dock Junc.	Wyre Dock Station..	Down	60	60
Fleetwood Wyre Dock Station	Wyre Dock Junc. ..	Up	60	60
Fleetwood Wyre Dock Station	Station	Down East ..	60	60
Fleetwood Station	Wyre Dock Station..	Up East	60	60
Horwich Station	Blackrod Horwich Loco Junc.	Up	10	15
Lytham Goods.....	Station	Down	6	(fitted) 6
Lytham Station	Goods	Up	6	(fitted) 6
Blackpool (Central) Spen Dyke	Blackpool (South) No. 1	Up slow	25	25
Blackpool (South) No. 3	Blackpool (Central) Spen Dyke	Down fast and slow	25	25
Blackpool (Central) Spen Dyke	Central Station	Nos. 1 and 2 “Up and down” goods	5	5
Blackpool (Central) Station	Spen Dyke			

Table H1—continued

Working of Freight Vehicles without a Brakevan in Rear—continued

From	To	Line	Number of vehicles and special conditions	
			Loaded Wagons	Empty Wagons
Layton Station	Poulton le Fylde No. 4	Up	1 wagon of coal	
Blackpool (North) Station	Layton Station	Up	15	15
Ormskirk	Aintree	Down	5	(fitted) 5
Aintree	Ormskirk	Up	5	(fitted) 5
Aintree Cheshire Lines Junc.	Station Junc.	All down	20	30
Aintree Station Junc. ..	Cheshire Lines Junc.	All up	20	30
Farington Junction ..	Lostock Hall Junc.	Down	60	60
Lostock Hall Junc.	Farington Junc.	Up	60	60
Aintree S.A. Station Junc.	Aintree S.S. Sefton Junc.	All down	20	30
Aintree S.S. Sefton Junc.	Aintree S.A. Station Junc.	Up	20	30
Aintree Cheshire Lines Junc.	Southport Junc. (C.L.)	Down	20	30
Aintree Southport Junc. (C.L.)	Cheshire Lines Junc.	Up	20	30
Southport (Chapel St.)	Liverpool (Exchange)	All up	5	(fitted) 5
Bolton (T. St.) Bradshawgate	Craddock Lane	Down	20	20
Bolton (T. St.) Astley Bridge Junc.	Craddock Lane	Up	15	15
Turton and E. Station	Bromley Cross Station	Up	5	5
Darwen No. 2	Hoddlesden Junc. ..	All down	20	30
Darwen No. 3	No. 2	Up	10	10
Blackburn Bolton Branch Junc.	Bolton Junc.	Down fast	25	25
Blackburn Bolton Branch Junc.	Bolton Junc.	Down slow ..	60	60
Blackburn Bolton Junc.	Bolton Branch Junc.	Up fast	25	25
Blackburn Bolton Junc.	Bolton Branch Junc.	Up slow	60	60
Blackburn Bolton Junc.	East	Down fast	25	25
Blackburn East	Bolton Junc.	Up fast	25	25
Blackburn Bolton Junc.	West	Down slow ..	60	60
Blackburn West	Bolton Junc.	Up slow	60	60
Blackburn West	East	Down slow ..	60	60
Blackburn East	West	Up slow	60	60
Clitheroe Low Moor Siding	Station	Down	20	30
Clitheroe Horrocksford Junc.	Low Moor Siding ..	Up	20	30
Chatburn Station	Bankfield Siding ..	Up	20	30
Hellifield Station	Gisburn Station	Up	3	(fitted) 3
Bolton (T. St.) Astley Bridge Junc.	Haliwell	Down	35	35
Bolton (T. St.) Halliwell	Astley Bridge Junc. .	Up	35	35
Blackburn Gt. Harwood Jn.	Whitebirk West ..	All down	20	20
Blackburn Whitebirk East	Whitebirk West ..	Up	Wagons from C.E.A. Works Sidings	
Church Aspen Colliery	East	Down	20	30
Church East	Aspen Colliery	Up	20	30
Church East	Accrington West. . .	Down main ..	20	30
Accrington West	Church East	Up main	20	30
Accrington West	Church East	Up goods	45	45
Accrington West	North	Down	4	4
Accrington North	West	Up	4	4
Accrington West	South	Up	20	30

Table H1—continued

Working of Freight Vehicles Without a Brakevan in Rear—continued

From	To	Line	Number of vehicles and special conditions	
			Loaded Wagons	Empty Wagons
Accrington South	West	Down	20	30
Gt. Harwood West ..	East	Down	4	4
Gt. Harwood East	West	Up	4	4
Preston E.L. Goods Yard	Preston W.L.	Up	4 (fitted)	4
Preston No. 3	E.L. Goods Yard ..	Up passenger loop	6	6
Preston E.L. Goods Yard	No. 4	Down	10	10
Preston No. 4	E.L. Goods Yard ..	Up main and No. 13 platform	10	10
Bamber Bridge Junc. ..	Lostock Hall Engine Shed	Down	20	30
Lostock Hall Engine Shed	Bamber Bridge Junc.	Up	20	30
Lostock Hall	Preston E.L.	Down	3 (Gas tanks)	3
Manchester (Victoria) East Junc.	Millgate	All down	6 In clear weather only	6
Manchester (Victoria) Millgate	East Junc.	All up	5	5
Manchester (Victoria) Millgate	East Junc.	All up	6 In clear weather only	6
Manchester (Victoria) Turntable	Millgate	All down	6 In clear weather only	6
Manchester (Victoria) Millgate	Turntable	All up	5	5
Manchester (Victoria) Millgate	Turntable	All up	6 In clear weather only	6
Manchester (Victoria) Newtown No. 1	Millgate	All up	5	5
Bury (B. St.) Tottington Junc.	Bury (K. St.) Loop Junc. or (Bury B. St.) Loco' Junc.	Up	20	30
Ramsbottom Station ..	Stubbins Junc.	Down	20	30
Accrington South	North	Down	4	4
Accrington North	South	Up	4	4
Huncoat Station	Huncoat Brick Siding	Up main	30	30
Rose Grove West	East	Down fast and slow	40	50
Rose Grove East.....	West	Up fast	40	50
Rose Grove East.....	Up Sidings	Up slow	40	50
Rose Grove Up Sidings	West	Up slow	40	50
Rose Grove East	Gannow Junc.	Down fast and slow	40	50
Rose Grove Gannow Junc.	East	Up fast and slow	40	50
Rose Grove Gannow Junc.	Burnley (Central) Station	Down	5	5
Burnley (Central) Station	Goods Yard	All down	20	30
Burnley (Central) Goods Yard	Station	Up	20	30
Brierfield Goods Yard	Station	All down	20	30
Brierfield Station	Goods Yard	Up	20	30
Nelson Station	Chaffers Siding	Down	20	30
Nelson Chaffers Siding	Station	Up	20	30
Nelson Chaffers Siding	Mineral Yard	Down	20	30
Nelson Mineral Yard	Chaffers Siding	All up	20	30
Bury (B. St.) Loco' Junc.	Bury (K. St.) Loop Junc.	Down	20	30

Table H1—continued

Working of Freight Vehicles Without a Brakevan in Rear—continued

From	To	Line	Number of vehicles and special conditions	
			Loaded Wagons	Empty Wagons
Bury (K. St.) Loop Junc.	Bury (B. St.) Loco' Junc.	Up	20	30
Bury (B. St.) Tottington Junc.	Tottington Branch Sidings	Down	20	20
Woolfold Station	Bury (B. St.) Tottington Junc.	Up	10	15
Skipton South Junc. ..	Station North Junc.	Down goods ..	25	25
Skipton South Junc. ..	North Junc.	Down	25	In clear weather only 25
Skipton Station North Junc.	South Junc.	Up main	25	25
Skipton Station North Junc.	Engine Shed	Down goods ..	25	25
Skipton North Junc. ..	Station North Junc.	Up goods	25	25
Hellifield South Junc. ..	North Junc.	Down	10	10
Hellifield North Junc.	South Junc.	Up main	30	30
Carlisle Durran Hill Junc.	Durran Hill South Sidings	Up main	6	6
Carlisle Petteril Goods Yard	Durran Hill Junc. ..	Independent ..	—	—
Carlisle Petteril Bridge Junc.	Durran Hill Junc. ..	Up goods	—	—
Carlisle Petteril Bridge Junc.	Durran Hill Junc. ..	Up main	6	6
Carlisle Petteril Bridge Junc.	No. 7 London Rd.	Down	6	(fitted) 6
Carlisle No. 7 London Rd. Junc.	Petteril Bridge Junc.	Up	6	(fitted) 6
Carlisle No. 7 London Rd. Junc.	No. 5	Down	6	(fitted) 6
Carlisle No. 5	No. 7 London Road Junc.	Up	6	(fitted) 6
Carlisle No. 5	No. 4A Platform	Down	6	(fitted) 6
Carlisle No. 4A Platform	No. 5	Up	6	(fitted) 6
Carlisle No. 4	No. 3	Down main ..	Traffic for Goods Yard Fitted vehicles only	
Carlisle No. 3	No. 4	Up main		
Carlisle No. 3	Etterby Junc.	Down goods ..	—	Fitted vehicles only —
Carlisle Etterby Junc. ..	No. 3	Up main	—	—
Carlisle Etterby Junc. ..	No. 3	Up goods	—	—
Carlisle Etterby Junc. ..	Kingmoor	Down main and goods	—	—
Carlisle Kingmoor	Etterby Junc.	Up main and up through Siding No. 1	—	—
Carlisle No. 12	No. 5	Down	6	(fitted) 6
Carlisle No. 5	No. 12	Up	6	(fitted) 6
Carlisle No. 12	No. 7 London Rd. Junc.	Down	6	(fitted) 6
Carlisle No. 7 London Rd. Junc.	No. 12 ..	Up	6	(fitted) 6
Carlisle No. 11 Rome St.	Dalston Road	Down goods ..	5	(fitted) 5
Carlisle Dalston Road	No. 11 Rome St. ..	Up goods	5	(fitted) 5
Carlisle Dalston Road..	Canal Junc.	Down goods ..	5	(fitted) 5
Carlisle Canal Junc.	Dalston Road	Up goods	5	(fitted) 5
Carlisle No. 12	No. 10	Down goods	5	(fitted) 5
Carlisle No. 10	No. 12	Up goods	5	(fitted) 5
Carlisle No. 10	No. 11 Rome St. ..	Down goods ..	5	(fitted) 5
Carlisle No. 11 Rome St.	No. 10	Up goods	5	(fitted) 5
Carlisle Dentonholme North Junc.	No. 3	Down through goods and down Viaduct	—	—

Table H1—continued

Working of Freight Vehicles Without a Brakevan in Rear—continued

From	To	Line	Number of vehicles and special conditions	
			Loaded Wagons	Empty Wagons
Carlisle No. 3	Dentonholme North Junc.	Up through goods and up Viaduct	—	—
Carlisle Dentonholme Goods Yard North	No. 11 Rome St. ..	Up goods	6	6
Carlisle Dentonholme Goods Yard North	Dentonholme North Junc.	Down	Unfitted freight wagons for Hudson Scott's siding. In clear weather only.	—
Carlisle Dentonholme North Junc.	Dentonholme Goods Yard North	Up	—	—
Carlisle No. 1	No. 3	Up main and goods	25 In clear weather only	25
Carlisle Canal Junc. ..	No. 1	Up	25 In clear weather only	25
Carlisle No. 9	No. 8	Down	Traffic to or from Fork's Sidings and Gas Works.	
Carlisle No. 8	No. 9	Up	Traffic to or from Forks Sidings and Gas Works.	

TABLE H2
WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKEVAN
BEYOND STATION LIMITS

Working of fitted coaching stock vehicles without brake van is authorised as shown below, subject to any special conditions shown. Unless otherwise shown, the continuous brake must be connected up and in use. A Guard or Shunter must ride on the rear or nearest suitable vehicle and a tail lamp must be carried on the last vehicle. When no suitable vehicle is available the man may ride on the engine.

These arrangements do not apply to vehicles conveying passengers, except in the case of items marked "P."

From	To	Line	Number of vehicles and special conditions
Manchester (Victoria) East Junc.	Footbridge	All down	4 in clear weather only.
Manchester (Victoria) Footbridge	East Junc.	All up	4 in clear weather only.
Manchester (Victoria) Footbridge	Cheetham Hill Junc.	All down	4 in clear weather only.
Manchester (Victoria) Cheetham Hill Junc.	Footbridge	All up	4 in clear weather only.
*Newton Heath Thorpes Bridge Junc.	Manchester (Victoria) West Queens Road	Up	Loco' stores van.
Manchester (Victoria) Cheetham Hill Junc.	Cheetham Hill Junc.	Cheetham Hill Junc.	4 in clear weather only.
Manchester (Victoria) Queens Road	Cheetham Hill Junc.	Up	4 in clear weather only.
Bury (K. St.) East	Bury (Bolton St.) South	Down	3
Manchester (Victoria) Newtown No. 1	Newtown No. 2 ..	All down	4 in clear weather only.
Manchester (Victoria) Newtown No. 2	Newtown No. 1 ..	All up	4 in clear weather only.
Oldham (Clegg St.) and Waterloo Sidings	Glodwick Road ..	Up	2
*Manchester (Victoria) West Junc.	Newton Heath Thorpes Bridge Junc.	Up	Loco' stores van.

*via Miles Platting, Cheetham Hill Junction, or Irk Valley.

Table H2—continued
Working of Coaching Stock Vehicles Without a Brakevan Beyond Station Limits—continued

From	To	Line	Number of vehicles and special conditions
Manchester (Victoria) West Junc.	East Junc.	All up	4 in clear weather only.
Manchester (Victoria) East Junc.	West Junc.	All up	5
Manchester (Victoria) East Junc.	West Junc.	All up	P 2
Manchester (Victoria) West Junc.	East Junc.	All up	P 2
Manchester (Victoria) West Junc.	Deal St.	All down	P 2
Manchester (Victoria) West Junc.	Deal St.	All down	5 Loco' stores vans.
Manchester (Victoria) Deal St.	West	All up	P 2
Manchester (Victoria) Deal St.	West	All up	Loco' stores van.
Manchester (Victoria) Deal St.	Salford Station ..	All down	5
Salford Station.....	Windsor Bridge No. 1 ..	All down	5
Salford Station.....	Windsor Bridge Oldfield Road	Down goods ..	5
Salford Windsor Bridge No. 1	Windsor Bridge No. 2	All down	5
Salford Windsor Bridge No. 1	Pendleton (B. St.) Windsor Bridge No. 3	All down	5
Windsor Bridge No. 2	Pendleton Windsor Bridge No. 3	All down	5
Windsor Bridge Oldfield Rd.	Windsor Bridge No. 2	Down goods ..	5
Pendleton (B. St.) Windsor Bridge No. 3	Station	All down	5
Pendleton (B. St.) Station	Irlam	Down slow ..	5
Pendleton (B. St.) Irlam	Brindle Heath Junc.	Down slow ..	5
Pendleton (B. St.) Brindle Heath Junc.	Manchester (Victoria)	All up	Loco' stores van.
Wigan No. 1	Wallgate	Down	P 4 vehicles, also horse boxes provided Guard rides in coupé of last horse box.
Wigan Wallgate	No. 1	Up	P 4 vehicles, also horse boxes provided Guard rides in coupé of last horse box.
Kirkdale East	Sandhills No. 2 ..	Down fast and slow	4
Sandhills No. 2	Kirkdale East	Up fast and slow	4
Sandhills No. 2	Liverpool (Exchange) Station	Down and fast slow	4
Liverpool (Exchange) Station	Sandhills No. 2 ..	Up fast and slow	4
Manchester London Rd.	Ordsall Lane No. 4..	Down	Horse boxes, provided Guard rides in coupé of last horse box.
Ordsall Lane No. 4	Manchester London Rd.	Up	Horse boxes, provided Guard rides in Coupé of last horse box.
Manchester Exchange	Ordsall Lane No. 4..	Down fast and slow	4 vehicles. Also horse boxes, when this number may be exceeded, provided Guard rides in coupé of last horse box.
Ordsall Lane No. 4	Manchester Exchange	Up fast and slow	4 vehicles. Also horse boxes, when this number may be exceeded, provided Guard rides in coupé of last horse box.
Ordsall Lane No. 4	Cross Lane Junc. ..	Down fast and slow	—
Cross Lane Junc.	Ordsall Lane No. 4..	Up fast and slow	—

Table H2—continued

Working of Coaching Stock Vehicles Without a Brakevan Beyond Station Limits—continued

From	To	Line	Number of vehicles and special conditions
Ordsall Lane No. 4 ..	Patricroft Station	Down fast and slow	1 vehicle.
Kenyon Junc. No. 2 ..	Kenyon Junc. No. 1	Down main ..	3 vehicles, also horse boxes, provided Shunter rides in coupé of last horse box.
Kenyon Junc. No. 1 ..	Kenyon Junc. No. 2	Up main	3 vehicles, also horse boxes, provided Shunter rides in coupé of last horse box.
Tyldesley No. 1	Tyldesley No. 2	Down fast, slow and "up and "down through siding	—
Tyldesley No. 2	Tyldesley No. 1	Up	—
Liverpool (Exchange) Station	Aintree	Up	Loco' stores van.
Aintree S.S. Sefton Junc.	Aintree	Down	Loco' stores van.
Southport (C. St.) Station	Crossens	Down	2
Southport (C. St.) Station	Meols Cop Carriage Shops	Up	3
Manchester Exchange	Ordsall Lane No. 4..	Down fast and slow	} 4 vehicles, also horse boxes, where this number may be exceeded provided Guard rides in coupé of last horse box.
Ordsall Lane No. 4	Manchester (Exchange)	Up fast and slow	
Ordsall Lane No. 4	Cross Lane Junc. ..	Down fast and slow	
Cross Lane Junc.	Ordsall Lane No. 4..	Up fast and slow	
Bolton (T. St.) Burnden Junc.	Horwich Station Box	Down	3 Loco' stores vans.
Bolton (T. St.) East Junc.	West	All down	3
Bolton (T. St.) Station	Horwich	Down	Loco' stores van.
Bolton (T. St.) West	East Junc.	All up	3
Preston No. 1	No. 4	No. 4 platform and No. 3 platform	P —
Preston No. 1	No. 5	Down fast, slow and through	P —
Preston No. 4	No. 1	Up additional passenger and No. 3 platform	P —
Preston No. 5	No. 1	Up fast, slow and through	P —
Preston No. 5	Maudland Viaduct ..	Down fast and slow	—
Preston Maudland Viaduct	No. 5	Up fast and slow	—
Fleetwood Wyre Dock Junc.	Poulton-le-Fylde No. 4	Up	Loco' stores van.
Fleetwood Wyre Dock Junc.	Station	Down	Loco' stores van.
Fleetwood Station	Wyre Dock Junc. ..	Up	Loco' stores van.
Horwich Station Box ..	Bolton Burnden Junc.	Up	3 Loco' stores vans.
Squires Gate.....	Blackpool (Central) Station	Down	10
Blackpool (Central) Station	Squires Gate	Up	10
Poulton-le-Fylde No. 4	Blackpool (North) No. 3	Down	Loco' stores van.
Blackpool (North) No. 1	No. 3	Down	Loco' stores van.

Table H2—continued
Working of Coaching Stock Vehicles Without a Brakevan beyond Station Limits—continued

From	To	Line	Number of vehicles and special conditions
Blackpool (North) No. 3	No. 1	Up	Loco' stores van.
Ormskirk	Aintree	Down	5 horse boxes or stores van.
Aintree	Ormskirk	Up	5 horse boxes or stores van.
Lostock Hall	Preston Station (via Farington Curve Junc.)	Down fast, slow or through	Loco' stores van.
Lostock Hall Engine Shed	Preston No. 3	Down	Loco' stores van.
Preston No. 3	Lostock Hall Engine Shed	Up	Loco' stores van.
Lostock Hall	Preston E. L. Goods	Down	4
Southport (C. St.)	Liverpool (Exchange)	Up	3
Meols Cop Carriage Shops	Southport (C. St.)	Up	3
Crossens	St. Lukes		
	Southport (C. St.)	Up	2
	St. Lukes		
Southport (C. St.) St. Lukes	Southport (C. St.) Station	Down	3
Lower Darwen Engine Shed	Blackburn East	Down	Loco' stores van.
Blackburn Bolton Junc.	Gt. Harwood East	Down	4
Blackburn East	Lower Darwen Engine Shed	Up	Loco' stores van.
Blackburn East	Church East	Down	Loco' stores van.
Church East	Rose Grove West ..	Down	Loco' stores van.
Accrington West	North	Down	4
Accrington North	West	Up	4
Accrington West	South	Up	4
Accrington South	West	Down	4
Gt. Harwood East	Blackburn Bolton	Up	4
Preston E. L. Goods Yards	No. 4	Down	P —
Preston No. 3	E. L. Goods Yard ..	Up passenger loop	P —
Preston No. 4	E. L. Goods Yard ..	Up main and No. 13 platform	P —
Manchester (Vic.) Turntable	Station	All up	4 in clear weather only.
Manchester (Vic.) East Junc.	Millgate	All down	4 in clear weather only.
Manchester (Vic.) East Junc.	Millgate	All down	P 2
Manchester (Vic.) Turntable	Millgate	All down	P 2
Manchester (Vic.) Millgate	East Junc.	All up	4 in clear weather only.
Manchester (Vic.) Millgate	East Junc.	All up	P 2
Manchester (Vic.) Millgate	Turntable	All up	P 2
Manchester (Vic.) Millgate	Turntable	All up	4 in clear weather only.
Manchester (Vic.) Millgate	Newtown No. 1 ..	All down	4 in clear weather only.
Manchester (Vic.) Newtown No. 1	Millgate	All up	4 in clear weather only.
Manchester (Vic.) Newtown No. 1	Irk Valley	Down	4 in clear weather only.
Manchester (Vic.) Irk Valley	Newtown No. 1 ..	Up	4 in clear weather only.
Manchester (Vic.) Irk Valley	Queens Road	Down	4 in clear weather only.
Manchester (Vic.) Queens Road	Irk Valley	Up	4 in clear weather only.

Table H2—continued
Working of Coaching Stock Vehicles Without a Brakevan Beyond Station Limits—continued

From	To	Line	Number of vehicles and special conditions
Accrington South	North	Down	4
Accrington North	South	Up	4
Rose Grove West	East	All down	Loco' stores van.
Rose Grove West	Blackburn East (via Accrington or Padiham)	Up	Loco' stores van.
Colne No. 1	No. 2	Down main and "Up and down" through Siding	10
Colne No. 2	No. 1	Up main and "Up and down" through siding	10
Colne No. 2	North	Down	10
Colne North	No. 2	Up	10
Skipton Station South	Skipton Station North Junc.	Down and up main (in each direction) and back platform	4
Skipton Station South	North Junc.	Down main and goods	Loco' stores van.
Skipton Station North Junc.	Station South	Up	Loco' stores van.
Skipton North Junc.	Station North Junc.	Up main and goods	Loco' stores van.
Hellifield South Junc.	North Junc.	All down	10
Hellifield North Junc.	South Junc.	All up	10
Carlisle No. 5	No. 4A platform	Down	P —
Carlisle No. 4A Platform	No. 5	Up	P —
Carlisle No. 4A Platform	No. 4	Down	P —
Carlisle No. 4	No. 4A Platform	Up	P —
Carlisle No. 12	No. 5	Down	5
Carlisle No. 5	No. 12 or No. 13	Up	5
Carlisle No. 8	No. 5	Down	5
Carlisle No. 5	No. 8	Up	5

TABLE J
ENGINES ASSISTING IN REAR OF TRAINS—Rule 133

Unless otherwise specially authorised, an engine assisting in rear of a train must be coupled to the train.

Except where instructions are issued to the contrary trains must be brought to a stand before the assisting engine is attached.

Trains must also be brought to a stand before the assisting engine is detached except when slip couplings are used, or in the case of freight trains, when uncoupling by means of shunting pole from end of brake van is specially authorised.

When it is necessary for an assisting engine after being detached from the rear of a train to continue on the same line as the train, it must not follow the train past the signal which is lowered for the train to proceed until that signal has been placed to DANGER and again lowered.

After assisting through a section and reaching the box at which the assistance is to cease, the assisting engine must, where possible, stop opposite the box.

Where assisting is authorised, assisting engines may, unless otherwise shewn, join or leave the train at any intermediate box.

During fog or falling snow, when a train requiring assistance starts out of a yard and assistance through the advance section is authorised, the assisting engine must, when practicable, be placed at the rear of the train before it moves out on to the running line.

Table J—continued

Engines Assisting in Rear of Trains—Rule 133—continued

Wherever an assisting engine is attached to a train the man responsible for arranging such working must advise the Signaller that an assisting engine is in the rear.

An engine with not more than two brake vans may be used to assist in rear of a freight train.

When an assisting engine or engines are coupled to the rear of a passenger or empty coaching stock train, the vacuum pipe must be connected to the engines at both ends of the train, and responsibility for creating and maintaining the vacuum will rest with the driver of the leading engine.

List of places where trains may be assisted in rear in accordance with the above instructions is shown below.

Explanations of references:—

- P = Train conveying passengers.
- ECS = Empty coaching stock.
- F = Freight.
- Parcels = Includes all trains signalled by the bell code 1-3-1.
- N = Engine not coupled to train.

From	To	Class of train	Conditions	Remarks
Manchester (Victoria)	Miles Platting	All	N	Down line. Assisting engine to leave train at Miles Platting Station Junc. box. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Manchester (Exchange)	Miles Platting	All	N	Down line. Assisting engine to leave train at Miles Platting Station Junction box.
Manchester (Victoria)	Newton Heath Junc.	All	N	Down line. Assisting engine to leave train at Newton Heath Junc. box.
Manchester (Exchange)	Newton Heath Junc.	All	N	Down line. Assisting engine to leave train at Newton Heath Junc. box.
Manchester (Victoria)	Thorpes Bridge Junc.	F	N	Down line. In clear weather freight trains requiring assistance in rear need not come to a stand but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Middleton	Middleton Junc.	F	N	Up line.
Middleton Junc.	Oldham (Mumps)	F. E.C.S.	N	Down line.
Rochdale	Royton Junc.	F	N	Up line.
Royton	Royton Junc.	F	N	Up line.
Radcliffe (Central) North	Bradley Fold Junc. . .	F	N	Down line.

Note.—During fog permission to assist passenger trains in rear from Manchester (Victoria and Exchange) to Miles Platting or Newton Heath will be suspended and passenger trains requiring assistance must have the assistant engine attached in front and stop at Miles Platting Junc. box or Newton Heath Junc. box to detach the assistant engine.
Passenger trains which require assisting to Victoria East Junc. only may continue to be assisted in rear during fog.
Assisting trains in the rear from No. 20 road (No. 12 Platform) to Footbridge direction over the down slow line or to Millgate direction over the down south line is prohibited in order to avoid buffer locking. In order to avoid buffer locking, trains departing Eastward from No. 11 middle platform must not be assisted in rear until reaching East Junc.

Table J—continued

Engines Assisting in Rear of Trains—Rule 133—continued

From	To	Class of train	Conditions	Remarks
Bury (Knowsley Street)	Broadfield and Castle-ton South	F. E.C.S. Parcels	N	Up line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Todmorden	Copy Pit Siding	F	N	Down line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Hollinwood	Oldham (Werneth)	All	N	Down line. Assisting engine to leave train at Oldham (Werneth) Platform.
Oldham Road Low Level	Oldham Road High Level	F. Parcels	N	Down line.
Oldham Road	Brewery Sidings	F. Parcels	N	Down line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Miles Platting Brewery Sidings	Oldham (Mumps)	F. E.C.S. Parcels	N	Down line.
Ashton Road Ancoats Junc.	Park Station Sidings	F	N	Up line.
Greenfield	Lees	F	N	Up line.
Ordsall Lane No. 4 ..	Manchester Exchange Station	E.C.S.	—	Up line.
Salford	Pendlebury	F	N	Down line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Salford Low Level ..	Salford High Level ..	F	N	Down line.
Salford Ship Canal ..	Windsor Bridge	F	N	Down line.
Westhoughton Crow Nest Junc.	Blackrod Hilton House	F	N	Up line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Wigan (Wallgate) Station	No. 1	All	N	Up line. Assisting engine to leave train at Wigan No. 1 box.
Wigan (Wallgate) Station	Westhoughton Chew Moor	F	N	Up line.

Table J—continued

Engines Assisting in Rear of Trains—Rule 133—continued

From	To	Class of train	Conditions	Remarks
Wigan (Wallgate) Station	Orrell	F	N	Down line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Sandhills No. 2	Kirkdale West.....	E.C.S.	—	Up fast line.
Liverpool (Exchange) No. 2	Sandhills No. 2	E.C.S.	—	Up fast and up slow lines.
Ordsall Lane	Oxford Road	F. E.C.S.	N	—
Bolton Gt. Moor St.	Hulton's Siding	F. E.C.S.	N	—
Fletcher Street Junc.	Hulton's Siding	F. E.C.S.	N	—
Kenyon Junc.				
Atherton	Chequerbent	All	N	To Hulton's Siding when Chequerbent Station box is closed.
Monton Green Sanderson's Siding	Plodder Lane No. 2	F. E.C.S.	N	All freight trains from Roe Green Junc. to Plodder Lane exceeding the single engine load must be assisted in rear.
Tyldesley Hough Lane	Ellenbrook	F. E.C.S.	N	—
Tyldesley Jackson's Siding	Ellenbrook	F. E.C.S.	—	—
Tyldesley Jackson's Siding	Tyldesley	F. E.C.S.	N	—
Howe Bridge East	Atherton Junc.	F. E.C.S.	N	—
Howe Bridge West ..	Atherton Junc.	F. E.C.S.	N	—
North Docks Low Level	High Level	F	N	Up line.
Pendleton Agecroft Junc.	Brindle Heath Junc. ..	F	N	Up line.
Blackrod Horwich Fork Junc.	Hilton House	F. E.C.S.	N	Up line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Daisy Hill Dobbs Brow Junc.	Hindley and Blackrod Branch Junc.	F. E.C.S.	N	Down line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Pemberton Westwood Park	Westhoughton Chew Moor	F	N	Up line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.

Table J—continued

Engines Assisting in Rear of Trains—Rule 133—continued

From	To	Class of train	Conditions	Remarks
Pemberton Westwood Park	Orrell	F	N	Down line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Fazakerley	Aintree Sorting Siding	F	N	Down line.
Bolton (T. St.) Bull-field East	Lostock Sidings	F	N	Down line.
Adlington Junc.	Chorley	F	—	Down line.
Preston Farington Curve Junc.	Lostock Hall Engine .. Shed	All	N	Up line. Assisting engine to leave train at Lostock Hall Engine Shed box.
Preston Ribble Sidings	Preston No. 5	F. E.C.S.	N	Down line.
Preston No. 1	Lostock Hall Engine Shed	F. E.C.S.	N	Up line.
Preston	Coppull Hall Siding	F. E.C.S.	N	Up line. On Sundays to Standish Junction.
Clifton Junc.	Radcliffe Central (Outwood Sidings)	F	N	Down line.
Clifton Junc. Clifton Hall Colliery Sidings No. 1	Molyneux Junc.	F	N	Up line.
Radcliffe (Central)	Radcliffe Central (Outwood Sidings)	F	N	Up line.
Radcliffe (Central)	Baxenden	F	N	Down line.
Radcliffe (Central)	Whitefield	F	N	Up line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Radcliffe (Central) South	Whitefield	All	N	Up line. Assisting engine to leave train at Whitefield Station up starting signal, and return from that signal on receipt of a hand signal from the Signaller.
Blackrod Horwich Fork Junc.	Horwich	F. E.C.S.	N	Down line.
Blackrod	Horwich	F. E.C.S.	N	Down line.
Chorley	Brinscall	F	—	Down line.
Blackburn Taylor St.	Brinscall	F	N	Up line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Blackpool (South) No. 3	Marton	F. E.C.S.	N	Up line.
Poulton-le-Fylde No. 1	Blackpool (North) ..	F	N	Down line.
Sandhills No. 1	Bootle Station	F	N	Down goods and down west line. Coal trains for Bankfield which must have a brake van at each end of the train.
Bankfield	Bootle	F	N	Down line.

Table J—continued

Engines Assisting in Rear of Trains—Rule 133—continued

From	To	Class of train	Conditions	Remarks
Bolton West.....	Entwistle Walton's Siding	F. E.C.S.	N	Down line. In clear weather only, trains requiring assistance from Bolton to come to a stand at West box down starting signal, but bank engine must only commence to assist in working of train after passing through Bradshawgate Tunnel. When assistance is provided from Craddock Lane, trains must reduce speed so as to allow assisting engine to get in rear as soon as possible.
Blackburn	Entwistle Walton's Sidings	F. E.C.S.	N	Up line.
Clitheroe—Horrocksford Junc.	Chatburn Station ..	F	—	Down line.
Whalley	Wilpshire	All	N	Up line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Blackburn	Rishton	F	N	Down line.
Padiham	Rose Grove West ..	All	N	Down line. Assisting engine to leave train at Rose Grove West box,
Padiham	Rose Grove	F	N	Down line.
Manchester (Victoria)	Crumpsall.....	F	N	Down line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Accrington	Baxenden	F	N	Up line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Accrington North	Baxenden	All	N	Up line. Assisting engine to leave train at Baxenden Station box.
Stansfield Hall	Copy Pit Siding	All	N	Down line. Assisting engine to leave train at Copy Pit Siding box.
Rose Grove	Copy Pit Siding	F	N	Up line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.

Table J—continued

Engines Assisting in Rear of Trains—Rule 133—continued

From	To	Class of train	Conditions	Remarks
Rose Grove East	Gannow Junc.	All	N	Down line. In clear weather only (eight wheeled coupled engines must not be used for banking passenger trains).
Rose Grove Gannow Junc.	Copy Pit Siding	All	N	Up line. In clear weather only (eight wheeled coupled engines must not be used for banking passenger trains).
Burnley (Central).	Brierfield	F	N	Down line.
Burnley (Central) Goods Yard	Rose Grove	F	N	Up line. Assisting engine not to assist in wroking of train until passing through Burnley Central Station.
Skipton North Junc. . .	Embsay Junc. (N.E. Region)	F	N	Up line.
Carlisle Petteril Bridge Junc.	Citadel Station	E.C.S.	—	Down line. Assisting engine may draw train with train engine coupled in rear.
Carlisle No. 12	Citadel Station	E.C.S.	—	Down line. Assisting engine may draw train with train engine coupled in rear.
Carlisle Citadel Station	No. 13	E.C.S.	—	Up line. Assisting engine may draw train with train engine coupled in rear.
Carlisle No. 12	Southwaite	F. E.C.S.	N	Up line.
Carlisle Citadel Station	Canal Junc.	E.C.S.	—	Down line. Assisting engine may draw train with train engine coupled in tear.
Carlisle Canal Junc. . .	Citadel Station	E.C.S.	—	Up line. Assisting engine may draw train with train engine coupled in rear.
Carlisle Durran Hill Junc. (From Petterill Bridge when Durran Hill Junc. is closed)	Low Row. (N.E. Region)	F	—	Slip couplings.

TABLE K1
WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS

On the following lines, passenger trains may be run provided the instructions headed “Working of trains conveying passengers over goods lines or goods loops” shown on page 92 of the General Appendix are carried out.

From	To	Lines	
		Down	Up
Farington Jn.	Lostock Hall Jn.	Goods	Goods

TABLE K2

LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE (RULE 55)

The following is a list of Absolute Block Lines equipped for passenger train working over which there is no booked passenger train service. Passenger trains may, however, be allowed to use these lines without special arrangements. Rule 55 must be carried out for all trains at all times.

From	To	Lines	
		Down	Up
Middleton Junc. West	Vitriol Works	—	Slow
Todmorden Hall Royd Junc.	East Junc.	—	Slow
Manchester Vic. Cheetham Hill Junc.	Queens Road	Main	—
Middleton Junc. West	Oldham (Werneth)	Main	—
Miles Platting, Brewery Sidings	Ashton Branch Sidings	Main	Main
Miles Platting, Philips Pk. No. 1	Midland Junc.	Main	Main
Oldham (Clegg St.)	Ashton (C) O.A. & G.B. Junc.	Main	Main
Oldham (C. St.) Waterloo Sidings	Greenfield	Main	Main
Fazakerley Station	Junction	—	Slow
Bolton Fletcher St. Junc.	Pennington South Junc.	Main	Main
Roe Green Junc.	Bolton Fletcher St. Junc.	Main	Main
Howe Bridge East Junc.	Atherton Junc.	Main	Main
Atherton Junc.	Howe Bridge West Junc.	Main	Main
Rainford Junc.	Ormskirk Station	Main	Main
Fazakerley Junc.	Seaforth & Litherland North Mersey Branch Junc.	Main	Main
Seaforth North Mersey Bch. Junc.	Marsh Lane Junc.	Main	Main
Fleetwood Wyre Dock Station	Fleetwood Station	East	East
Blackpool North No. 1	No. 2	Passenger Loop	Passenger Loop
Burscough Junc. North	Burscough Bridge Junc.	Main	Main
Aintree (SA.) Station Junc.	Aintree S.S. Sefton Junc.	Main	Main
Southport (C. St.) St. Lukes	South	Main	Main
Bolton T. St. West (Bradshawgate end)	West (Bullfield end)	Fork	Fork
Accrington West Junc.	South Junc.	Main	Main
Blackburn Gt. Harwood Junc.	Rose Grove West (via Padiham)	Main	Main
Todd Lane Junc. (Brownedge Crossing)	Bamber Bridge Junc.	—	Slow
Bury Buckley Wells	Bury South Junc.	Slow	—
Rose Grove West Junc.	Gannow Junc.	Slow	Slow
Radcliffe (Cen.) North Junc.	West Junc.	Main	Main
Radcliffe (Cen.) South Junc.	Radcliffe (Black Lane) Bradley Fold Junc.	Main	Main
Bury (B. St.) Loco' Junc.	Bury (K. St.) Loop Junc.	Main	Main
Snaygill	Skipton South Junc.	Slow	Slow
Clapham Junc.	Ingleton Station (Mid.)	Main	Main
Hellifield South Junc.	Hellifield North Junc.	Middle	Outside

TABLE L

FREIGHT TRAINS COUPLED TOGETHER

The following is a list of lines where coupled trains may be worked in accordance with Rule 134.

Guards working trains approaching the undermentioned sections must inform the Drivers the number of vehicles on their train, in order that Drivers may promptly give the information to the Guard of the preceeding train.

Guards of freight trains brought to a stand at a signalbox where trains can be coupled together, must, provided they have no other duties to perform, IMMEDIATELY proceed to the signalbox, inform the Signalman where the train is next to stop, and take his instructions as to whether the train has to run through the section alone or coupled to another train.

Drivers and Guards must carry out the instructions they receive from the Signalman with regard to the coupling of their trains.

On lines worked on the Absolute Block system, trains must not be brought to a stand for the purpose of being uncoupled until the engine of the second train has reached the home signal.

Trains coupled together may be made up to the total of the engine load for each type of engine on the trains, but the maximum number of wagons authorised in the Loading Table for the section of the line concerned must not be exceeded, except where specially authorised.

Section of line		Line	Remarks
From	To		

Nil.

TABLE M

PLACING VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS—RULE 114(c)

Trains or vehicles must not be placed outside (a) outermost home signals, or (b) the signal next in advance of an outermost home signal where more than one home signal is provided in the normal direction of travel—where the line is on a falling gradient towards the signal box in rear, except as shown below:—

(1) On any gradient.

(i) An engine, or an engine with one or two brakevans.

(ii) Trains or vehicles, provided the engine is at the lower end.

(2) On gradients not steeper than 1 in 260.

Trains or vehicles, provided the vehicle at the lower end is a brakevan in which a Guard or Shunter is riding.

(3) On gradients steeper than 1 in 260.

Only as shown in clause (1) above, or as authorised in the following table.

In any of the above-mentioned cases the setting back movement must not be made beyond a point which will bring the train or vehicles immediately outside the signal referred to unless the movement is required to pass through a connection beyond that point.

Those places for which special authority is given are as shown below:—

Except where otherwise shown:—

(a) in the case of freight vehicles, a brakevan must be provided at the lower end of the movement and a Guard or Shunter must ride in the brakevan to attend to the brake until the movement comes to a stand.

(b) in the case of coaching stock vehicles, a brakevan must be provided and a Guard or Shunter must ride therein to attend to the brake until the movement comes to a stand. The continuous brake must be connected up and in use.

Signal box	Line	Remarks
Newton Heath—Newton Heath Junc.	Down fast	Empty coaching stock, outside home 1 signal, when down goods line between Newton Heath Junc. box and Moston Colliery box not available for use.
Todmorden—West	Up	Empty coaching stock, in clear weather only.
Eastwood—Station	Nos. 1 and 2 up goods ..	Freight trains.
Castleton—North Jn.	Up	Freight trains in clear weather only.
Bury (Knowsley St.)—Heap Bridge Jn.	Up	Freight trains.
Bradley Fold—West	Up	Freight trains or empty coaching stock
Bolton (Trinity St.)—Rose Hill Jn. ..	Down main	Freight trains.
Ashton (Charlestown)—West	Down main	Freight trains.
Miles Platting—Midland Jn.	Up main from Ardwick Jn. ..	Freight trains.
Oldham (Clegg St.)—Waterloo Sidings	Up slow	Freight trains or empty coaching stock.
	Up main	Freight trains or empty coaching stock when Sheepwasher's Lane box is open.
Walkden (High Level)—Peel Hall ..	Up slow	Not exceeding 45 wagons between inner and outer home signals.
Wigan—Wallgate	Up from Pemberton	Not exceeding 35 wagons or 8 empty coaching stock between inner and outer home signals.
Howe Bridge—East Jn.	Down main	Freight trains.
—West Jn.	Down Bolton	Not exceeding 29 wagons.
Bolton Great Moor St.—Lever Street	Up	Freight trains—in clear weather only.
Pemberton—Junction	Down from Westwood Park ..	Freight trains.
Blackrod—Hindley and Blackrod Branch Jn.	Down from Dobbs Brow ..	Freight trains.
Burscough Bridge—Junction	Down from Wigan	Not exceeding 35 wagons or 10 empty coaching stock.
Aintree S.S.—Sefton Jn.	Down branch goods	Freight trains.
Kearsley—Junction	Down main	Freight trains.
Chorley—Euxton No. 1	Up platform	Empty coaching stock.
Blackburn—Taylor St.	Down	Freight trains.
Lostock Hall—Moss Lane Jn.	Down main	Freight trains and empty coaching stock.
	Up branch	Not exceeding 25 wagons and empty coaching stock.
Midge Hall—Station	Up	Freight wagons outside home 1 signal.
	Up	Not exceeding 35 wagons without brakevan between home 2 and home 1 signals.
Burscough Jn.—North	Down from Preston	Not exceeding 60 wagons or 10 empty coaching stock vehicles.
	Up from Burscough Bridge Jn. ..	Empty coaching stock without brakevan.
Blackburn—West	Down	Freight trains.
—Daisyfield Jn.	Down	Freight trains.
Clitheroe—Station	Down	Freight trains.
Gt. Harwood—West	Up	Empty coaching stock without brakevan.
Todd Lane Jn.—Todd Lane Jn.	Up main	Empty coaching stock and, in clear weather only, not exceeding 25 wagons, between inner and outer home signals.
Todd Lane Jn.—Whitehouse South Jn.	Up main and down fork ..	Freight trains or empty coaching stock.
Accrington—South	Up	Empty coaching stock.
Rawtenstall—East	Down	Freight trains.
Clough Fold—Station	Down	Freight trains.
Bacup—Station Jn.	Down from Stacksteads ..	Empty coaching stock, in clear weather only.
Skipton—Station South	Up main	Freight trains.
	Down passenger	Empty coaching stock.
—Station North Jn.	Up goods	Not exceeding 30 wagons in clear weather only.
Hellfield—South Jn.	Up main and down passenger from Blackburn.	Freight trains or empty coaching stock.

TABLE N

TROLLEYS GOING INTO OR THROUGH TUNNELS

The following is a list of Tunnels to which Rule 215, Clause (I), and Block Regulation 9 apply.

Tunnel	Between	Length	
		Miles	Yards
Blackburn	Blackburn East and Daisyfield Junc.		434
Blea Moor	Blea Moor and Dent Head	1	869
Bolton (Fletcher St.)	Lever Street and Fletcher Street Junc.		287
Brooksbottom	Summerseat Station and Ramsbottom Station		423
Nuttall	Summerseat Station and Ramsbottom Station		115
Bury	Bury (B. St.) South and North		80
Collyhurst Connecting line	Manchester (Vic.) Newtown No. 1 and Irk Valley		426
Farnworth	Kearsley Junc. and Moses Gate Junc.		295
Heaton Park	Crumpsall Station and Heaton Park Station		713
Heaton Park (small)	Crumpsall Station and Heaton Park Station		73
Kirkdale No. 1	Walton Junc. and Kirkdale East		498
Kirkdale No. 2	Walton Junc. and Kirkdale East		210
Lydgate (Nr. Grotton)	Grotton and S. and Greenfield Junc.		1,440
Newchurch (down line) No. 1	Waterfoot Goods Yard and Stacksteads Station		162
Newchurch (down line) No. 2	Waterfoot Goods Yard and Stacksteads Station		290
Thrush (up lines)	Waterfoot Goods Yard and Stacksteads Station		592
Oldham (Central)	Oldham (Werneth) Station and Mumps No. 1		449
Oldham (Werneth)	Oldham (Werneth) Station and Mumps No. 1		471
Ship Canal Bch. (West Park St.)	Windsor Bridge No. 2 to New Barns Junc.		172
(Ellesmere St.)			291
(West Egerton St.)			471
Sough	Entwistle Waltons Sidings and Spring Vale Station	1	255
Summit	Littleborough Summit West and Walsden Summit East	1	1,125
Towneley	Burnley (Mcr. Rd.) Towneley and Burnley (Mcr. Rd.) Cliviger East		398
Upholland	Orrell West. Upholland Ditton Brook Siding		959

TABLE O

VEHICLES BEHIND REAR BRAKEVAN

The following instructions must be observed with regard to the conveyance of vehicles behind the rear brakevan of passenger or empty coaching stock trains on the sections of line shown below:—

Section of line		Not more than the number of vehicles shown below to be conveyed behind rear brakevan	Remarks
From	To		
Manchester (Victoria) or (Exchange)	Miles Platting	Equal to 4½ fitted	—
Skipton	Bolton Abbey (N.E.R.)	One vehicle fitted with continuous brake complete and in use	—
Ilkley (N.E.R.)	Skipton		
Skipton	Grassington (N.E.R.)	4½—fitted with continuous brake complete and in use, provided the last vehicle is fitted with a Guards' hand brake or a side brake	Up and down trains
Earby	Barnoldswick	One vehicle fitted with continuous brake complete and in use	—
Manchester (Exchange)	Huddersfield (Springwood Junc.) and vice versa	Equal to 4½	—
Huddersfield (Springwood) (Springwood Jn.)	Leeds City and vice versa	5 coaching vehicles	—

TABLE P

LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN

The following is a list of level crossings where, in the absence of a Crossing Keeper, the gates must be opened and closed by the Trainmen.

Trains must be brought to a stand well clear of the gates, after which the gates must be unlocked and opened by the Fireman for the passage of the train over the crossing. When the train has passed over the crossing, the Guard, (or Fireman in the case of a light engine) must close the gates across the railway and relock them, the Driver taking care not to again proceed on his journey until he has received an "All right" signal from the Guard. Enginemen and Guards concerned must see that they are supplied with keys of the gates.

Any defects in the gates or the locks securing them, or in the lamps, must be reported immediately by the Guard (or Fireman in the case of a light engine) to the Station Master concerned.

Name of Crossing	Situated at or between	Remarks
Tonge End	Facit and Wardleworth	Key normally kept at Wardleworth box

TABLE Q

LIGHTING AND EXTINGUISHING OF SIGNAL LAMPS—RULE 73

Running Signals :

Except as shown below, the lamps of all running signals must be lighted during the hours of darkness and during fog or falling snow, whilst the line is open for traffic, whether the signalboxes are open or closed :—

Exception 1. On lines where the train service is confined to the hours of daylight, the signals should not be lighted except during fog or falling snow, but the lamps must be kept in readiness for immediate use, if necessary.

Exception 2. At the undermentioned signalboxes which are opened temporarily for seasonal or special traffic, the signals shown below will not be lighted during the period of the year the signalboxes are closed :—

Signalbox	Signals affected
*Todmorden—Kitson Wood Blackpool North No. 2 .. Ainsdale—Marshall's Sidings	All Signals from excursion lines and on down passenger loop line Down

* Signal arms restored and removed each year at these boxes, notice of removal and restoration being shown through the Weekly Notice.

When it is necessary for any signal which forms one of a group to be alight, the whole of the lamps must be lighted.

Shunting signals. At places where shunting operations are seldom carried out after dark, the lamps of ground shunt signals need not be lighted but the lamps of such signals must be kept in readiness for use so that if the circumstances require the lamps to be lighted this can be done.

Should it be necessary for a shunting movement to be made during darkness at places where there are no lights in the ground signals the Guard or Shunter (Driver in the case of a light engine) must see that the signal is lowered or turned off before any movement is made over points to which such signals apply.

TABLE R

MAIL BAG APPARATUS

Location	Down or up side	Situation
	Nil	

TABLE S1

INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE
SHUNTED FOR OTHER TRAINS TO PASS

The following is a list of intermediate sidings at which trains may be shunted for other trains to pass :—

Name of Siding	Situation	Line connected with	Method of control
Smithy Bridge	Between Smithy Bridge Station and Clegg Hall	Up goods line	Ground frame electrically controlled from Station box, door secured by padlock and Guards' standard key
Oldham (Mumps) Down Sidings	Down line	Down main	Bolt locked from Mumps No. 2 box
Wigan (Wallgate) Goods Yard	Up line	Up main	Ground frame electrically controlled from Wallgate box
Blundells Siding	In advance of Pemberton Jn. box	Down	Bolt locked from Pemberton Jn. box
Rainford Jn. Down Siding	Down line	Down	Bolt locked from Rainford Jn. box
Tip Siding	Down line	Down main	Ground frame electrically controlled from Fazakerley Sidings West box
Blackrod Up Siding	Up line	Up	Electrically controlled from Jn. box
Chorley Exchange	Exchange Sidings	Down	Worked from ground frame. Electrically controlled from No. 1 Box
Down Branch Sidings	Between Chorley No. 4 box and Chorley North down I.B. home signal	Down	Ground frame electrically controlled from Chorley No. 4
Thornton Down Siding	Between Thornton and Burn Naze South box	Down main	Ground frame, electrically controlled from Thornton Station box
Todd Lane Jn. Carriage Sidings	Between Todd Lane Jn. and Lostock Hall Jn. box	Up main	Ground frame, electrically controlled from Todd Lane Jn. box
Seaforth and Litherland	Down siding	Down main	Electrically controlled from North box
Freshfield	Goods yard	Down main	Bolt locked from Station box
Birkdale	Up siding	Up main	Bolt locked from Station box
Grane Road No. 2	Between Helmshore and Haslingden	Down	Ground frames electrically controlled from Helmshore Station box
McGhies	Between Long Marton and New Biggin	Down	Ground frame electrically controlled from Long Marton Station box
Down Sidings	Between Cherry Tree Jn. and Blackburn Taylor Street	Down	Ground frame electrically controlled from Cherry Tree Jn. box
Mill Hill Sidings	Between Blackburn Taylor Street and Cherry Tree Jn.	Up	Ground frame electrically controlled from Blackburn Taylor Street box

TABLE S2

TRAINS RETURNING FROM INTERMEDIATE SIDINGS OR STATIONS ON SINGLE LINES OF RAILWAY TO THE TOKEN OR STAFF STATION IN THE REAR

The following is a list of places on single lines of railway worked on the Electric Token Block system or the Train staff and Ticket system where trains requiring to proceed to intermediate sidings or stations only may return to the token station in the rear subject to the modifications shown in the Remarks column.

Unless otherwise shown, the instructions will apply only to trains not conveying passengers, and except where shown to the contrary, the trains must have an engine in front and a brake-van in rear when proceeding to and returning from such intermediate siding or station.

When assisted in rear under this arrangement, the token must be transferred from one engine to another when necessary, by the Guard, so that it is always carried on the rearmost engine.

Should a freight or ballast train, or an Officers' special train, calling at an intermediate siding in section require to return to the token or staff station in rear instead of going through to the token or staff station in advance, the permission of the Signaller must be obtained before the train enters the section.

Siding from	To	Remarks
Nil		

TABLE S3.

SIDINGS CONNECTED WITH RUNNING LINES WHICH ARE WORKED UNDER SPECIAL ARRANGEMENTS AND FROM WHICH TRAINS MAY RETURN IN THE WRONG DIRECTION WITHOUT A WRONG LINE ORDER TO THE SIGNAL BOX IN REAR

Drivers of movements requiring to return from the under-mentioned sidings in the wrong direction to the signal box in rear are authorised to do so on the authority of the Signaller without a Wrong Line Order form. The wrong direction movement to the signal box in rear must not be commenced until the permission of the Signaller has been obtained.

Unless otherwise shown, the movement may be propelled.

Siding	Position	Remarks
Blundells	In advance of Pemberton Junc. box, down line	—
Rainford Junc. down	Down line	—
Blackrod Up Sidings	Up line	—
Down Branch Siding	Between Chorley No. 4 box and Chorley North down I.B. home signal	—
Thornton Down Siding	Between Thornton and Burn Naze South boxes	—
Seaforth & Litherland Down Sidings	Down line	—
Freshfield Goods Yard	Down line	—
Birkdale Up Sidings	Up line	—
Blackburn Darwen St. ground frame	Between Bolton Junc. and West boxes	—

TABLE T

LINESIDE FIRES

Referring to page 109 of the General Appendix, the following information supplied by the Forestry Commission shows zones where the risk of lineside fires appears greatest; in reporting fires the appropriate form must be used.

County and Forest	Location of Zone	Periods when risks are greatest
Nil		

TABLE U

TOWING OF VEHICLES—RULE 110 (c)

Referring to page 1 of the General Appendix, the following is a list of places where towing of vehicles is authorised.

(* Indicates road vehicle used)

Place	Line	Remarks
Oldham Mumps	Down to loading mound	—
Heywood	Up sidings	—
Miles Platting	Coalfield Siding	—
Salford	Goods Yard, the Field sidings and Crane No's. 3, 4 & 5 Balcony, No's. 6 & 7 and Repair Shop.	—
Barnoldswick Station	Sidings	—

TABLE V

LIST OF LOCAL HEADCODES

Nil

TABLE X

TAIL LAMPS—LIGHTING THROUGH TUNNELS—RULE 120

All trains and light engines, must carry a lighted tail lamp when passing through any of the under-mentioned tunnels. Guards of trains and Drivers of light engines must see that this is done, and during daylight must also see that the lights are extinguished as soon as possible after passing through the tunnel:—

Tunnel	Between
Sough Summit	Entwistle (Waltons Sidings) and Spring Vale Station Littleborough (Summit West) and Walsden (Summit East)

GENERAL INSTRUCTIONS.

Modification of Standard Rules.

RULE 33.

Daily Time Signal.—The time signal will be sent daily at 9 a.m. and, where not received, the Station Master must obtain the precise time from the Guard of the first stopping train commencing its journey after 9 a.m.

RULE 39, clause (a)

The provisions of Rule 39, clause (a), are exempt at the following signals, and these signals may be taken off before a train has been brought quite or nearly to a stand at them, although the stop signal in advance may be at Danger.

Signal box	Signal at which Rule 39, clause (a) is exempt	Remarks
Broadfield Station	Down main to down goods loop home. Up main to up goods loop home 1 and 2.	— —
Bury (Knowsley Street) East	Up fast outer home Up slow outer home	} Applies for freight trains from Bolton direction } Applies when the facing points are set for No. 1 siding
Wardleworth Station	Down home	
Southport (Chapel St.) St. Lukes	Up home 3	} Applies for engines Station to Shed } Applies for electric trains when the facing points are set for down main line
Aintree Station Junc.	Up home	
Meols Cop Junc.	Up main home Up branch home	} Applies for electric trains } Applies for electric trains timed to stop at the station
Birkdale Station	Down main outer and inner homes	
Crossens	Down home 1	} Applies for electric trains
Hellifield South Junc.	Down branch outer home to goods loop	
Bury (Bolton Street) North	Down fast home Down slow home	} Applies for trains timed to stop at the station
Skipton North Junc.	Up main to up goods outer home signal	
Gargrave, Delaneys Siding	Down main to down loop home	—
Ribblehead, Blea Moor	Down main to down goods loop home	—
Armathwaite, Howe & Co's Sidings..	Up main to up goods loop home	—
High Benham	Up main to reception home	—
Oldham (Clegg St.) Waterloo Sidings..	Up main to loop home	—
Eccles Station	Up main home 1 Down Ship Canal home 1	— —
		For trains of more than 45 wagons not assisted by an engine in rear

RULE 55.

Referring to the notes appearing on pages 59 and 60 of the Rule Book—

Fireman's call plungers.—Where the indication "Rule 55 exempt—Press key" is given at the signal post or at the pillar, the operation of the plunger will indicate in the signal box the position of the train without a bell sounding at the signal post or pillar. In such cases it will not be necessary for the Guard, Shunter or Fireman to go to the signal box to remind the Signalman of the position of the train after the plunger has been pressed.

Telephones.—Where both a Fireman's call plunger and a telephone are provided at a signal (indicated by the sign shown in Diagram No. 2 and a "T" sign) the requirements of Rule 55 must be carried out by the operation of the Fireman's call plunger and *not* by the use of the telephone.

RULE 117—CODE OF AUDIBLE SIGNALS FOR HUMP SHUNTING

Except where special instructions are issued to the contrary, where klaxon horns, gongs or bells are provided in connection with hump shunting, the following codes for signalling to Drivers will apply:—

	Signal	Indicates
One	Hump slowly.
Two	Hump fast.
Three	Stop.
Four	Draw back from hump.

RULE 120.

Side lights on freight trains.—For the purpose of this Rule it must be understood that fully fitted freight trains which are not required to carry side lights are those classified “C” and signalled by the *1s line* clear signal, 3-1-1.

RULE 133.

At places where authority is given for trains to be assisted by an engine in the rear and it is necessary for the train requiring assistance to be drawn to the home signal for the box in advance to enable the assisting engine to get to the rear of the train, the Driver of such assisting engine must be instructed by the Signalman at the box in the rear to pass at Danger the signal controlling the entrance to the section ahead unless a Call-on signal is provided under such signal. The assisting engine must be signalled to the box in advance by the bell signal, 2-2, which must be acknowledged by repetition.

During fog or falling snow, if the rear of the train standing in the advance section is out of sight of the Signalman at the box in the rear, the assisting engine must be piloted from the box in rear by the Guard of the train requiring assistance, or other competent person.

RULE 149.

Clause (ix).—Additional paragraph—

An Engineer’s inspection train, consisting of engine, Engineer’s coach and brake van fitted with gauge, may be propelled, provided a Guard rides in the leading specially-fitted brake van. The train must not exceed a speed of 15 miles per hour when being propelled—white light on leading vehicle.

RULE 218 (e).—AUDIBLE INDICATORS OF POSITION OF WORK IN TUNNELS

When work is being carried out in long tunnels, gongs will be provided in lieu of illuminated “C” and/or “T” indicators, to indicate the precise position of the commencement of the speed restriction and/or the termination of the speed restriction. In every case where such an arrangement applies an intimation will be published in Section A of the Weekly Notice. Should a Driver fail to hear the gong or gongs he must stop at the first signal box open and advise the Signalman there of the circumstances.

The Signalman receiving this advice must arrange for the Signal Engineer’s Department Lineman to be advised and must also inform the Signalman at the opposite end of the tunnel. Until advice is received that the apparatus is again in working order the latter Signalman must stop all trains proceeding through the tunnel on the line or lines concerned and inform Drivers of the circumstances and instruct them to proceed cautiously.

INTERMEDIATE BLOCK SIGNALS CONTROLLED FROM THE SIGNAL BOX IN ADVANCE

Where the above-mentioned signals are provided, an “Intermediate Block Section” is the section of line between an Intermediate Block Home signal and the Home signal, both of which are operated from the same signal box.

Trains detained at Intermediate Block Home Signals

When a train is brought to a stand at an Intermediate Block Home signal at Danger, the Fireman, or Driver if no Fireman is present, must go to the telephone after a period of not more than two minutes or other prescribed period to obtain the Signalman’s instructions (see instructions headed “Telephones at stop signals” on page 63 of the General Appendix). If told to wait at the signal and the signal does not clear, the Signalman must be called at intervals of not more than 5 minutes. When the signal is lowered the Driver must comply with rule 41(b).

Failure of Signals, etc.—Rule 81.

Should any failure of these signals or of the track circuits or telephones in connection with the signals occur, or should the light of an Intermediate Block signal be out when it should be burning, the Driver may be instructed by the Signalman to pass the Intermediate Block Home signal at danger being prepared to stop short of any obstruction. Until a Handsignalman is provided at the Intermediate Block Home signal, the Guard or Guards, and Driver of engine assisting in rear, if any, must also be similarly instructed.

Should, however, a train have proceeded towards the Intermediate Block Home signal before such failure is observed and that signal remains at Danger, the Driver if unable to communicate with the Signalman must act as follows:—

(i) Where there is no tunnel in the Section.

After waiting three minutes proceed with caution as described in Rule 55(g)(ii).

(ii) Where there is a tunnel in the Section—

After waiting three minutes proceed with Caution as described in Rule 55(g)(ii) but must not enter the tunnel until it has been ascertained that the tunnel is clear.

In such circumstances the failure of the telephone must be reported to the Signaller at the box in advance.

Protection of train—Rule 179.

When a train is brought to a stand in advance of an Intermediate Block Home signal by accident, failure, obstruction or other exceptional cause, the provisions of Rule 179 must be carried out, except that the Guard, Driver, or Fireman need not go back $\frac{3}{4}$ mile if he previously reaches a colour light Intermediate Block signal in rear of his train and that signal is showing Danger. In such circumstances he must place 3 detonators on the obstructed line, 10 yards apart, 100 yards on the approach side of the signal and advise the Signaller by telephone of the circumstances; if assistance is required from the rear he must, if no other line is obstructed, remain there until the assisting train arrives and carry out Rule 179(c).

If, however, the Colour Light Intermediate Block Home signal is not showing Danger or should come to the clear position, or the telephone has failed, the Guard, Driver, or Fireman must go back the full distance of not less than $\frac{3}{4}$ mile and put down detonators as laid down in Rule 179(a), unless he arrives at another Colour Light signal applicable to the same line within this distance which is showing Danger, when he must place the detonators on the line at such signal. Thereafter he must advise the Signaller of the circumstances by the most expeditious means.

Should any line used by trains running in the same direction be obstructed, such line must be protected in accordance with Rule 179(a).

Train divided—Rule 182.

The exhibition of a green hand-signal waved from side to side by a Signaller must not be regarded by Drivers as authority to pass an Intermediate Block Home signal at Danger.

Single Line Working—Rules 189 to 2-8.

During Single Line Working when Block Working is maintained Intermediate Block signals applicable to trains running in the right direction on the single line must be used in the ordinary way, but the Intermediate Block signals applicable to the line that is obstructed must be kept at Danger and will not apply to trains when running in the wrong direction over the single line. When Block Working is suspended, the signals for trains running in both directions must be kept at Danger and the Pilotman must instruct Drivers to pass the Intermediate Block signal or signals at Danger for trains travelling in the right direction.

Engineers Trolley—Rule 215(g).

The authority for the trolley to be moved in the wrong direction between the Starting (or Advance Starting) signal of one box and the Home Signal of the box ahead, as shown in Rule 215 (g) (ii) (2) applies to the sections of line on each side of an Intermediate Block Home signal provided the permission of the Signaller controlling the Intermediate Block signal is first obtained.

TELEPHONES AT SIGNALS—"T" SIGNS.

A plate bearing the letter "T" (black on white back ground) is fixed on the posts of signals at which telephones are provided for the purpose of enabling Trainmen to communicate with the Signaller.

In certain instances where signal posts bear the sign shown in diagram No. 1 on page 59 of the Rule Book, the letter "T" is superimposed on such sign.

DETONATING SIGNALS.

Referring to Rule 58, at the undermentioned places detonators must be returned to the Stores Department at the expiration of FIVE years instead of three years from the date stamped upon them:—

Manchester (Victoria and Exchange)	Bolton (T.St.)	Kearsley	Aintree Sorting Sidings
Newton Heath	Bacup	Moses Gate	Bank Hall
Middleton Junction	Miles Platting	Chorley	Southport (Chapel St.)
Castleton	Droylsden	Preston	Spring Vale
Rochdale	Ashton (Charlestown)	Kirkham & W.	Lower Darwen
Todmorden	Salford	Wyre Dock	Darwen
Oldham (Mumps)	Windsor Bridge	Fleetwood	Accrington
Oldham (Central)	Pendleton	Radcliffe (Central)	Rose Grove
Oldham (Werneth)	Pendleton (B.St.)	Westhoughton	Bury (Bolton St.)
Oldham (Clegg St.)	Swinton	Horwich	Ramsbottom
Hollinwood	Hindley	Blackburn	Burnley (Central)
Royton Junction	Ince	Blackpool North	Nelson
Shaw	Liverpool (Ex.)	Blackpool South	Colne
Heywood	Patricroft	Blackpool Central	Skipton
Broadfield	Burscough Bridge	Lostock Hall	Hellifield
Bury (K.St.)	Ormskirk	Burscough Junction	Carlisle
	Clifton Junction	Aintree (S.A.) Station	

BALLAST TRAINS RETURNING TO SIGNAL BOX IN REAR

Referring to Rule 175, clause (c); ballast trains must not be allowed to return in the wrong direction during fog or falling snow, or in sections where Rotary Interlocking Block instruments are provided, nor must they be allowed to return in the wrong direction through a tunnel unless the man in charge of the train has ascertained that the tunnel is clear from the point where the train is standing to the exit from the tunnel and has made arrangements for all men who may be in the tunnel to be kept clear until the ballast train has returned in the wrong direction.

PASSENGERS FALLING FROM TRAINS.

In the event of a passenger falling from a train, the Guard must obtain particulars, of the number, owning Region, and type of the vehicle. He should also arrange for the C.M. & E.E. Department staff to be advised at the nearest stopping point of the train so that a thorough examination of the locks, fittings, etc., may be made.

The following points must also be noted and recorded:—

- (a) Whether the passenger communication disc was at the leading or trailing end of the vehicle.
- (b) Whether the compartment door opened towards the front or the rear of the train.
- (c) Whether the door was fitted with an inside handle or not.
- (d) Whether the door light was closed or open.
- (e) Whether anything in the compartment or on the footboard indicated that the door was opened for an improper purpose.

PASSENGER CARRYING VEHICLES CLIPPED TOGETHER IN SETS.

Rule 188—To separate carriages in case of fire or other emergencies, the nut of the clip over the coupling and drawbar hook can be removed by the use of a spanner obtained from the engine.

INSTRUCTIONS TO GUARDS WORKING SPECIAL PASSENGER TRAINS.

1.—Guards of trains from Blackpool (Central and North) must report themselves for duty for the return journey one hour before the trains are due to depart unless otherwise instructed by the Station Master or his Inspector and at Southport 30 minutes, or if the carriages are stabled at Blowick or Meols Cop 60 minutes.

2.—Guards of trains to Blackpool, Southport, Liverpool, Manchester, or any other place to which special trains are run, *must not* sign off duty on arrival at those stations unless instructed on their working sheet to do so, which instruction may be varied by the Station Master on arrival at destination.

3.—Guards of trains provided with movable tail and side lamps must remove them to the rear of their train and fix them in readiness for the return journey after they have been stabled in the carriage sidings. The tail and side lamps must be lighted before the empty train leaves the sidings for the excursion platforms at night.

4.—As the train is setting back along the platform, Guards must repeatedly call out the destination of the train, for the information of the passengers.

5.—Guards of empty trains shunting from the sidings to the platform must stand at the station end of their trains and keep a good look-out for signals from the main line Inspector or Shunter, and *promptly repeat* them to the Driver.

6.—Duplicate labels will be supplied in those cases where the train makes a double trip. *When a train is going empty to work a second trip it must carry the number of the train it is proceeding to work.*

After working the second trip, the number of the first special must be restored if necessary.

7.—The staff at the station where carriages are stabled after finishing are responsible for seeing that all old labels are removed from every part of the train.

Paper destination labels will be supplied for relief trains, and they must be affixed in line with the permanent smoking, etc., labels before the train leaves the stabling point.

8.—Where a special train is shown to work part of the journey as an ordinary train, the special train numbers at the front of the engine and on the vans must not be exhibited until the train arrives at the station where it commences to work as a special.

9.—Guards must give special attention to the loading of their trains, and *insert on their road notes the number of ordinary carriage load of passengers* the train conveyed.

10.—The number of each special, as shown in the special train programme, must be inserted on the road note. If the train is cancelled a "Nil" road note must be submitted. A road note for each journey of empty carriage trains, giving details of working, must also be submitted.

RELIEF OF ENGINEMEN AND GUARDS

The relief of Enginemen and Guards for all classes of trains is arranged, where necessary, by staff in the District Operating and District Traffic Superintendent's Control Rooms as under:—

Control Room	Time Open
Manchester (North)	Continuously
Liverpool Central	„
Aintree	„
Preston	„
Carlisle	„

The time on duty, and home station of Enginemen and Guards signing on for all classes of trains and light engines (except passenger trains, and other coaching stock trains local to a district, regarding which see special instructions below) are advised to the Control Room concerned, and relief is arranged as necessary.

The names, time on duty, and home station of Enginemen and Guards signing on duty for special work, or Control relief, are advised to the Control Room concerned.

Trainmen must not in any case return to their home station without first obtaining permission from the Control Room or Depot staff concerned even if shown on their rosters as “assist” or “home passenger”.

Particulars of all Enginemen and Goods Guards travelling “home passenger” who will on their return journey pass through District Operating or District Traffic Superintendents' districts, must, as soon as it is known that the men will be travelling “home passenger” be telephoned or telegraphed to the Control Room concerned by the station or shed from which they start, information being given as to the time the men booked on duty.

Passenger and other coaching stock trains:—In all cases where Enginemen and Guards working passenger trains and other coaching stock trains, except Inter-District or Inter-Lines empty coaching stock trains, are likely to be on duty excessive hours, they must apply for relief by telephone or telegram to the most convenient Control Room, and relief will be arranged as necessary.

Details of power, Enginemen and Guards working Inter-District or Inter-Lines empty special coaching stock trains must be reported to the appropriate Control Room by staff in charge at starting points on commencement of journey.

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

Station	Train	Where relief provided
Rochdale	<i>Up line</i> Through trains Freight trains detaching from up Goods line	West end of Platform East end of Platform
Rochdale	<i>Down line</i> Through trains Freight train detaching (Trainmen requiring Control instructions must use the telephone fixed in the Guards' room on the down platform).	East end of Platform Goods yard box.
Manchester (Vic.)	Trainmen sent to conduct from, or relieve at, Manchester (Victoria) must report to the Main Line Inspector's Office at East Junction for West-bound trains and to the Main Line Inspector's Office at West Junction for East-bound trains.	
Rose Grove	Down trains Up trains	Gannow Junction Rose Grove East (unless booked to stop at Rose Grove Station for traffic purposes).
Todmorden	Up trains	East Junction up fast or up slow home signals.
Todmorden	Down trains	Hall Royd Junction down main or down goods home signals.
Todmorden	Up trains from Rose Grove Down trains to Rose Grove	Stansfield Hall up home signal Stansfield Hall down home signal

ENGINEMEN AND GUARDS TO USE MOST MOST EXPEDITIOUS MEANS AVAILABLE FOR TRAVELLING.

When travelling as passengers whilst on duty, Enginemen and Guards must make use of the most expeditious means available, including the omnibus or tram service; if a better alternative rail service is provided on another Region's Railway System (or over London Transport lines) they must use this service. To establish their identity they must produce their job card, deviation card, journal or working sheet, except when travelling on L.T. trains, when a **Bearer** pass must be produced. Yard Masters, Controllers, and other persons empowered to instruct Trainmen, should direct the men in accordance with the foregoing.

In the case of men rostered to travel by a particular train and a quicker means of reaching the locomotive shed or guard's depot presents itself, this must be used. Instructions on this point given by the Yard Master, Controller, etc., must be carried out, and Trainmen must consult the person in charge in cases where they are in doubt as to the quickest means of reaching their depot.

Time deliberately wasted will not be paid for, and, in addition, men responsible for any such waste render themselves liable to severe disciplinary action.

TELEGRAPHIC AND TELEPHONIC COMMUNICATION IN CASE OF ACCIDENTS, Etc.

In cases of serious accidents to passenger trains, etc., a competent person must remain in attendance upon the telegraph instrument or telephone at the nearest station or signal box from which telegraphic or telephonic information can be sent, to forward and receive messages without delay, as long as may be necessary.

Should an accident of a serious nature occur at a point some distance from a station or signal box, rendering it desirable that telephonic communication be established at the scene of the accident, or should it be desirable to establish telephonic communication at a point on a through wire, the Telegraph Inspector or Lineman must be requested to provide any temporary telephone communication which may be required.

WORKING OF CRANES IN CONNECTION WITH MISHAPS OR ENGINEERING OPERATIONS—PROTECTION OF TRAINS ON ADJOINING LINES

Referring to the instruction on page 53 of the General Appendix, at those places where Rotary Interlocking Block instruments without B.B.I. release keys are provided and where Drop Handle Interlocking Block instruments are in use, it will be necessary, in connection with the "Blocking Back Inside Home Signal" bell signal for the special release key to be made use of in order to release the block indicator from the Train on line position. The glass covering the release key need not be restored until the crane working is completed, but care must be taken to see that the release key is not used irregularly during this period.

WORKING OF MOTOR TROLLEYS FOR USE OF ENGINEERING DEPARTMENT STAFF.

Motor trolleys for the use of the Engineering Department's staff are authorised for general use on certain sections of the line where special authority is given by the Operating Officer and, except as shown below, they must not be used on any section of the line not so authorised.

In case of mishap or other emergency where it is necessary for a motor trolley to run on any section of the line where special authority has not been given for the general use of motor trolleys, the District Operating Superintendent on application from the Permanent Way Inspector concerned, may arrange for the use of the motor trolley on the section of the line affected during the period of the emergency working and for it to run to the scene of the mishap, etc., from the place at which it is usually stationed and return thereto. In such cases, the motor trolley must be driven by the authorised person and when upon the line must be treated as a train except that track circuits must not be relied upon for its protection. The special **Is line clear** signal, 2-1-4, must be used for the motor trolley and, except on lines where Permissive Block Working is in operation, the Signaller receiving this signal must, if the line is clear to the home signal, give permission for the trolley to approach his box in accordance with Block Regulation 5.

Except where otherwise specially provided, motor trolleys must not be placed upon any running line until the permission of the Signaller has been obtained and must only be placed upon or removed from the line at a signal box.

FIRE PROTECTION IN SIGNAL BOXES.

Signal boxes should be provided with a minimum of 3 fire buckets and 1 portable fire extinguisher sited either on the operating floor, or in certain cases, in the lower portion of the box, and the Area Fire Superintendent concerned should be consulted immediately any defect occurs in this equipment.

In certain signal boxes the compressor room and/or relay room is equipped with automatic fire extinguishing apparatus, which is capable of discharging carbon dioxide (CO₂) gas. The apparatus may be operated manually but it will discharge automatically if the temperature in the room rises above normal.

INSTRUCTIONS RESPECTING ELECTRIFIED LINES.

1. General Rules and Regulations applicable.

All Rules and Regulations which control the movement of steam trains are also applicable to the movement and operation of electric trains, except as otherwise provided in these instructions, the appropriate instructions in the Local Instructions section, and the separate books of Instructions, etc. (together with Supplements) applicable to the respective sections of electrified lines.

2. Description of Electrified System.

Electrified lines may be equipped either with conductor rail, conductor rails, or overhead equipment, which carry electric current for the movement of the trains.

The conductor rails may consist of either one conductor rail laid outside the running rails (the latter being used as a return conductor) or one conductor rail laid outside the running rail and one conductor rail in the centre of the four foot.

The overhead equipment consists of a contact wire and catenary wires which are suspended over the running rails.

3. High Tension cables and overhead wires.

Cables or wires carried on poles along the track must on no account be interfered with.

4. Cutting off current in Emergency.

In emergency any member of the staff may ask for electricity to be cut off. Special telephones are provided in each signal box and passenger station on the electrified lines, giving direct communication with the Electrical Control Room Operator. The telephones are indicated by the words ISOLATION TELEPHONE, or by a representation of a red telephone on a white background with the word "Electrification" printed in red, on the cupboard or door of the room where they are located.

The person making the request must state:—

- (i) His name, grade and station.
- (ii) Where speaking from.
- (iii) Reason for cutting off electricity.
- (iv) Line or lines affected:

and he must stay at the telephone until assured that the electricity has been cut off.

5. Instructions relating to lines equipped with conductor rails.

IT MUST BE UNDERSTOOD THAT THE CONDUCTOR RAILS, CABLES AND FITTINGS CONNECTED THERETO, ARE ALWAYS ALIVE AND DANGEROUS TO HUMAN LIFE, UNLESS THE CURRENT HAS BEEN CUT OFF, AS PROVIDED IN THE INSTRUCTIONS RELATING TO THE ISOLATION OF CONDUCTOR RAILS, OR AS OUTLINED IN THE PREVIOUS INSTRUCTION (No. 4).

IT IS DANGEROUS TO POUR WATER ON TO, OR IN THE VICINITY OF, A CONDUCTOR RAIL OR TO ALLOW DISCHARGE FROM HOSE PIPES, HYDRANTS, Etc., TO COME INTO CONTACT THEREWITH.

Staff should not cross an electrified line unless it is necessary, but when crossing, care must be taken to avoid contact with the conductor rail. Care must be taken to prevent contact being made between the conductor rail and any other object or ballast. Material must not be dragged or carried across a live conductor rail.

Staff must make use of lifts, subways or overbridges, but when the use of these is not convenient, barrow or porters' crossings should be used where provided.

Whenever one of the collector shoes of an electric train is in contact with the conductor rail, this shoe and all others on the train, whether in contact with the conductor rail or not, must be considered dangerous to human life.

Guards and Shunters working trains passing over electrified lines must see that brake pins or long couplings are not allowed to hang down. The attention of the C. & W. Department staff must be called to all brake levers which are found to be less than 6 inches from the rail level when in their lowest position. Guards and Shunters are responsible for walking round their trains to see that all is in order in this respect prior to leaving the last depot or yard before they pass over electrified lines. The middle link of loose couplings must be pushed up in order to clear the conductor rail.

Drivers are responsible for seeing that screw couplings attached to their engines are clear of the conductor rails.

When working over electrified lines, Enginemen must not leave the footplate more than is necessary and must also ensure that parts of the engine, such as fire irons, tube rods, water scoops, etc., do not come into contact with the conductor rails.

IF WATER IS LYING ON THE PERMANENT WAY AND IN CONTACT WITH, OR IN CLOSE PROXIMITY TO, THE CONDUCTOR RAILS, CARE MUST BE TAKEN NOT TO STEP INTO THE WATER.

6. Instructions relating to lines with overhead equipment.

The overhead equipment is charged with electricity at a high voltage and it must not be touched or anything which is being used or carried allowed to come in contact with it. The following instructions must be strictly observed:—

- (a) On no account must a broken or displaced wire in contact with the overhead equipment be touched, nor must anything such as string, rope, wire, etc., be removed from the overhead equipment whether attached to the overhead wires or not, until instructions have been received from the Electrical Control Room.
- (b) It must be assumed that the overhead equipment and connections are always electrically charged. Fire irons or the slaker pipe must not be used whilst on or adjacent to the electrified lines.
- (c) Guards or Shunters riding on wagons must not raise their shunting poles in such a manner that they may be liable to come into contact with the overhead equipment.
- (d) Unless the overhead equipment has been isolated and earthed in accordance with instructions, it is forbidden to climb above the cab floor level on locomotives or tenders for any purpose whilst on the electrified line. It is also forbidden to climb upon the roof of any vehicle, or upon the steps giving access to the roof of any vehicle on any running line or siding provided with overhead equipment.
- (e) Particular attention is called to the necessity for extreme caution being exercised at all bridges and tunnels where the overhead equipment is lower than its normal height.
- (f) Drivers of steam trains, diesel locomotives, or multiple-unit trains, when coming to a stand should avoid stopping, as far as possible, with the chimney or exhausts underneath section insulators or structures, to avoid damaging the electrical equipment.

7. Work carried out on electrified lines.

- (a) *Lines equipped with conductor rails.* Material unloaded in the vicinity of conductor rails must be kept clear of them. Breakdown gangs must not begin work or unload materials until the necessary isolations of the conductor rails have been made in accordance with the instructions relating thereto.
- (b) *Lines equipped with overhead equipment or where high tension wires carried on poles exist.* Wherever cranes are used arrangements must be made for the current to be switched off, and if necessary, the overhead equipment or the high tension wires to be adjusted or removed in accordance with instructions. The utmost care must be taken to ensure no damage is caused to the overhead equipment or the high tension wires and their supports and connections.

8. In case of fire.

Any fire or excessive flashing on an electrified line (other than the normal sparking caused by the passage of an electric train) must be reported at once to the nearest signal box or station. In reporting the matter, care must be taken to state the exact locality and which line or lines are affected, also whether any cables running alongside the line are, or are likely to become, affected.

Fires on live conductor rails, cables, overhead equipment, or other equipment of the electric traction system—dry sand or carbon tetrachloride type fire extinguishers only must be used, CO₂ gas extinguishers are not suitable for fires in the open. If dry sand is not available dry ballast can be used. Care must be taken particularly in confined spaces, to guard against fumes given off by carbon tetrachloride type fire extinguishers.

Water or other types of fire extinguishers must not be used under any circumstances until the electricity has been cut off.

Sand boxes, with a scoop in each, are provided at each station, and buckets are also provided for sand at each signal box on electrified lines. Station Masters must see that the sand is kept dry and clear of rubbish and that it must not be used for other purposes.

Fire Brigade personnel and others must be warned not to run their hoses across conductor rails, nor to allow water to be thrown on to any electrical equipment until an assurance has been given that electricity has been switched off, and it is safe to work on the track.

It is dangerous to empty buckets of water on to or in the vicinity of conductor rails or electric cables, or to allow water issuing from hose pipes, hydrants, steam engines, etc., to come into contact with them.

9. Width of electric stock.

Electric trains move quietly and extra care is needed to watch for their approach. Special care should also be taken to stand well clear of passing electric trains owing to their extra width.

The following is a list of sidings where there are overhead (traction) high tension wires:—

Radcliffe Central	Outwood Sidings (C.E.A.)
Padiham	Central Electricity Authority Sidings.
Kearsley	Central Electricity Authority Sidings.
Clitheroe	North Western Gas Board Sidings.
Ashton (C.)	Ashton Moss North Sidings.

LIVERPOOL AND SOUTHPORT ELECTRIC CARS.

Liverpool and Southport electric stock may travel from Liverpool (Exchange) or Southport to Horwich Works via Wigan (Wallgate) subject to:—

1. Drivers mirrors and contact shoe beams to be removed.
2. To travel over the through roads through Wigan (Wallgate) Station and the siding adjoining the down through road between Wigan No. 1 signal box and Wigan (Wallgate) Station to be blocked.
3. The adjoining line to be blocked on Horwich Fork (between Horwich Fork Junction and Loco. Junction).
4. Not to pass Out-of-Gauge Loads elsewhere throughout. If consigned from or to Liverpool the adjoining lines also to be blocked between Orrell West and Ditton Brook Sidings signal boxes, in both directions.

INSTRUCTIONS TO BE OBSERVED RESPECTING TRACK CIRCUITED LINES.

Referring to the instructions on page 63 of the General Appendix; the following additional instructions will apply:—

1. Repairs to track circuited lines.

If, during engineering work, etc., it is likely that any track circuit will be disturbed from its proper operation, arrangements must be made with the Signaller concerned in accordance with clause 2 (a) below.

2. Protection of line during repairs to, or failure of, a track circuit or associated apparatus.

- (a) Before commencing any work which may interfere with the satisfactory working of a track circuit, or any apparatus working with, or in conjunction with, a track circuit, the Lineman or Ganger, as the case may be, must give to the Signaller concerned an exact description of the nature of the work to be carried out and the Signaller must make an entry in the train register giving precise details of the track circuit which will be disarranged or signal which will be put out of order.

The entry in the Train register must be signed by the Signaller and Lineman or Ganger, and the time recorded.

No work which may interfere with the working of any track circuit or track circuit apparatus must be commenced until this instruction has been carried out.

- (b) Protective arrangements as laid down in Rule 77 must be observed during the course of the work.
- (c) Should a track circuit locking lever or levers in a signal box fail, leaving the levers locked, and releasing apparatus is provided in the box, the lock must not be released by any person other than the Signaller, who must satisfy himself that the track circuited portion of the line is clear before using the release.

Where releasing apparatus is not provided in the signal box, the instructions contained in Rules 77 and 81 must be carried out except in connection with engineering work where printed instructions have been given for a track switch to be provided as set out in clause (h) below.

- (d) When the whole of the apparatus is again in proper working order, the Signaller must enter in the Train register "Track circuit restored," or "Signal in working order" (stating which line or signal); both he and the Lineman must sign their names, and the time must be recorded. Until this entry has been made and signed by the Lineman and Signaller, the precaution set forth in Rule 77 must continue to be taken, although the apparatus may appear to be in working order.
- (e) Except on lines where the system of Automatic Train Signalling is in operation, during daylight and when the weather is clear, the following works may be carried out, after an entry has been made in the train register and signed by the Signaller and Lineman, provided they are both satisfied that the work can be done between the running of trains requiring to pass over the line affected, and during the time such work is being carried out, the instructions in Rule 77 respecting the appointment of a competent man and the disconnection of the distant signal or the slackening of the distant signal wire, as the case may be, need not be carried out:—

- (1) A track circuit indicator, track circuit relay or electric lock, fixed in a signal box, may be replaced by another indicator, relay or electric lock.
- (2) A track circuit relay not fixed in a signal box may be replaced by another relay, provided the cupboard containing the relay is within sight of the Signaller, and not more than 250 yards from the signal box.
- (3) A track circuit may be tested provided the person making the test can remain in sight of the Signaller and does not have to proceed more than 250 yards from the signal box.

When it is necessary to replace one track circuit relay by another at a cupboard fixed more than 250 yards from the signal box or out of sight of the Signaller, or when it is necessary to test a track circuit and the person making the test has to proceed more than 250 yards from

the signal box or pass out of sight of the Signaller, the instructions in Rule 77 respecting the appointment of a competent man and the disconnection of the distant signal or the slackening of the distant signal wire, as the case may be, so that the signal cannot be taken off, must be carried out.

- (f) In cases where, owing to the relaying of switches and crossings, repairs to permanent way or other similar work on a track circuited line, only a short section of a track circuit is interfered with and arrangements have been made by the Divisional Signal Engineer and the Operating Officer, for the working of the remaining portion of such track circuit to be maintained, the arrangements in Rule 77 need not be carried out unless instructions are given to the contrary.
- (g) When it is necessary to carry out relaying work which will interfere with track circuits provided inside home signals, and a Handsignaller is appointed by the Engineer near the signal box in connection with the relaying in accordance with Rule 217 (h), that man may also act as Handsignaller in accordance with Rule 77, provided that he can satisfactorily carry out the provisions of Rule 217 (h), and also advise the Signaller whether the portion of the line to which the track circuit applies is clear.

In such cases the Handsignaller must not be withdrawn until the whole of the apparatus is again in working order.

When the arrangement set out in this paragraph is to be adopted, the person in charge of the relaying work must, after a clear understanding has been arrived at with the Signal Engineer's representative, advise both the Signaller and Handsignaller what is required.

- (h) When it is necessary to carry out relaying work which will interfere with a track circuit, and double line block working is being maintained, the Lineman must, when printed instructions have been given for this to be done, fix a two-position track switch lettered "Track circuit occupied" and "Track circuit clear" in such a position that the person operating the switch can see whether the track circuit or section of the track circuit interfered with is occupied or clear, and must transfer the control on the block instrument if affected and on any signal that may be locked by the track circuit to the two-position track switch.

Where only a section of the track circuit is to be controlled by the track switch, the Lineman must arrange to fix a mark at the commencement and termination of the portion controlled, the track switch being located so that the Handsignaller may readily see the extent of the section of line under his control.

Before the track circuit control is transferred to the track switch, a Handsignaller must be appointed by the Engineering Department for the purpose of operating the track switch. Immediately a train or engine occupies any portion of the line where the control of the track circuit has been released, the track switch must be moved to the "Track circuit occupied" position and this will give the protection normally afforded by the track circuit. As soon as the train or engine has been drawn clear of the portion of the line where the control of the track circuit has been released, the track switch must be moved to the "Track circuit clear" position. The track circuit indicator in the signal box will be operated by the track switch at the signal and must not be covered over. The Lineman must satisfy himself that the Handsignaller thoroughly understands the exact position of the portion of line over which the control of the track circuit has been released before handing over the responsibility of the two-position switch to him. The Handsignaller must continue to operate the track switch until it has been removed by the Lineman.

When the track circuit is again in working order, the Lineman, before restoring the track circuit control on the block instrument or on any signal, the lock on which may have been released, must advise the Signaller who must enter in the Train register "Track circuit restored and signal in working order" (stating which line and signal), and both he and the Lineman must sign their names and the time must be recorded.

On lines where automatic colour-light signalling is in operation and where the carrying out of any work laid down in these instructions will not affect the working of a signal controlled from a signal box or ground frame, nor a track-circuit indicator in a signal box or ground frame, the Ganger, Lineman, or person in charge of the work must communicate with the Signaller or person in charge of the ground frame at the box or frame next open in rear, by telephone, and before any work is commenced give him an exact description of the nature of the work.

The Signaller or person in charge of the ground frame must enter in the Train register "Track circuit on.....line disarranged and signal out of order," record the time, and sign his name.

When the track circuit is again in working order, the Lineman or person in charge of the work must advise the Signaller or person in charge of the ground frame, by telephone, who must enter in the Train register "Track circuit restored and signal in working order," record the time, and sign his name.

If the work to be carried out does not in any way interfere with the safe running of trains or necessitate a reduction in speed of trains no Handsignaller need be appointed, and the signal that is controlled to Danger by the disarrangement of the track circuits will be passed in accordance with the instructions laid down respecting the procedure when the Danger aspect continues to be exhibited at an automatic signal. If the work to be carried out necessitates the stoppage of traffic, the instructions contained in Rule 217, as amended for the protection of the line where automatic signalling is in operation, must be carried out.

OFFICERS' SPECIAL TRAINS.

Trains comprising an engine and saloon only, run for Railway Officers, will not be accompanied by a Guard. Drivers and Firemen, when working such trains, must carry out the Rules and Regulations as applicable to men in charge of a light engine.

The Driver will be responsible for satisfying himself that the saloon is properly coupled to the engine, including the brake pipe, and for testing the vacuum brake from the saloon.

Trains consisting of more than an engine and saloon must be accompanied by a Guard.

CLASS "E" EXPRESS FREIGHT TRAINS.

In cases where it is not possible to provide a minimum of four fully fitted vehicles connected by vacuum pipe to the engine, the train concerned must be run under Class "F" conditions.

When these trains are checked by distant signals or are pulled up for any reason by the application of the vacuum brake, the tender brake must be put hard on and not taken off until it is certain that the vacuum brake has been released throughout. Enginemmen must be particularly careful not to put steam on to take the train forward until the vacuum has been fully created again on the vehicles connected with the engine, and all brakes released.

Yard Inspectors, Foremen and Shunters must see that the couplings on such vehicles connected to the engine are closely screwed up in all cases to prevent them becoming uncoupled from any cause.

STABLING OF VEHICLES ON RUNNING LINES.

Unless otherwise authorised, running lines must not be blocked for the purpose of stabling vehicles, without the authority of the District Operating Superintendent's Control Office. The following precautions must be observed when such lines are blocked unless special instructions are issued to the contrary:—

Where it is possible for a train to approach on the same line as that on which the vehicles are stabled, three detonators, 10 yards apart, must be placed upon one rail of the obstructed line not less than $\frac{3}{4}$ mile from the rear of such vehicles, unless there is a signal box within that distance in which case the detonators must be placed upon the rail at that signal box in such a position that no train can go towards the rear of the stabled vehicles without exploding the detonators. Where a train is required to enter the blocked line towards the stabled vehicles for any purpose the Trainmen must be suitably warned and the detonators, if exploded must be replaced as soon as the operation is completed. The Station Master, Inspector, Foreman, or Person in charge will be held responsible for seeing these arrangements are carried out, also that, during darkness, fog or falling snow, a lamp showing a red light is exhibited at the rear of the stabled vehicles in accordance with Rule 152 (c), and kept alight.

The Signalman at the signal box controlling the entrance of trains into the blocked section must place a lever clip over the lever of each of the signals controlling the entrance of trains into the blocked section, which must not be removed until the line is again clear, except where it is necessary for a train to enter the obstructed line for shunting or other purposes, when the lever clip or clips must again be brought into use as soon as the work is completed. Before the signal is taken off for such shunting movement the Driver must be verbally instructed as to the state of the line ahead.

At the time the line is blocked, the entry ".....line blocked for stabling purposes" must be made in the Train register or other book provided at the signal box in rear of the stabled vehicles, and this entry must be repeated at each change of duty of the Signalman while the line is blocked. When the vehicles have been removed and the running line is again clear, the entry ".....line clear—vehicles removed" must be made in the Train register or other book provided.

Where the signal box in rear of the stabled vehicles is closed during the time a running line is blocked with stabled traffic that part of clause (b) of Absolute Block Regulation 24 relating to not closing with a train in section, and the taking off signals, will not apply. The signals giving access to the blocked line must be left at Danger when the signal box is closed, and the last entry in the train register at the signal box in rear to read ".....line blocked for stabling purposes."

Where the signal box in rear of the stabled vehicles is not provided with a switch to enable the signal boxes on either side to be put into through communication, such signal box may be closed before receipt of the Train out of section signal for the stabled vehicles.

SIDING CONNECTIONS BOLT LOCKED FROM SIGNAL BOX.

Immediately on a train requiring to enter the sidings being brought to a stand at a siding connection bolt-locked from a signal box, the Guard or Shunter, or the Fireman in the case of a light engine, must pull over the lever working indicator in or near the signal box to *show that the main line is occupied* and it is necessary to unbolt the points; and the lever must be kept in that position *for the protection of the train* until it is ready and the starting or advanced starting signal where provided, has been taken off for it to proceed, or it has been shunted into the siding and the *main line is clear*, when the lever must be put back in the frame.

After a train has been shunted into a siding to allow another train to pass, or for any other purpose, the lever working the indicator in or near the signal box must not be again pulled over until the Signaller has unbolted the points.

When a starting or advanced starting signal is provided ahead of the points, it may be passed when at Danger, for shunting purposes only.

WORKING OF EXCURSION AND SPECIAL PASSENGER TRAINS

1. Special Reporting Numbers.—All excursion, special passenger and special freight trains must be wired by the special reporting numbers shown in the Special Traffic Notice, stencil notice, or other special advice. In those cases where a return special is run, the train will carry the same reporting number as on the outward journey.

Trains (except those indicated by a four figure number) emanating on the various Lines will carry prefix letter as under:—

“W” for Western Lines trains.

“M” for Midland Lines trains.

“C” for Central Lines trains.

Trains (except those indicated by a four figure number) emanating on the Scottish Region and working through to this Region will carry the prefix letter and reporting number in accordance with the Lines over which the train works forward from Carlisle.

The appropriate prefix letter and the reporting numbers printed in black on white paper must be carried from the starting point on a suitable headboard on the front of the engine.

Trains which are run in more than one portion to also carry a suffix number 1, 2, 3 or 4 (as the case may be) printed in red, to indicate the appropriate portion of the train. Care must be taken that the red (train portion) numbers are only utilised for the purposes for which they are intended; they must not be used for train numbers.

The engines of empty stock trains (except for local working and for trains indicated by a four figure number) emanating on the Western Lines will carry the prefix letter “S,” and the number of the clause in the Western Lines Carriage Working for Special and Additional Trains Notice, or other special advice. Such trains will not carry the prefix letter “W” otherwise applicable to the Western Lines trains.

The engines of special freight trains (except those indicated by a four figure number) will carry prefix letter “F” and the reporting numbers shown in the stencil notice or other special advice issued for the running of such trains.

All trains indicated by a four figure number will carry the reporting number shown in the advice without a prefix letter.

The Motive Power depot providing the power for any special will be responsible for supplying the engine headboard with correct letters and numbers and having it exhibited as mentioned above.

When engines are changed en route, the engine working the special forward must bring out a fresh headboard from the shed and exhibit it in the position indicated. Engines must be supplied with any other headboards and appropriate numbers necessary for any subsequent special the engine may be booked to work until the engine arrives back at its home depot. Certain headboards are reversible, and should be used when possible to display two reporting numbers on the same board.

The headboards must have the name of the Motive Power depot to which they belong painted on the back and all headboards belonging to that depot must be numbered consecutively. In addition, the Shed Number of the owning depot must be stamped on the back of the board.

The Station Master at the starting point will be responsible for seeing that the prefix letter and numbers are also displayed on the inside of the glass quarter-lights of the leading and last passenger vehicles on both sides (when a brake vehicle is the leading or last coach on the train the train numbers should be displayed on a fixed window in the brake compartment or van whenever possible).

2. Labelling of excursion and special trains.—Each portion of excursion trains must be labelled to the respective destinations.

Day, half-day and evening excursion trains must be labelled with quarter-light labels.

3. Loading of excursion, non-advertised trains other than Workmen's, Relief and Ordinary trains.—The Guard of an excursion train, a non-advertised train other than a workman's train, a relief train, or an ordinary train to which a relief train is run, must state on his journal how the train is loaded so far as passengers are concerned. The reporting number of the special train must be shown.

4. Lighting of excursion trains.—Special trains must be lighted up if not likely to reach their destination before dark. Guards will be held responsible for carrying out this order, and also for extinguishing the lights before leaving their trains.

5. Duties of Guards.—Guards working special trains must not leave the station on arrival at destination without authority of the Station Master and must ascertain from him the place from which they are to return and at what time they are to book in for the return journey, in order that they may render any assistance the Station Master may require, and see that their trains are properly lighted and labelled.

Guards must not travel beyond the junction to where they are shown to work the train unless instructed to do so, and must sign on at the junction 15 minutes before the train is due when working trains handed over at a junction.

6. First class compartments to be locked.—Guards are responsible for locking the doors of first class compartments on special trains before the trains are brought to the platform. The doors must be kept locked, and only opened to passengers holding tickets for the superior class.

7. Crowds must not be allowed to assemble on platforms.—Station Masters, Agents and Inspectors must not allow crowds to assemble on the platforms or about the stations, to the inconvenience and danger of the passengers arriving or departing by the trains, but keep the platforms and the approaches as clear as possible.

Where assistance is required, the Station Master, Agents and Inspectors have authority to call in the aid of Goods Porters, or other employees of the Commission who may be near at hand, or to request the attendance of the police (Borough or County), to render assistance so as to prevent accidents.

8. Short notice of extra traffic.—Should any Station Master, inspector or foreman become aware that an unusual number of passengers are likely to travel by a particular train, he must advise the District Operating Superintendent or District Traffic Superintendent.

9. Cancellation and alteration of scheduled working.—The District Control Office must be advised of any alteration in the booked arrangements of special trains as shown in the Special Traffic Notice, so that the stations concerned can be immediately informed of the altered workings. This will avoid the necessity of sending telegraphic advices in such cases.

STEAM HEATING OF PASSENGER TRAINS

In order to avoid complaints from the public respecting the heating of trains, it is of the utmost importance that the following instructions be carefully observed and carried out by all concerned:—

Drivers and Firemen.

Before leaving the Motive Power depot the steam heating apparatus on the engine must be tested by first clearing the apparatus of any condensed water by blowing steam through whilst the cock at the tender end (or both ends when so fitted) is in the open position. Next, close this cock and ascertain that the required pressure can be registered on the steam heating gauge; ensure that the flexible hose pipe connections, also the drain valves, are in good order, and if any defects are found in the steam heating system the Foreman must be informed immediately.

The steam heating pressure on the engine when working a train must be regulated as follows:—

Main line trains when worked by Classes 8 and 7 passenger engines must be given a full supply of steam but the pressure must not exceed 60 lbs. per square inch.

Main line trains of **more than 10 bogie vehicles** when worked by engines other than Classes 8 and 7 passenger types must be given a full supply of steam but the pressure must not be allowed to exceed 50 lbs. per square inch.

Main line trains of **10 bogie vehicles and under** must be given a full supply of steam not exceeding 50 lbs. per square inch for the first half-hour after leaving the starting point, and afterwards reduced to 30 lbs. per square inch.

Local and motor trains must be heated with a supply of steam at 30 lbs. per square inch pressure.

The above pressures must be worked to throughout the steam heating season unless instructions are given by the Guard to the contrary.

On all trains worked by diesel locomotives fitted with Stone-Vapor type OK.4625 steam generators, the steam pressure must not be reduced below 60 lbs. per square inch, irrespective of what is stated above.

NOTE.—On L.M.S. standard types of engines, the steam heating reducing valve is fitted with a screw-down arrangement for reducing the pressure, but this arrangement must not be used as a shut-off cock, the main supply valve being provided for this purpose. When the apparatus is not in use the main steam supply valve must be kept closed.

Drivers, Firemen, Shunters and Guards.

When attaching to a train the Fireman or Shunter must proceed as follows:—

First couple the engine to train with the draw-coupling, and see that the washers of the steam heating hose pipes are in position and are clean. After coupling the hose pipes between engine and train the stop cock on the first carriage must be placed in the open position, and the stop cock under the engine or tender must then be opened. After this, the steam supply valve in the engine must be opened and notice taken whether there is any leakage from the flexible hose pipes between the engine and train. As soon as the engine is attached to its train or is working empty coaching stock between the carriage sheds or sidings and a station, the steam heating apparatus must be put into operation to ensure the train being well warmed before the commencement of the journey, and give the Carriage and Wagon staff an opportunity of testing the apparatus.

In cases where a train has to attach or detach vehicles en route, or engines have to be changed, the Driver must shut off the steam heating apparatus five minutes prior to reaching the point where such

work has to be performed. This is very important in order to avoid the possibility of a person being scalded when the heating pipes between engine and train or between vehicles have to be disconnected.

When there are vehicles to be detached or attached en route, the Guard must advise the Driver so that the latter may shut off the heating apparatus five minutes before arriving at the place concerned.

When attaching or detaching, care must be taken to close the cocks at the end of the engine and train or ends of the coaches before uncoupling the heating pipe, and pipes not in use must always be secured by the chain provided.

When detaching an engine from a train, the following instructions must be observed:—

First ensure that the steam supply valve on the engine has been shut off. Next, shut off the stop cock at the end of the engine and the one on the train. The hose pipes must then be uncoupled and hooked up by the chain provided. Never uncouple the draw-coupling until both the heating and vacuum hose pipes have been uncoupled. When disposing of the engine on arrival at the Motive Power depot, the cock at the end of the tender or engine must be opened, and left open while the engine is on the shed. The steam heating apparatus pipes and connections must also be examined and any defects reported.

The method of indicating the open and closed positions of the cocks at the end of the engines and coaches varies on the different stock. On some vehicles the operating handle has the words “on” and “off” or “open” and “shut” cast on, or the indicating words are on the end of the vehicle.

All new coaching stock vehicles are now being fitted with a new type steam slide valve end cock. These differ slightly from the old steam rotary valves previously fitted, and of which a large number is still in use.

The new type end cock is so constructed that the operating handle should be placed either in the open or closed position, whereas on the old type rotary valve the handle could be placed in the open, closed or exhaust position.

On the new type cock there is a saw cut on the end of the valve spindle which is in line with the operating handle. To open the valve the operating handle should be placed in the horizontal position and to close, it should be turned upward to the vertical position.

The new type cocks can be readily operated by hand, and in no case must a hammer or lever be used to move the handle from either position as this will result in damage occurring.

If, for any reason, it has not been possible to give a full supply of steam for heating purposes, or if any complaint has been made to the Driver by the Guard, this must be reported and the reason given when booking off duty. The pressure of steam supplied for heating purposes throughout the journey must be quoted in the report.

Station staff, Guards, Train Attendants and C. & W. staff.

Before the train leaves the starting point, the Guard must see that the heating pipes are coupled up between all fitted coaches and the cocks at the ends of the coaches are open; also that the regulating handles in the compartments are in the “on” position. When steam is first applied at the starting point, the cock at the rear of the train should be left open until steam is seen to escape from the pipe. This cock should then be closed and the pipe secured by the chain provided.

When the weather is mild during the steam heating season, and it is not considered necessary to heat the train, the Guard must inform the Driver accordingly, but sufficient steam must be put through the train to ensure hot water being available in the lavatories fitted with this facility.

Gauges registering the steam heating pressure are fitted in most of the passenger brake vans and brake vehicles. At the commencement, and at various points on the journey, the Guard and Train Attendants must record on the journal or report form the pressures registered in different parts of the train, care being taken to state the position from the engine of the brake vehicle, in which the steam pressure is taken. Before recording the pressure in any brake van the cock at the bottom of the heater (where provided) must be opened to allow any water to be blown out, and then closed again.

If defective gauges or heaters are found, particulars must be reported.

Every endeavour must be made to ensure trains being properly heated, and the comfort of passengers assured. Any complaints from passengers must be reported, and in such cases the attention of the Driver, also of the Carriage and Wagon staff, must be drawn at the first stopping places. The satisfactory heating of trains depends on the personal attention and co-operation of all concerned. Inspectors attached to the Departments connected with the heating of trains must see that these instructions are carried out.

In cold weather Guards and Train Attendants must take care that the regulators in empty compartments are placed in “On” position, and the windows and compartment doors of corridor vehicles kept closed.

It sometimes happens that steam does not reach the end of long trains in consequence of water accumulating in the pipes, and it is necessary that Guards should several times during the journey open the release cock (where provided) at the base of the heater in the rear brake van to enable water to escape.

At stations where trains are stabled or stationed during the day or night, arrangements should be made for the train to be pre-heated before being put into service, either by the train engine being called out earlier or by a special engine being provided where steam from a stationary boiler is not available. Where C. & W. staff are employed, advantage must be taken of this pre-heating to thoroughly test the heating apparatus.

Vehicles not fitted with heating pipes must be marshalled in the rear of trains. Empty vehicles not intended for conveyance of passengers must be similarly marshalled wherever practicable.

On arrival of a train at its destination, or at a turn-back station, the Guard and Station staff must see that the windows are closed in order to retain in the carriages the heat that has been engendered during the previous journey. In very cold weather Guards must, where cocks are provided at the base of the heaters in brake vehicles, open these to drain the heating pipes, and in the case of carriages being stabled in the open, the Carriage and Wagon staff, or Shunter if there is no C. & W. staff, must see that the flexible pipes between the coaches are disconnected and the steam cocks at the end of the coaches opened, so as to ensure the heating system is free from water and avoid freezing up. Station Masters must see that these points are given special attention.

Should a vehicle or vehicles be detached en route from a train fitted with steam heating apparatus and transferred to a train not so fitted, care must be taken to open the cocks on the ends of the vehicle or vehicles detached, and the pipes secured by the chains provided.

C. & W. staff.

The C. & W. staff, where available, will be responsible for making arrangements for the proper heating of trains on the first and subsequent journeys, whether heating is done from the train engine or stationary boiler. In cases where there is no C. & W. staff, the duty will devolve upon the Station staff.

The Examiner must see that all heating pipes are properly connected and cocks opened throughout the train, and satisfy himself, on an engine being attached, that the pipes are properly connected and cocks opened between engine and train.

The cock at the rear of the train must be left open until the Examiner has satisfied himself that steam has passed through the train, when the cock must be closed and the rear pipe secured by the chain provided.

If there is a leakage at any of the flexible joints the steam cocks on either side must be closed, and after ensuring the steam has escaped from the pipes the couplings must be disconnected and the washers cleaned or replaced as necessary. The flexible pipes must then be coupled up again and the steam cocks opened.

Examiners must see that condensed water escapes regularly at the drip valves on coaching stock without any undue waste of steam, and take what steps are necessary.

The flexible couplings and washers, compartment heater regulators, etc., should be regularly examined to see that they are in good condition.

Pre-heating of trains.

The following arrangements must be made for the pre-heating of trains:—

Train	Period of pre-heating	Minimum supply pressure at leading coach
10/15 coaches	90 minutes	60 lbs/sq. in.
6/9 coaches	60 minutes	50 lbs/sq. in.
1/5 coaches	45 minutes	40 lbs/sq. in.

Pre-heating of trains from stationary boilers.

At certain stations facilities are provided for the pre-heating of trains from stationary boilers whilst standing at platforms or in carriage sheds before the train engine backs on to the train. Station Masters should see that trains are placed in position in order that full benefit may be derived from the pre-heating arrangements.

The control of the stationary boiler heating arrangements is under the charge of the C. & W. staff.

In very cold weather, whilst trains are being pre-heated at a station, steps should be taken to see that carriage doors and windows are kept closed as far as possible, and that the regulating handles are in the "on" position.

General.

Considerable damage is caused to steam heating hose pipes in consequence of their not being uncoupled when vehicles are being detached, also from the pipes not being hung up when out of use. The attention of all concerned is particularly drawn to the fact that when vehicles are detached the hose pipes must be uncoupled and hung up on the hook provided before the ordinary carriage coupling is disconnected.

The handles of steam cocks at the end of engines and coaches, also flexible hose pipes and connections, must not be struck with hammers or other instruments, as this has a tendency to strain and damage the fittings, and so render them unworkable.

The periods during which steam heating must be applied are shown on page 77 of the General Appendix.

COUPLING AND UNCOUPLING OF ENGINES TO AND FROM TRAINS.

(1) Except as shown in clause (2) below, it is the duty of the Fireman to couple and uncouple the engine and the train at starting and terminal stations, and also at intermediate stations where engines are changed.

On other occasions (except where special instructions to the contrary are laid down), and in the case of trains or engines, the driving cabs of which are single manned, this duty will devolve on the Traffic (Operating) Department Staff.

(2) On the following sections of line, engines must be coupled to, and uncoupled from, trains by the Traffic Department staff, except as shown in the table below and in working over other lines when the practice on those lines must be adopted:—

Skipton (Snaygill) to Carlisle (Durrant Hill South Sidings) (exclusive).

Settle Jn. to Ingleton and Wennington Jn.

Skipton to Colne (including Barnoldswick).

When a second engine is coupled to a train it is the duty of the Fireman of such engine to couple it to the train engine.

The Fireman will, except in the case of trains or engines the driving cabs of which are single manned, perform the duty of uncoupling engines from, and coupling them to, passenger trains at the following places:—

Place	Remarks
Settle	Workmen's trains.
Horton-in-Ribblesdale	Passenger and empty coaching stock trains starting from and terminating at Appleby when no adult member of the station staff is available.
Giggleswick	When no member of the station staff is available.
Clapham	
Ingleton	

Men must not go between the engine and train until the engine is at a standstill, with the engine and train buffers together.

Coupling of Western Region engines to other Region's engines.—Owing to difficulties arising in the operation of the vacuum brake when Western Region engines are coupled to other Region's engines, coupling is prohibited except in the following circumstances:—

- Light engines working for short distances such as between shed and station.
- Cases of emergency.
- When special arrangements can be made in advance to replace the 25 in. vacuum relief valve on the Western Region engine by a 21 in. valve.

GONGS IN TUNNELS.

Gongs are fixed in the undermentioned tunnels for the purpose of warning Drivers that they are approaching the distant signal, or that they are approaching the end of the tunnel where signals are situated just outside.

If a Driver does not hear the gong sound, he must give information of the failure at his first stopping place, and the Station Master there must immediately wire the station nearest the gong. An examination of the gong must at once be made, and if there is any failure of the apparatus, the Signal Engineer's Department must be wired.

Tunnel	Up or Down	Position of Gong
Walsden and Littleborough Summit	Down	100 yards before reaching down outer distant for Summit East, and 382 yards from the Walsden end of tunnel.
" " " "	Up	110 yards before reaching up outer distant for Summit West, and 580 yards from the Littleborough end of tunnel.
Grotton and Springhead	Up	50 yards on the Greenfield side of the disc signal, and 450 yards from the Grotton end of the tunnel.
" " " " " "	Down	500 yards from the Greenfield end of the tunnel.
Sough	Down	400 yards from the Spring Vale end of the tunnel.

LIGHTING OF PASSENGER TRAINS PASSING THROUGH TUNNELS.

Trains passing through the following tunnels during the day-time must be lighted:—Bacup, Blea Moor, Brooksbottom, Castle Hill, Collyhurst Manchester (Victoria) and Heaton Park (Electric trains), Holme, Horsfall, Kirkdale Nos. 1 and 2, Kitson Wood, Lydgate, Millwood, Newchurch Nos. 1 and 2, Nuttall, Oldham (Central) and Oldham (Werneth), Rise Hill, Sough, Summit, Thrutch, Towneley, Upholland, Walsden (Winterbuttees), Blackburn, Wilpshire, Farnworth.

ENGINES ENTERING CARRIAGE SHEDS.

Engines must not enter the carriage sheds at Newton Heath, Rochdale, Fazakerley, Colne, or Farington, and must not enter the carriage sheds at Red Bank and Irlams-o'-th'-Height except for shunting purposes.

Drivers must also whistle before passing over the Back sidings, or when shunting into the sheds, as a warning to the staff.

Guards of trains starting out of the carriage sheds at Bury (Bolton Street), Colne, Newton Heath, and Horwich must be careful to have the doors of the guard's van closed when the train is being drawn out, so as to avoid the van doors getting damaged by coming in contact with the carriage shed doors or pillars.

INSTRUCTIONS TO BE OBSERVED RESPECTING ENGINE OF A SECOND FREIGHT TRAIN BEING USED TO ASSIST ENGINE OF A TRAIN IN FRONT WHEN STARTING FROM A GOODS LINE.

When two or more freight trains have been brought to a stand on the goods line at the undermentioned boxes, the engine of the second train may, when necessary, be uncoupled by the Guard of the first train, and must, when the goods line home signal is taken off, assist the first train in the rear as far as that signal, but the assisting engines must not proceed beyond the home signal. The assisting engine must then return to its train.

Before the engine is uncoupled, the Guard of the first train must take care to apply as many brakes on the front vehicles of the second train as may be necessary to prevent the train moving when the engine is detached. The Fireman of the engine of the second train, when his engine has returned to its train, must, after he has coupled the engine to the train, release the brake, and the Driver will be held responsible for taking care that this is done.

When it is necessary for two trains coupled together to be assisted by an engine in the rear, the engine of a following train may be used for the purpose in accordance with the above instructions.

During fog or falling snow, the above arrangements must only be adopted under the supervision of a competent person appointed for the purpose.

Place	Line	Remarks
Carlisle No. 12	Up through goods	—

SNOW CLEARANCE ARRANGEMENTS.

Referring to paragraphs 5 and 6 of the instructions appearing under the above heading on page 111 of the General Appendix:—

(a) Snow ploughs.

(i.) *Snow ploughs are located at the following Motive Power Depots:—*

Hellifield	Skipton
Bury	Carlisle (Upperby)
Newton Heath	Accrington
Rose Grove	Lower Darwen

(ii.) *Working of snow ploughs over lines electrified on the conductor rail system:—*

A No. 6 snow plough (small nose type) only, must be used for the clearance of snow from electrified lines. Before this type of snow plough is allowed to pass over an electrified line for the purpose of clearing snow, the current must be cut off in accordance with the instructions applicable to the isolation of conductor rails for prearranged work as shewn in the appropriate Electrified Line Instruction Book.

When not actually engaged in ploughing, engines fitted with No. 6 snow ploughs, may pass over electrified lines without the current being cut off.

In either case the ploughs must be set at a height of not less than 6 inches above the running rail level.

No. 6 snow ploughs (small nose type) are located at the following Motive Power Depots:—

Bury	Rose Grove
Accrington	Hellifield
Newton Heath	

(b) Steam lances.

Steam lances are to facilitate the clearance of snow and ice from points and the equipment comprises a length of insulated metal tubing with a 15 feet to 17 feet length of armoured hose attached, and a connection to attach the armoured hose to the steam tube cleaning cock on the side of the smokebox on standard engines only. The emission of steam is controlled by the man operating the lance, by

means of a trigger on the apparatus, after opening the cock on the side of the smokebox. To obtain a wider range of operation a second armoured hose can be coupled to the apparatus.

The equipment is intended for use at any place in the vicinity of the signal box, or Motive Power Depot, to which it is allocated, and, when required, the Station Master, or other person in charge, should demand a standard engine through the appropriate Control Room, or if telephonic communication to the Control is not available, direct to the nearest Motive Power Depot. Should a standard engine be available in the vicinity of the signal box concerned, authority to utilise this must be requested through the Control Room or Motive Power Depot as the case may be.

It must be understood that non-standard engines have no fitting on the side of the smokebox to accommodate the hose connection.

The footplate staff of engines requisitioned for the purpose are responsible for coupling up the apparatus to the locomotive. The steam jet must be directed on to the switches by any Traffic or Permanent Way staff available, who will be responsible for operating the lance, and also for the spreading of salt after the snow and ice have been melted. The Station Master, or other person in charge, will collaborate with the Permanent Way staff in ensuring that an adequate supply of salt is on hand. In the event of any member of the Traffic or Permanent Way Department staff not being available, the lance must be operated by the Fireman provided arrangements are in hand for staff to be available under existing procedure for spreading the salt.

When using the lance, care must be taken to avoid ballast being lifted by the force of the jet, as there is a possibility of the ballast falling on slide chairs and other connections causing subsequent failures.

After the points have been cleared and the apparatus uncoupled by the Enginemen, it must be returned immediately to the signal box where it is allocated so that it may be available if subsequently required at any other point in the vicinity.

The Station Master who supervises the signal box where the equipment is stored must inspect it monthly in order to satisfy himself the whole of the equipment including spanner, is available, that there is no sign of deterioration, and that it is kept clean and ready for use.

The steam lances must not be used on or in the vicinity of electrified lines.

Steam lances are located at the following points:—

(i.) *Signal boxes:—*

Manchester (Vic.) East Jn.	Blackburn West
Manchester (Vic.) Cheetham Hill Jn.	Ramsbottom Stubbins Jn.
Rochdale Goods Yard	Hellifield North Jn.
Todmorden East	Carlisle Durran Hill South Sdgs.
Oldham Mumps No. 2	Carlisle Durran Hill Jn.
Royton Junction	Carlisle No. 7 London Road Jn.
Castleton North Jn.	Carlisle No. 5
Miles Platting Station Jn.	Carlisle No. 4
Westhoughton Crow Nest Jn.	Carlisle No. 3
Preston No. 1	Carlisle Etterby Jn.
Preston No. 5	Carlisle No. 13
	Carlisle No. 12

(ii.) *All Motive Power Depots*

WITHDRAWAL OF GUARDS OF TERMINATING FREIGHT TRAINS

Guards working freight trains terminating at the following places and standing on the lines shown must report to the Inspector or Foreman in charge for instructions. Before doing so they must see their trains are clear of the main line and properly secured, and advise the Driver. This arrangement will not apply during fog or falling snow unless otherwise shown. Where authority is given for the arrangement to apply during fog or falling snow, the Guard must carry out the instructions shown in clause 2 of the item headed “Lines worked on the Permissive Block System,” shown on page 21 of the General Appendix, or clause 7 of the Regulations for working trains over goods lines not worked on any Block System, on page 22 of the General Appendix, before leaving the train to report for instructions.

Place	Line	Remarks
Skipton Up Sidings ..	Up goods between North Jn. and Station North Jn. boxes.	Also applies during fog or falling snow.
Ordsall Lane	Down reception siding and Nos. 1, 2 and 3 up reception sidings between No. 2 and No. 4 boxes.	—
Eccles	Up Ship Canal Branch	—
Patricroft	Nos. 1 and 2 down Liverpool goods between Patricroft Sidings and Station boxes.	—
	Up through siding and reception siding between Patricroft Station and Sidings boxes.	—
	Up goods between Monton Green Station and Patricroft Sidings boxes.	—

USE OF GUARDS' TELEPHONES

The following lines are provided with one or more Guards' telephones, and when a train complete with tail lamp attached comes to a stand clear of the connection with the main line, the Guard (or Fireman in the case of a light engine or bank engine) must immediately advise the Signaller of this by the most convenient telephone. In order to avoid delay in advising the Signaller, the Driver of a light engine, engine with one or two brake vans, or short train, may bring the engine or brake van to a stand as nearly as possible opposite the first telephone in the loop, and after the Signaller has been advised, proceed as far as the loopline is clear. Where the signal box is situated midway between the entrance to and exit from the goods line or crossing loop, the advice may be given either verbally or by telephone, according to circumstances.

Signal Box	Line
Broadfield Station	Up and down goods loops.
Nelson Station	Down goods loop.
Burn Naze	Up and down reception line.
Euxton No. 1	Nos. 1 and 2 carriage sidings.
Stalybridge No. 2	Arrival line.
Hellfield South Jn.	Down goods loop.
*Blea Moor	Down and up goods loops.
Long Meg Sdgs.	Nos. 1 and 2 reception.
Howe & Co's. Sidings	Down and up reception.
High Bentham	Up goods loop.
Wennington Jn.	Down goods loop.
Skipton North Jn.	Up goods loop.

* At these places where delay would be avoided by notifying the Signaller that a train has been brought to a stand on the adjoining main line with the rear portion of the train, complete with tail lamp attached, clear of the connection to the goods line, the telephone alongside the goods line may be used, the Signaller being informed on which line the train is standing.

(Guards' telephones are provided at certain places other than those shown above and separate Appendix instructions are issued for each such place.)

GENERAL INSTRUCTIONS FOR DESCENDING INCLINES

Referring to the instruction on page 95 of the General Appendix, the following is a list of points at which trains must come to a stand for wagon brakes to be applied or released.

Except at those points indicated by the sign § it will be necessary for the Fireman to assist by applying sufficient wagon brakes near to the engine, and releasing same at the foot of the incline.

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
Rochdale	Cheetham Hill Junction ..	Newton Heath	Manchester (Victoria) West
Hollinwood	Thorpes Bridge Junction ..	Failsworth	Thorpes Bridge Junction
Milnrow	Rochdale	Rochdale East Jn. down home 1 signal	Rochdale East Junction
Royton Junction	Royton	100 yards in advance of Royton Junction down branch starting signal	Royton
Oldham (Werneth)	Hollinwood	20 yards in advance of Oldham (Werneth) Box	Hollinwood.
Oldham (Werneth)	Middleton Junction	20 yards in advance of Oldham (Werneth) Box	Middleton Junction
Castleton North Junction	Bury K. St.	Broadfield down starting signal	Bury (K. St.) Loop Junction down home signals.
Facit	Wardleworth	Facit	Wardleworth.
Copy Pit Box	Burnley (M.R.)	250 yards in rear of Copy Pit down starting signals	Burnley (M.R.) down starting signal.
Copy Pit box	Todmorden	Copy Pit up starting signal	Stansfield Hall.
Miles Platting	Manchester (Victoria) ..	Collyhurst St.	Manchester (Victoria) West
Philips Park	Beswick Junction	Philips Park No. 2 box (Trains for Beswick Yard only).	Beswick Junction.
Oldham (Glodwick Road)	Stockport	Oldham (Glodwick Road) down starting signal	Crowthorne Junction down home signal.
Oldham (Glodwick Road)	Greenfield	700 yards in advance of Lees down starting signal	Greenfield Junction down starting signal.
Pendlebury	Brindle Heath	Pendlebury	Brindle Heath Junction.
§Eccles Station	Manchester Ship Canal ..	Entrance to Manchester Ship Canal branch clear of Main Line	Weaste Junction ground frame
§Chequerbent	Atherton	Chequerbent	Atherton Station
§Plodder Lane	Bolton (Gt. Moor St.) ..	Plodder Lane No. 2 down home	Bolton (Gt. Moor St.) yard
§Bolton (Gt. Moor St.) ..	Patricroft	Little Hulton Junction up home signal	Roe Green Junction up home signal
§Hulton Sidings	Bolton (Gt. Moor St.) ..	Rumworth and Daubhill ..	Bolton (Fletcher St.)
Windsor Bridge No. 2 ..	New Barns Junction	Windsor Bridge No. 2 ..	New Barns Junction
North Mersey Branch Junc.	North Mersey Yard	North Mersey Branch Junc., down starting signal ..	North Mersey Yard

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
Linnshaw Moss	Kearsley Junction	Linnshaw Moss	Kearsley Junction
Chorley	Blackburn	Brinscall	Cherry Tree Junction
Blackburn	Chorley	Brinscall	Chorley No. 4
Preston	Strand Road	South end of Warehouses..	Strand Road
Lostock Hall	Ribble Sidings	A.W.B. Board 144 yards ahead of Engine Shed box	Ribble Sidings
Bootle Station Box ..	Bankfield Yard	Bootle Station Box	Bankfield Yard
Bolton (T.St.)	Blackburn	Waltons Sidings (Entwistle)	Blackburn (Bolton Junc.)
Blackburn	Bolton (T. St.)	Waltons Sidings (Entwistle)	Bolton (Bradshawgate)
Hoddlesden	Hoddlesden Junction ..	Hoddlesden (Shaw's Private Siding)	Hoddlesden Junction
Rose Grove	Padiham	Rose Grove West Junction	Padiham Station up home 2.
Accrington	Ramsbottom	Baxenden	Ramsbottom
Ramsbottom	Accrington	Baxenden	Accrington South Junction down inner home signal.
Radcliffe (C) North Junc.	Clifton Junction	Outwood Sidings box ..	Molyneux Jun. up home signal.
Prestwich	Radcliffe (C) North Jn. ..	Whitefield	Radcliffe (C) South Junction down home signals.
Radcliffe (C) North Jn. ..	Queens Road	Prestwich up inner home signal	Queens Road up home signal.
Holcombe Brook	Tottington Junction ..	Holcombe Brook	Tottington Station
Holcombe Brook	Tottington Junction ..	Tottington Station	Tottington Branch Sidings up home signal.
§Horton-in-Ribblesdale ..	Settle Junction	Horton-in-Ribblesdale Station Box up starting signal	Settle Junction up inner home signal.

MARSHALLING YARDS

Special Instructions regarding the working of Trains and traffic to mechanised Marshalling Yards.

TOTON—Up Sidings.

The undermentioned types of wagons are prohibited from passing over the up hump and should not be worked into Toton, but where this is necessary, arrangements must be agreed with the District Operating Superintendent, Nottingham, for them to be conveyed on services which will enable the hump to be avoided:—

Gun—105 to 140 tons
Gun (parts of above)

Trolley, Well—50 tons (Weltrol M.R. only)
Transformer—60 to 135 tons

Certain other special and steel-carrying vehicles when loaded may require to be dealt with specially after arrival at Toton, and therefore vehicles in the following classes must be marshalled next to the engine or the brakevan, and particulars stipulated in the loading:—

Bogie Bolster
Gun
Machine, Low

Rectank
Transformer
Trolley

TOTON—Down Sidings.

The undermentioned types of wagons are prohibited from passing over the down hump, and such vehicles must not be worked on any train which requires to be dealt with over that hump:—

Bogie Trolleys—12 to 80 tons
Glass—10 to 30 tons
Bogie Bolster—50 tons
Boiler—35 tons
Transformer—60 to 135 tons

Gun—105 to 140 tons
Gun (Parts of above)
Bogie vehicles with longer overall wheelbase than 46 ft. 11 ins.
Four-wheeled vehicles with longer wheelbase than 25 ft. 6 ins.

All such vehicles must, unless special instructions are issued to the contrary, be worked on trains into Chaddesden, and any required in the Toton area will be worked from Chaddesden to Toton Centre via the Low Level.

Any such vehicles conveyed on trains from depots in the South to depots in the North via Toton, must be specified in the train loading to enable such trains to be regulated without having to pass over the down hump.

Certain other special and steel carrying vehicles may require to be dealt with specially after arrival at Toton and therefore wagons in the following categories must be marshalled next to the brakevan and particulars stipulated in the loading:—

Bogie Bolster
Gun
Machine, Low

Rectank
Transformer
Trolley

LONDON MIDLAND REGION WEED-KILLER TRAINS.

These trains must be signalled and worked as Class "E" Express Freight trains with not less than four braked vehicles connected by vacuum pipe to the engine, and may be propelled where necessary. A white light to be carried on the leading vehicle when propelling, and the instructions applicable to the propelling of trains, shown on page 137, must be complied with.

Each train will be marshalled as follows. Should, however, this marshalling be varied for any reason there must be, in all cases, not less than four braked vehicles connected by vacuum pipe to the engine.

Engine	
Fitted Goods Brake Van	
Passenger coach fitted with spray	} These two vehicles are fitted with living accommodation.
Passenger coach	
Two specially constructed tenders, containing water and weed-killing solution.	
Rail tank wagons of weed-killing solution (as necessary).	
Fitted Goods Brake Van.	

A speed of 25 miles per hour should be maintained as far as possible when weed-killing, to enable the spraying apparatus to function efficiently.

Loaded rail tank wagons containing weed-killing solution will be despatched by ordinary freight services from the manufacturers Messrs. Chipman Chemical Co., Barrow Hill—to certain places at which the weed-killing trains stable overnight. The most expeditious transit should be given to these rail tank wagons.

When a weed-killer train arrives at a depot at the end of the day's work, *it will be necessary to replenish the water supply on the train*, and in some cases to attach or detach tank wagons. All concerned to co-operate with the Engineer's representatives on the train to enable this work to be carried out satisfactorily.

In some cases the Engineer's staff will sleep in the trains whilst stabled overnight at depots. During the time a train is stabled under such circumstances, all points giving access to the line or siding on which the train is stabled must be securely clipped or scotched in such a position as will prevent any movement being made on to that line or siding. A red light must also be placed on the rear of the train, and in those cases where movements can be made on the line or siding in advance or rear of the train, a red light must be placed at each end of the train.

The person in charge of the line or siding will be responsible for seeing that these instructions are complied with.

Electrified Lines:—

Spraying operations must not be carried out on electrified sections of the line with conductor rails *unless the electric current has been cut off.*

Where the weed killing train has to cross or pass over a portion of electric line which is not scheduled for weed killing and the electric current has not consequently been cut off, the Inspector or person in charge of the weed killing train will be responsible for seeing that spraying operations are suspended whilst crossing or passing over such electrified portions of line.

When spraying operations are being carried out on electrified lines, the baffles or guards must be placed in the appropriate positions to avoid the weed-killing solution being deposited on the conductor rail surfaces.

CONVEYANCE OF ADDITIONAL VEHICLES BY PASSENGER TRAINS.

Extra vehicles must not be attached to passenger trains for the conveyance of passengers, unless authorised in the programmes or other Special Train Notices, or by the Line Traffic Officer Passenger Train Control.

In exceptional circumstances, when there is insufficient time to telephone the Line Traffic Officer Passenger Train Control the Station Master may attach additional vehicles for the accommodation of passengers, provided the maximum tonnage for the class of engine working the train is not exceeded, and the working of it is not likely to be otherwise upset en route.

An advice must at once be given by telephone to the Line Passenger Train Controller, stating precisely what has been done.

The Line Traffic Officer Passenger Train Control must be advised immediately it is known horse boxes, wagons of cattle, fish traffic, etc., for conveyance by passenger train are likely to pass.

35- AND 40-TON BOGIE TANK WAGONS PROHIBITED FROM WORKING OVER CERTAIN LINES.

Bogie tank wagons, with a carrying capacity of 35 tons or more, must not be allowed to work over the following lines:—

Ilkley (N.E. Region) and Skipton Station North Jn.
Barnoldswick Jn. and Barnoldswick.

EXAMINATION OF FREIGHT TRAINS.

All up freight trains (except Classes "C", "D", "E" and "F"), and empty wagon trains from Carlisle, unless otherwise shown, must stop at Skipton for examination.

Down through freight and mineral trains not terminating at Skipton, stopping for examination, or requiring water, or to reduce their loads, must stop at Skipton South Junction for the purpose named unless otherwise shown in the Working Time Table except as follows:—

From 5.0 a.m. on Sundays to 6.0 a.m. on Mondays engines of down through freight trains must take water at Skipton Station, afterwards working forward to the North end at which point the trains will be examined.

DIVERSION OF TRAINS IN CASE OF ACCIDENTS.

Manchester to Liverpool and vice versa.

When owing to an accident, passenger trains from Manchester to Liverpool direction require to be diverted via Burscough Junction and Ormskirk, they may be propelled from Burscough Bridge Junction to Burscough Junction North, on the right line, with the Station Master or district inspector in charge.

The trains must be signalled in the ordinary way as passenger trains, and the signalman made aware by telephone of their being propelled.

In the same manner passenger trains from Liverpool, going Wigan direction, may be propelled from Burscough Junction North to Burscough Bridge, with the Station Master or district inspector in charge.

Manchester to Bolton and vice versa.

In the event of the main line being obstructed between Clifton Junction and Bolton, necessitating the diversion of trains, including passenger traffic:

- (a) trains from Manchester for Bolton direction may be allowed to leave Victoria Station in the ordinary way for Clifton Junction and then run to Radcliffe North Junction, to be propelled to Radcliffe South Junction over the up line, and afterwards sent forward to Bolton.
- (b) trains from Bolton for Manchester may be run to Radcliffe South Junction, to be propelled to Radcliffe North Junction over the down line, and afterwards sent forward to Manchester via Clifton Junction.

Liverpool to Preston and vice versa.

In the event of the main line being obstructed between Walton Junction and Ormskirk, necessitating the diversion of trains, including passenger traffic via Ormskirk and Rainford Junction, trains may be propelled from Rainford Junction to Randle Junction, and vice versa.

WORKING OF DIESEL MULTIPLE-UNIT TRAINS.

Referring to the instructions on pages 39 to 43 of the General Appendix, the following additional instructions are also applicable:—

- 1. Composition of trains** A loaded or empty diesel multiple-unit train may consist of up to eight vehicles, and in some instances up to twelve vehicles, in accordance with the formations shown below.

Diesel Multiple Unit trains are timed in accordance with the following combinations and the appropriate D1, D2, D3 or D4 indication is included in the columns of the Passenger Working Time-table:—

Indication:

D1—Trains composed of the following formations:—

* These formations only apply when all the driving compartments in the train are fitted with panels indicating the operation of the six motor coaches.

<i>Motor Coach</i>	<i>Trailer</i>	<i>Total Number of Vehicles</i>
1	1	2
2	2	4
3	2	5
3	3	6
4	3	7
4	4	8
5	3	8*
5	4	9*
5	5	10*
6	4	10*
6	5	11*
6	6	12*

Also Diesel Parcels Trains.

D2—Trains composed of the following formations:—

<i>Motor Coach</i>	<i>Trailer</i>	<i>Total Number of Vehicles</i>
2	1	3
3	1	4
4	1	5
4	2	6
5	1	6*
5	2	7*
6	1	7*
6	2	8*
6	3	9*

D3—Trains composed of the following formations:—

<i>Motor Coach</i>	<i>Trailer</i>	<i>Total Number of Vehicles</i>
1	—	1
2	—	2
3	—	3
4	—	4
5	—	5*
6	—	6*

D4—High density traffic Suburban trains composed of the following formations:—

<i>Motor Coach</i>	<i>Trailer</i>	<i>Total Number of Vehicles</i>
2	2	4
4	4	8

- 2. Tail Traffic.** On those sections of line, shown in Table “A”, where diesel multiple-unit trains are permitted to run at higher speeds than other trains, the speed limits for such other trains will be applicable to diesel multiple-unit trains when conveying additional vehicles having a wheelbase of less than 15 feet, except that any special easement over bridges for diesel multiple-unit trains will continue. Otherwise, the instructions in the General Appendix relating to the conveyance of four-wheeled, etc., vehicles by passenger train, will apply.
- 3. Assisting disabled train.** A special drawbar is carried on the A.C.V. (non-bogie type) unit which must be placed in position on the drawhook before coupling up to the assisting train, and the assisting train must not, under any circumstances, make contact with the buffers of the A.C.V. unit.
- 4. Where Guards must ride.** Except as laid down in Instructions Nos. 8, 12 and 13, the Guard must always ride in the rear Guards' compartment.
- 5. Signalling.** Diesel multiple-unit trains will be signalled in accordance with the bell signals applicable to steam passenger or empty stock trains.

LOCAL INSTRUCTIONS

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

MANCHESTER (VICTORIA).

Working during fog between 3.0 p.m. and 5.0 p.m.:—

Engines for trains starting from the bay platforms, etc., at Manchester (Victoria) must run via Irk Valley or Miles Platting.

During fog all engines which have to pick up carriages at the sidings for Manchester (Victoria) should be sent 20 minutes earlier than the ordinary time.

Working of freight trains through Manchester (Victoria) Station:—

Freight trains must stop at Victoria West Junction to pick up wagon brakes.

Drivers and Guards must, as far as possible, pin brakes down on the left-hand side of the wagons in the direction in which the train is travelling, so that they can be picked up again on the opposite side to the platform when travelling over the platform lines.

The main line Inspector at Victoria East Junction is responsible for regulating the passage of freight trains through Manchester (Victoria) station during the time passenger trains are booked to run, and the Signalmen between Salford Station box and Millgate and Footbridge boxes respectively must carry out any instructions issued by the main line Inspector. They must also confer with him freely when necessary.

No freight trains (engines and brake vans excepted) must leave the following points between the times shown except with the permission of the Manchester (North) Control Room. The Controller concerned must confer with the main line Inspector at Manchester (Victoria) East Junction before giving such permission.

Moston	{	7-25 a.m. to 10-0 a.m. daily
Thorpes Bridge Jn.		3-30 p.m. to 6-30 p.m. SX
Miles Platting Station Jn.		11-45 a.m. to 1-45 p.m. SO
Collyhurst Street		
Salford	{	8-0 a.m. to 10-30 a.m. daily
		4-0 p.m. to 5-30 p.m. SX

Route Indicators:—

Should the route indicators working in connection with the inner home signals for the platform roads Nos. 1 to 15 inclusive not correspond with the signal, Rule 81 should be strictly carried out and trains brought to a stand at the outer home signal for Turntable box, and the Driver verbally informed into which road the train is being turned.

Prohibition of passenger stock:—

Rail motors and trailers are prohibited from entering Turntable road.

Dining cars are prohibited from entering the down sidings at East Junction box.

Turntable Siding:—

Engines must not be moved from the Turntable Siding until the Driver has been verbally instructed to do so by the Signalmen at Turntable box.

Luggage girder bridge:—

Engines must not come to a stand with the chimney underneath the luggage girder bridge across the station.

Calling-on Signals, East Junction, West Junction and Deal Street Signal Boxes:—

- The calling-on signals worked from these boxes are red and yellow lights, normally exhibiting a red aspect. When the main signal is exhibiting a yellow, double yellow, or green, the red call-on light will be extinguished, except in the case of the "Warning" indication (see paragraph "C").
- When the line between two stop signals is occupied, permission for a train to enter the occupied line will be given by the red call-on light changing to a small yellow calling-on aspect. Rule 44 (b) will not apply to these signals.
- When the line is clear between two stop signals but the line ahead of the second signal is occupied or permission has been given for that line to be occupied, the "Warning" signal will be given by the exhibition of a yellow aspect in the main signal above the red call-on light.

All through non-stopping trains, when travelling over one of the platform lines, must be prepared to stop at the home signal at the end of the platform.

All trains entering the platform lines at West Junction or East Junction must run towards the home signal at the opposite end of the platform as far as the line is clear, except turn-back trains and trains which require to be removed at the arrival end, in which case the Driver must not, after coming to a stand, run forward with his engine to the end of the platform until the signal is taken off for his departure or he has been instructed to draw forward towards the end of the platform by the Yard Inspector or Shunter.

Passenger trains entering platforms already occupied by other trains during fog or falling snow:—

During fog or falling snow, when Nos. 12, 13, 15, or 16 platforms (20, 21, 23 and 24 roads) in the case of trains entering the station from the west, or Nos. 11, 12 or 14 platforms (16, 20 and 22 roads) in the case of trains entering the station from the east are already occupied, the calling-on signal will not be taken off unless the train can be fully accommodated in the platform, or at least the engine and 4 vehicles.

During fog or falling snow, Drivers must, when admitted to the station with a calling-on aspect, bring their trains to a stand at the entrance to the platform where they will be advised by the man appointed for the duty up to what point the platform line is clear, and they must not proceed until they have obtained this information.

News Letters:—

All news letters addressed to newspaper offices in Manchester must be taken by the Guard of the train on arrival to the Left Luggage Office opposite No. 11 Platform when the Clerk will insert on the envelope the time received, and the name of the Person taking same in.

When there is not sufficient margin of time to allow the Guard to perform this work, he must explain to the Inspector in charge of the platform, and request him to arrange for the news letter, or letters, to be taken at once to the office named above.

Movements from Red Bank and Queen's Road Carriage Sidings:—

When a train or light engine is ready to leave the under-mentioned sidings during the time no ground staff are on duty the Trainman must advise the Signaller concerned by telephone as follows, and give details of his destination :—

From Red Bank Sidings via Footbridge box	Telephone in Shunters' cabin adjoining down loop, 200 yards on Cheetham Hill side of Footbridge box.
From Queen's Road Sidings via Queen's Road box	Telephone on telegraph pole near Lengthmen's cabin between electric lines and sidings, 100 yards on Victoria side of Queen's Road box.
From Queen's Road Sidings via Cheetham Hill Jn. box	Telephone in Shunters' cabin 100 yards on Queen's Road side of Cheetham Hill Jn. Box.

The Trainman must be careful to ascertain the name of the signal box with which he has established telephonic communication, and that it is the box from which he requires to obtain instructions.

COLOUR LIGHT SIGNALS BETWEEN MANCHESTER (VICTORIA), MANCHESTER (EXCHANGE), SALFORD AND ORDSALL LANE.

The colour light signals provided as running signals between Ordsall Lane No 2, Salford Station, and Manchester (Victoria) East Junction boxes show either two, three or four aspects, and are arranged vertically, i.e., one above the other, or in clusters, but in each case the arrangement of the lights as seen by Drivers is the same. The following are the different indications which may be given:—

Aspect.	Meaning.
Red light over red call-on	Danger—Stop.
One yellow light	Caution—Be prepared to stop at next signal.
Two yellow lights	Attention—Pass next signal at restricted speed.
Green	Clear—Proceed.
One yellow light over red call-on	Warning—Line only clear to next signal.
Small yellow light under main red	Call-on—Line occupied ahead. Proceed as far as line is clear.

Colour light set-back signals are provided—red indicates Danger and green to proceed as far as the line is clear or to the next signal only.

Colour light siding signals are provided—red indicates Danger and green to proceed as far as the line is clear or to the next stop signal only. In some cases the siding signal is provided with a yellow light in addition; and may be passed when this light is exhibited for shunting purposes in sidings.

Route Indicators:—

Route indicators are provided at certain signals to denote the route a train will take at the junction ahead, and these indicators are fixed either on the top or on the side of the signal for the line affected.

Track circuits:—

Track circuits are installed in the area covered by the colour light signals, and all such running signals worked from Ordsall Lane No. 2, Salford Station, Deal Street and Victoria West and East Junction signal boxes are controlled by the track circuits.

The set-back and siding signals are not controlled by the track circuits.

Rules 38 (a), 39 (a) and (b). These clauses do not apply to colour light signals.

Rule 55—Detention at home, starting and advanced starting signals:—

Except at the signals shown below, Rule 55 will not apply to trains detained at colour light signals. The engine whistle must, however, be sounded in accordance with the rule.

Exception:—

Victoria East Junction ... Home signals from Footbridge and Millgate directions.

Colour light aspects under semaphore arms:—

Colour light signals giving three aspects are provided and fixed underneath semaphore home and/or starting signals at the entrance to all colour light areas, as follows:—

Station and signal box.	Semaphore signal.	Line.
Manchester (Victoria), Footbridge	Home	Up fast.
	Home	Up fast to slow.
	Starting	Up fast.
	Home	Up slow to fast.
	Home	Up slow.
Millgate	Starting	Up slow.
	Home	Up North.
	Home	Up North to up South.
Ordsall Lane No. 4. . . .	Home	Up South.
	Home	Up slow.
	Home	Up slow to up fast.
	Starting	Up slow.
	Home	Up fast.
	Starting	Up fast.

When the semaphore arm is at Danger a red light is exhibited in that signal, and no indication is shown from the lower colour light signal.

When the semaphore arm is lowered no green light is exhibited in that signal, but a single yellow double yellow, or green aspect is shown in the colour light signal.

Rule 55 must be carried out when trains are detained at the signals mentioned at Footbridge and Millgate signal boxes, and at Ordsall Lane No. 4 up slow starting and up fast inner home signals.

Trains detained at the advanced starting signals for Deal Street and Ordsall Lane No. 2 boxes.—Telephones are provided in connection with the down fast and down slow advanced starting signals for Deal Street box and the up fast and up slow advanced starting signals for Ordsall Lane No. 2 box which must be used by Firemen, Guards, or Shunters of trains detained at these signals. The Signaller must be advised by telephone immediately the train comes to a stand, and if the train is detained more than 3 minutes the Fireman, Guard or Shunter must again advise the Signaller and continue to do so every 3 minutes.

Should the Fireman, Guard or Shunter be unable to obtain the attention of the Signaller on the telephone, the Driver must himself try to do so, and, if he also is unable to communicate with the Signaller, he must, after waiting 3 minutes, proceed cautiously to the home signal of the next box in advance then open, and advise the Signaller there of the circumstances, having the train under complete control and being prepared to stop short of any obstruction.

Goods lines, Thorpes Bridge Junction:—

Drivers of trains arriving Thorpes Bridge Junction home signals on Nos. 1 and 2 down goods lines must, in addition to whistling when ready for away, also advise the Signaller by telephone which is fixed on a post at the entrance to the Skew Bridge carriage sidings.

MOSTON.

Exchange Sidings:—

When trains have come to a stand on the arrival lines the Guard must leave his van brake off and walk to the front of his train for instructions.

Failure of Track Circuits on Up or Down Line between Moston Junction Box and Vitriol Works Box:—

When informed by either Signaller that the track circuit has failed, the Driver of a train travelling between these points must, if brought to a stand owing to the home signal for the box in advance being at Danger, proceed to the box to carry out Rule 55.

MIDDLETON JUNCTION.

Chadderton goods yard:—

The key for the two clips with locks fitted to the ends of the crossover road at Chadderton goods yard siding is kept in Chadderton Junction box and must be handed to the Guard when going on to the branch, who must lock and leave the points in the normal or straight position and hand the key back to the Signaller on the return journey.

Engines coupled together:—

Not more than two engines, coupled together, must pass over the crossing from the up Oldham branch line to up slow at West box.

ROCHDALE

Trains running into Nos. 1 and 2 bays, must be drawn forward to the buffers only when trains are composed of more than 4 bogie vehicles in No. 1 Bay and 5 bogie vehicles in No. 2 Bay.

Working of Freight trains assisted in the rear:—

When necessary freight trains with an engine at each end may be set back outside the down goods line home signal at Rochdale East in order to depart to the Oldham Branch. Both engines must be coupled during the whole of the movement, which must only be made under the supervision of the Yard Inspector.

Rochdale West, up platform ground frame:—

Trains must not be shunted at this siding to allow other trains to pass.

LITTLEBOROUGH.

A telephone is fixed near the Station Master's office on the down platform, and Trainmen requiring information from the Control office at Manchester respecting the running of trains, etc., must use this instead of visiting Station box.

WALSDEN.

The vacuum brake must not be applied by Drivers of down freight trains when passing this place, or when approaching Todmorden, except in case of emergency, and Drivers must have their trains well under control.

Guards must keep a sharp look-out for signals, and, when necessary, must apply their brake in order to assist the Drivers to bring the train under control.

Permanent Way work in Summit Tunnel:—

When a trolley is required to proceed into the tunnel and return in the wrong direction to the signal box in rear, the provisions of Rule 175, clause (c), will apply. The Ganger in charge of the trolley must, in addition to carrying out the provisions of Rule 215, clause (1), advise the Signaller that the trolley is required to return to the signal box on the wrong line and obtain from the Signaller his permission in writing on Wrong Line Order Form "D", and the Ganger must not allow the trolley to return in the wrong direction until he has received such written permission. The Ganger must return the Wrong Line Order Form to the Signaller at the box at which it was issued.

TODMORDEN.

Coal Shoots:—

Great care must be taken when placing wagons over the shoots at Todmorden East and in taking empties out. Engines must not have hold of more wagons than are intended for the shoots, and the staff must see that the wagons do not under any circumstances touch the buffers. In no case must wagons be detached from the engine until made secure over the shoots.

Dobroyd level crossing:—

Guards of trains having wagons to attach or detach at West box must have the trains drawn clear of the crossing, or divided so as to allow of this being done.

Telephone Communication:—

A telephone is fixed near the catch points, situated 1,179 yards in rear of Cornholme down home signal and $1\frac{1}{4}$ miles from Stansfield Hall box, to enable Trainmen to report any failures or ask for assistance without delay.

Telephone facilities are available on the down platform to enable Trainmen to communicate with the Control and also in the Trainmen's hut on the fork to enable Trainmen to communicate with adjoining signal boxes and Control.

Todmorden—Stansfield Hall:—

A loud sounding bell is provided outside the Enginemens' hut at Stansfield Hall to indicate to Enginemens that an assistant engine is required for banking purposes.

Hall Royd Junction—Warning of up trains proceeding to the down branch line accepted under Absolute Block Regulation 5:—

Drivers of up trains proceeding to the down branch line under Absolute Block Regulation 5 will not be verbally instructed as to the state of the line ahead, but will be brought quite or nearly to a stand at the home signal, and a green hand signal, held steadily, will be exhibited by the Signaller at Hall Royd Junction box when the train is passing the box. This hand signal must be acknowledged by a short whistle, and if the train is assisted by an engine in rear the hand signal will also be exhibited to, and require to be acknowledged by, the Driver of such engine.

Uphill sidings:—

Trains must not be shunted at this siding to allow other trains to pass.

Working of down freight trains—Charlestown Curve:—

Guards must apply the brake on approaching Eastwood and keep it on until the van has passed over the summit of the curve.

Drivers must when approaching Dover Bridge box run at booked speed and draw the whole of the train over the summit of the curve with steam on, which will allow the Guard to keep the couplings tight.

Up and down freight trains at Eastwood for traffic purposes:—

Up freight trains must be brought to a stand at home 2 signal, and down freight trains at the home signal, clear of the level crossing, so that the crossing may be kept clear for the public.

Coal drops:—

Down freight trains conveying traffic for Eastwood must have wagons separated for the goods yard and coal drops, so that the traffic can be detached at two shunts.

NEWTON HEATH (THORPES BRIDGE JUNCTION) TO ROCHDALE (VIA OLDHAM)

OLDHAM (WERNETH).

Up freight trains:—

When there is no shunt engine at Werneth, up trains or local trips must not convey more than 25 wagons to be detached thereat, and these must be next to the engine, which must not be uncoupled after propelling from the up to the down line until the wagons have been brought to a stand.

OLDHAM (MUMPS).

Up trains must be brought to a stand under the station roof in bad weather, and if the engines require water they must be detached for the purpose.

SHAW.

Level Crossing:—

To avoid the level crossing being blocked by down freight trains requiring to attach or detach traffic at North frame, such trains must be drawn clear of the level crossing before shunting operations are commenced.

Up freight trains detaching:—

Up freight trains which have traffic to detach must have Shaw wagons marshalled together at the last stopping place so that they may be detached at one shunt in the goods yard without necessitating the closing of the level crossing gates and interfering with the vehicular traffic.

One coal siding at Shaw must be cleared by shunt engine so that it will be available for shunting down trains therein between 6.0 p.m. and midnight.

MIDDLETON JUNCTION EAST TO MIDDLETON STATION MIDDLETON.

Four-wheeled wagons must be drawn through the crossover roads into the New Cotton shed road from the two adjoining sidings at both ends of the shed by means of the capstans.

Six-wheeled wagons and engines must not be put through the crossover roads.

ROYTON JUNCTION (JUNCTION) TO ROYTON ROYTON.

Telephonic communication between Drivers and Signalmen:—

Drivers of engines running round or requiring to use the crossing at the entrance to the platform must, when necessary, make use of the telephone fixed on a post between the up and down main lines, situated 150 yards on the Station side of the signal box.

CASTLETON (SOUTH) TO BOLTON BURY (KNOWSLEY STREET).

Bury Hollow:—

The Driver of a down freight train must keep on steam until the rear brake van is at the bottom of the Hollow, when he must gradually shut off steam, and not resume it again until he feels the couplings tight and has received a signal from the Guard to proceed. With up trains he must keep on steam until arrival of the engine at West box, where steam must be shut off and the tender brake applied cautiously until the rear brake van has arrived opposite the same box, or until the Driver feels that the couplings of the train are tight.

The Guard of a down freight train must gradually apply the brake, and put it hard on when the van is opposite the West box. The brake must be released at the bottom of the Hollow, or when the wagon buffers are closed up; and when the Guard feels the wagon couplings are stretched, and his brake is ascending the incline, he must give the Driver a signal to proceed. The Guard of an up freight train must apply the brake cautiously, and put it hard on as the engine begins to ascend. The brake must be released at the bottom of the Hollow, or as soon as the wagon buffers are closed up.

Double heading of freight trains:—

Double heading of loaded coal trains through Bury Hollow is prohibited.

Freight trains breaking loose in Bury Hollow:—

Guards of trains which have broken loose must pull over the break-loose lever fixed on the down side of the main line near Bury Hollow. The Guard must immediately afterwards telephone to the Signalman at West and Gas Sidings boxes and inform them what has occurred by the telephone fixed in a hut near to the break-loose lever, and the Signalman must take what action may be necessary for the purpose of protecting the obstruction and clearing the line. During the day the Signalman at West box must communicate immediately with the Station Master, and during the night he must telephone to the East box for the Yard Inspector. The person whose attention is called must proceed at once into the Hollow to render assistance, and when the train is again on its way he must restore the break-loose lever to its normal position.

Working of freight trains:—

Trains from Knowsley Street to Bolton Street may be loaded as from Radcliffe to Ramsbottom, but Drivers must be informed what the load consists of before leaving East box, and if it exceeds the classified load, as between Knowsley Street and Bolton Street, they must stand at East box until there is a clear road at Bolton Street.

Guards of freight trains stopping at Knowsley Street must, before going to Bolton Street, inform the Signalman the number of wagons on the train, and the Signalman must transmit the information to Bolton Street South and Tottington Junction boxes.

Bury Gas sidings:—

Guards of trains arriving at Knowsley Street having work to do at the Gas Works sidings must inform the Signalman at West box by telephone.

Bury East box:—

Guards of freight trains requiring to use Burnden fork must advise the Signalman at East box the number of wagons their trains have on, so that the information can be immediately transmitted to Bradley Fold.

Communication between Control and trainmen:—

Trainmen requiring instructions or having to make enquiries from the Control must use the telephone fixed in the porters' room, and unless absolutely necessary must not visit the signal boxes to make enquiries.

RADCLIFFE (BLACK LANE).

Freight trains Bradley Fold Junction to Radcliffe North Junction:—

Guards of freight trains must, on passing Bradley Fold Junction, apply the brake and keep the same hard on until the engine passes the home signal for Radcliffe North Junction, the brake must then be gradually released and taken off altogether when opposite Radcliffe North Junction, signal box. Drivers on sighting the distant “off” for Radcliffe North Junction, and after having released their brake and gathered the train together, must apply steam and pass off the branch with steam on. Drivers and Guards must exchange hand signals when passing Bradley Fold Junction and Radcliffe North Junction.

BOLTON (TRINITY STREET).

Conductors:—

Enginemen of freight trains from Bury direction requiring relief or Conductors at Bolton must stop at West Junction so as to avoid delay by engines being unable to re-start after stopping for relief, etc., on the short steep gradient at East Junction.

MANCHESTER (VICTORIA) NEWTOWN NO. 1 TO STALYBRIDGE NO. 2 (WESTERN LINES)

MILES PLATTING.

Telephone fixed to post of Philips Park No. 1 up starting signal:—

Guards of trains travelling on the down east goods line must, immediately on arrival at the above point, communicate with the Yard Inspector's office, Philips Park, by means of the telephone, advise the staff the train has arrived, and obtain instructions as to its disposal, etc.

“Up and down” East goods line between Ashton Branch sidings and New Allen Street boxes:—

This goods line is provided with fixed signals to allow of it being used in either direction, trains being dealt with in one direction **only** at the same time, subject to the provisions of the Block Regulations being complied with.

During fog, or in the event of a failure of the block communication, the line must be used as an up line only.

Swain's Private Siding:—

Under no circumstances must wagons be detached into these sidings without first being spragged, and vehicles with a wheel base of more than 10 feet must not pass over the curve leading to the loading shed.

Tank Yard sidings:—

Not more than 30 wagons must be drawn out of or set back into Tank Yard sidings at one shunt.

Reversing of trains:—

Drivers, after changing to opposite ends of trains, when required to set back in the direction of Oldham Road in order to clear the points at New Allen Street High Level Junction, must act only upon signals received from Guards or Shunters, **who will stand between the arrival and departure lines**, and must, before giving such signals, obtain the sanction of the Person in charge at Oldham Road.

Freight trains, New Allen Street:—

Guards of trains to be propelled from New Allen Street box into Tank Yard sidings must precede their trains on foot to the entrance of the siding, unless there is a brake van in front, and pin down brakes when entering the siding. In such circumstances the Head Shunter at New Allen Street, after satisfying himself that the fixed signal has been taken off for the propelling movement and allowing sufficient time for the Guard to reach the entrance to Tank Yard Sidings, will be responsible for handsignalling the Driver to proceed.

If an assistant engine is required such engine must not proceed beyond the main line crossover road opposite New Allen Street box.

Oldham Road shunt engines:—

The Oldham Road shunt engines must carry classification “H” head lamps and take precedence over Miles Platting shunt engines at New Allen Street and Brewery sidings. When conveying traffic from Oldham Road to Brewery sidings their departure must be telephoned to Miles Platting Junction and to the Inspector at Brewery Sidings, and on arrival there must detach the wagons at one shunt and return immediately. When going light to Collyhurst Street sidings for inward traffic the departure must be telephoned to the Collyhurst Street Inspector, who will arrange for them to attach at the Collyhurst Street end or the New Allen Street end of the sidings, according to which is most expeditious and suitable.

Special Regulations for the working of engines and wagons on the Oldham Road incline:—

DESCENDING THE INCLINE.

- 1.—Drivers of trains entering upon the incline from the main line must give three whistles.
- 2.—The Person in charge at Oldham Road ground frame must not permit any train to enter upon the incline without the authority of the Inspector or Yard Foreman on the high level, who is in charge of the working of the incline.
- 3.—An engine must not haul or propel down the incline more than—
 - 14 wagons of coal in wet weather, or
 - 18 wagons of coal in dry weather;
 - 25 wagons of ordinary merchandise;
 - 20 wagons of grain, sugar, Jersey potatoes, or other exceptionally heavy traffic; or
 - 30 empty wagons.
- 4.—Before any train is allowed to proceed from the high level to the incline, the Inspector or Yard Foreman on the high level must be present, and see that a sufficient number of wagon brakes are pinned down to ensure control of the wagons—(a) during their passage from the high level to the incline, and (b) as they stand on the incline.
- 5.—The speed down the incline must not exceed four miles per hour.
- 6.—When it is necessary to lower wagons by gravitation after they have been left on the incline not more than 4 wagons of coal, 10 of merchandise, or 15 empty wagons must be removed together.

ASCENDING THE INCLINE.

- 7.—Drivers of trains wishing to leave the incline for the main line must give three whistles.
 - 8.—Not more than 30 wagons (loaded or empty) may be drawn up the incline at one time without a brake van in the rear, and the Inspector or Yard Foreman will be held responsible for seeing that a sufficient number of men accompany the train to stop the wagons in case of a break-loose. When it is necessary to work a greater number than 30 wagons (loaded or empty), an engine or brake van must be placed at the rear.
 - 9.—Class "O" freight tank engines must not be used to assist in the rear up the incline.
 - 10.—The Inspector or Yard Foreman must be at the foot of the incline before any train leaves the goods yard for the high level.
- The Shunter on duty must accompany each train along the incline on foot so as to be in readiness to attend to brakes of wagons in case of break-loose or stoppage by signals at the top of the incline.
- The Guard or Shunter in charge of the train must be prepared to assist in any emergency.

GENERAL NOTES.

- 11.—Engines must not enter or leave the siding known as "Stable Yard" without the permission of the Inspector, Yard Foreman, or Shunter working on the incline.
 - 12.—A good supply of sand and scotches must be kept on the incline for use at any time.
 - 13.—As the gradient of the incline is 1 in 27, great care must be taken by all concerned.
 - 14.—A loud-sounding electric bell is fixed to a post near the foot of the incline and before a train is placed on the incline, the Person in charge at Oldham Road must ring the bell by inserting the special key in the apparatus in the ground frame, and the bell must be allowed to ring continuously until the Inspector or Yard Foreman at the low level applies the stop key, at the same time informing the Person in charge at Oldham Road by telephone that the operation is completed.
- A separate loud-sounding electric bell of different tone is also attached to this post, and must be rung by the Inspector or Yard Foreman at the low level by means of the special switch provided before shunting operations from incline to goods yard, and *vice versa*, are commenced, the bell to be allowed to ring continuously until completion of the shunting operations.
- 15.—The shunting staff at the foot of the incline must satisfy themselves that all persons, vehicles, etc., are clear of sidings and paved cartways over which shunting operations are about to be made.
 - 16.—Drivers of trains proceeding from the high level towards New Allen Street Junction must not foul the junction or connections at Oldham Road without permission of the Person in charge at that place.

Propelling of Trips from Collyhurst Street to the Stores Sidings, Osborne Street:—

Trips from Collyhurst Street to Osborne Street Stores Sidings must not exceed 20 wagons and brake van. Trips must be brought to a stand at the top of the incline and sufficient wagon side brakes must be pinned down to satisfactorily control the train down the incline without the use of van or engine brakes. A Shunter must accompany the trips alongside, prepared to apply additional side brakes as necessary to control the train. The Guard must ride in the van and assist to control the train as necessary by means of the hand brake.

Shunting horns carried by siding inspectors and shunters are authorised for use at:—

Place	Use of horn confined to	Remarks
Miles Platting ..	.. Brewery Sidings	Only to be used during fog or falling snow

CLAYTON BRIDGE.

Down passenger trains stopping at Clayton Bridge must be brought to a stand with the engine clear of the level crossing.

ASHTON (CHARLESTOWN).

Midland Lines Sidings at Ashton Moss:—

Central Lines trains terminating at Ashton Moss will run to the Guide Bridge end of the sidings and wagons shunted into the respective sidings as required by the Eastern Region.

Trains from Moston and the Miles Platting area must not exceed equal to 45 wagons in length between 5.0 a.m. and 10.15 p.m. without prior arrangement with the Eastern Region Inspector at Ashton Moss.

Freight trains, Ashton Moss—Water supply:—

Trains requiring water at Park Station must not leave Ashton Moss without prior arrangement with Manchester North Control.

OLDHAM (CLEGG ST.) WATERLOO SIDINGS TO GUIDE BRIDGE STOCKPORT JUNCTION.

Oldham (Clegg St.) Waterloo Sidings:—

The hand spring points in the lead from Glodwick Road yard to the down goods line lie normally for the Clegg Street yard. They must not be set for a movement to be made towards the down goods line until the dwarf shunting signal, immediately ahead of the points, has been taken off.

Drivers requiring to proceed via the down goods line to Clegg Street yard or to the down main line must, after whistling for the route to be set up, bring their trains to a stand clear of the spring points.

**MANCHESTER (EXCHANGE) TO NEWTON-LE-WILLOWS PARKSIDE No. 1
MANCHESTER EXCHANGE.**

During fog or falling snow Drivers must, when they are brought forward with the calling-on signal, bring their trains to a stand at the entrance to the platform, where they will be advised by a man appointed for the duty up to what point the platform line is clear.

On No. 4 “up and down” and No. 5 up platform lines it will not be necessary for the Driver to bring his train to a stand at the entrance to the platform line provided the Person appointed for the purpose has previously joined the engine to pilot the Driver to the rear of the standing train.

Disposal of News Letters.—All news letters addressed to newspaper offices in Manchester must be taken by the Guard of the train on arrival to the parcels office, No. 1 platform, when the Clerk will insert on the envelope the time received and the name of the Person taking same in. When there is not sufficient margin of time to allow the Guard to perform this work, he must explain to the Inspector in charge of the platform, and request him to arrange for the news letter, or letters, to be taken at once to the office named above.

ORDSALL LANE.

When it is necessary for a light engine to set back from the up slow line to the carriage shed sidings at the East end of the carriage shed, after the road has been set and the shunting signal reversed, the Driver must send the Fireman ahead of the engine until it has cleared all converging points. The Fireman must warn the Driver of any engine shunting at the East end or the Shunter in charge so as to avoid any conflicting movement being made. The Driver also must be prepared to stop clear of any obstruction.

Empty coaches must only be set back under the supervision of the Shunter. When there is no Shunting Staff on duty the Guard must satisfy himself that all vehicles are clear for the set back movement to be made.

Drivers of light engines from Exchange Station when proceeding to the turntable at Ordsall Lane must stop opposite No. 2 box and inform the Signaller what train they are to work next, and carry out any instructions they may receive from the Signaller.

When it is necessary for a freight train to be left standing on the up fast line whilst the engine is detached, the Guard must work the VEHICLES ON LINE indicator fixed on the station buildings on the up fast platform. When the train is ready to depart, the Guard, who alone must work the indicator, must advise the Signaller and place the indicator in the normal position.

Nine feet wide coaching stock must not be placed in Nos. 5, 6, 7, 9, 10, 12 and 13 roads leading into the cattle dock at Cross Lane, and Guards must inform the Signaller whether or not their trains are conveying such stock.

Trains setting back from up and down goods line, Cross Lane Junction.—When a train is required to set back to the up fast or slow lines, the Guard must go back to the signal box and wait there until permission can be given, when he must call the train back.

PATRICROFT.

Trains setting back from up through siding, up sidings and reception siding—Patricroft Station.—Before a train is set back from the up through siding, up sidings or reception siding towards Station box, the Guard or Fireman must go to the box and wait there until the Signaller can give permission for the movement to be made. When permission has been obtained, he must ascertain that the catch points have been properly set and then call the train back.

Up through siding and reception siding.—

When wagons detached from a train are left on either the up through siding or reception siding the Guard must, during fog or falling snow or after sunset, place a lighted tail lamp on the rear vehicle.

Shunting of empty coaching stock:—

Guards of trains from Manchester to Patricroft or from Patricroft to Manchester must assist in shunting their trains at Patricroft. On arrival at Patricroft they must accompany their trains into the carriage sidings.

MANCHESTER SHIP CANAL BRANCH.

BETWEEN ECCLES STATION BOX AND WEASTE JUNCTION (SHIP CANAL).

In clear weather only, trains of not more than 35 wagons and brake van may be set back from Stott Lane to Eccles Station on the up slow line for the purpose of proceeding forward in the direction of Ordsall Lane from Eccles Station box.

In clear weather only, trains over 35 wagons and brake van and not exceeding 59 wagons and brake van, may be propelled from Stott Lane on the down slow line, thence drawn through the crossover road to the up slow line. A brake van must be in front of the trains on leaving the Ship Canal sidings.

Trains from the direction of Ordsall Lane for the Ship Canal may be propelled on to the branch, the following method being adopted:—

The train must be drawn over the crossover road points and set back on to the up slow line, thence to the Ship Canal branch. Freight trains must, when considered necessary by the Driver and Guard, have the brakes pinned down on the Ship Canal branch.

During fog or falling snow there must not be propelling on or off the Ship Canal branch, and an engine must be kept at Ship Canal sidings, for the purpose of drawing trains on or off the Ship Canal branch.

The up and down lines between Eccles Station and Weaste Junction Ship Canal are worked as sidings, but all movements between these points must carry a tail lamp. The up direction is from Eccles Station to Weaste Junction. Catch points are situated in the down siding 400 yards in rear of the down home 1 signal for Eccles Station. Normally, up trains will travel over the up siding and down trains over the down siding.

The Person in charge at Stott Lane Sidings and the Person in charge at Weaste Junction ground frame have instructions that before any movement is permitted in either direction they must confer and reach a clear understanding as to what movement is to be made. The Person in charge at Stott Lane Sidings will advise the Signaller at Eccles Station box of the movements required over the Sidings in both directions.

Movements over the up siding from Eccles Station to Weaste Junction will be controlled at Weaste Junction ground frame by the Person in charge operating Weaste Junction up home signals. When this signal is taken off Drivers are authorised to proceed to Weaste Junction ground frame where they will receive further instructions from the Person in charge.

The Person in charge at Weaste Junction ground frame has instructions that he must not take off the up home signal until the points have been set for a clear siding at Weaste Junction.

Should it be necessary to make a movement in the up direction over the down siding, the movement must be accompanied by a Shunter or other authorised person, who will be responsible for seeing that the catch points are properly secured for the passage of the trip.

Movements over the sidings in both directions between Eccles Station and Weaste Junction ground frame, may be made without brake van, unaccompanied by a Guard or Shunter, and wagons may be propelled, as necessary.

Propelling movements from Eccles Station to Weaste Junction on the up siding without brake van must be limited to 15 wagons, and sufficient wagon brakes must be applied at the leading end to provide for the safety of such movements. The restriction to 15 wagons does not apply to trains with a brake van leading and accompanied by a Guard.

In the case of a train propelling wagons without a brake van from Stott Lane Sidings to Weaste Junction, the Person in charge at Stott Lane Sidings has instructions that, before he advises the Signaller at Eccles Station box of the movement, he must obtain an assurance from the Person in charge at Weaste Junction ground frame that the up home signal at the ground frame have been taken off and that the points are set for a clear siding at that place and that no other train is on the incline.

The signal at Stott lane Sidings will not be taken off to authorise the propelling movements to commence until this assurance has been obtained.

The Person in charge at Weaste Junction ground frame has instructions that before he takes off the down line signal for a train to leave the sidings he must obtain an assurance from the Person in charge at Stott Lane Sidings that the line is clear to the signals at the top of the incline.

Movements from Weaste Junction ground frame to Stott Lane are liable to be brought to a stand at the dwarf shunting signal worked from Eccles Station box reading from the down siding to Stott Lane Sidings, and the taking off of this signal is to be accepted as authority from the Person in charge of Stott Lane to move to the Stott Lane Sidings Shunting Neck.

BOLTON FLETCHER STREET JUNCTION TO KENYON JUNCTION No. 1.

RUMWORTH AND DAUBHILL

St. Helens Road Crossing:—

No shunting movement must be allowed to foul the St. Helens roadway without permission of the handsignalman. Guards must assist the handsignalman to protect the crossing.

ATHERTON (BAG LANE).

Arley Siding:—

Guards must not detach wagons from the engine until they have been brought to a stand and secured by side brakes or sprags as may be necessary.

Up line to up or down sidings:—

Guards must not detach wagons from the engine until they have been brought to a stand and secured by side brakes or sprags as may be necessary.

CHEQUERBENT.

Chequerbent Incline:—

No train of over 13 loaded mineral wagons or equivalent must travel down the incline from Chequerbent box to Atherton, unless accompanied by a Traffic Shunter.

Down freight trains must be brought to a stand at Chequerbent box, or Hulton's Siding box when Chequerbent box is closed, take up the Traffic Shunter, and (when a train has over a single engine load) attach an assisting engine in front. Trains must again be brought to a stand at the A.W.B. Board to allow the Traffic Shunter to alight, and to enable sufficient brakes to be pinned down.

A telephone, in a cabinet fitted with a lock of the type used on Goods Guards' lockers, is fixed between the $5\frac{1}{2}$ and $5\frac{3}{4}$ mile posts near to the catch points in the up line. In the event of a train requiring assistance from the box in the rear, the Fireman must obtain the locker key from the Guard and advise the Signaller at Atherton Bag Lane Station box of the circumstances and inform him if the Guard is going back in accordance with Rule 179 (a).

KENYON JUNCTION.

Drivers of freight trains standing on the up branch line which require to proceed in the Manchester directions are authorised, on receipt of verbal instructions from the Signaller at No. 2 box, to set back on to the up main line at No. 1 box clear of the connection from the up main to up branch line.

PATRICROFT ECCLES JUNCTION TO HINDLEY GREEN SCOWCROFTS SIDINGS.

MONTON GREEN.

Guards working freight trains into the up goods, and having wagons to detach or attach at Patricroft sidings, must not, unless otherwise instructed by the Inspector, uncouple the front portion of their train when it has been brought to a stand at the Patricroft Sidings home signal.

When this home signal is taken off the train must draw forward to such a position that the leading wagon of the rear portion is left standing immediately outside the signal.

ELLENBROOK.

N.C.B. Sidings:—

Guards must, on completion of work, leave the tumbler points fixed at the siding leading to the middle road, on the station side of the box, set for that road.

TYLDESLEY.

Trains setting back:—

When a train requires to set back from up goods to up main line at No. 1 box, the Guard, or Fireman in case of a light engine, must go to the box and wait there until permission can be given to set back, when he must call the train back.

JACKSON'S SIDING.

Guards and Shunters must exercise great care when shunting. When it is necessary to place wagons on the line leading to the colliery, they must secure the wagons by means of sprags, so as to prevent them running into the siding where the N.C.B. engine is shunting.

HOWE BRIDGE.

Fog signalling arrangements, Chanter's Siding up distant signals:—

The up outer distant signals for Chanter's Siding box from Wigan and Bolton direction, fixed underneath the home signals for Howe Bridge East Junction box, will be fog signalled by the man at the down home signals for Howe Bridge East Junction box at a point immediately opposite the last mentioned signals.

FREIGHT TRAINS, HINDLEY GREEN TO HOWE BRIDGE WEST.

Guards must leave control of their trains entirely to Drivers, and must not apply the hand brake except when the Driver whistles for it, or on account of fixed signals being at Danger.

Drivers must shut off steam after having gained sufficient speed to carry the entire train well on the rising gradient approaching Howe Bridge West Junction, and must not apply steam until the whole of the train is on the bank and all the couplings are extended.

WORSLEY ROE GREEN JUNCTION TO BOLTON GREAT MOOR STREET STATION LITTLE HULTON.

Little Hulton mineral branch:—

If the Train Staff is away from the junction, and the up branch line is occupied, an engine may be allowed to enter upon the down line of the mineral branch line for shunting purposes, but the Driver must first be verbally warned to keep within cover of the No. 1 down home signal.

When it is necessary for wagons to stand on the branch, care must be taken to leave the following occupational level crossings free:—

Hamnett's Crossing, 188 yards from Little Hulton Junction.
Hodgkiss's Crossing, 524 yards from Little Hulton Junction.
Kirkham's Crossing, 1,420 yards from Little Hulton Junction.
Roscoe's Crossing, 1,610 yards from Little Hulton Junction.

Before wagons are propelled over the crossing of Messrs. Roscoe's colliery, the Guard must see that the road is clear. Drivers must not propel wagons over the crossing until they receive a signal from the Guard.

Bennis' Siding:—

When wagons on the siding have to be shunted, they must be drawn to the Little Hulton Junction box end of the branch and when shunting is completed, the wagons must be propelled back to Bennis' Siding and remain attached to the engine until brought to a stand.

TYLDESLEY No. 2 TO PENNINGTON SOUTH JUNCTION.

LEIGH.

Up passenger trains detaching from the rear for goods yard must not pass beyond the points leading into the goods yard.

Working of down freight trains:—

When the down distant signal for Leigh Station box is taken off Guards of down freight trains not stopping at Speakman's Siding must release the hand brake when the brake van has reached the level crossing on the Tyldesley side of the box and the whole of the train is on the rising gradient, and leave the control of the train to the Driver.

In the case of down freight trains starting from Speakman's Siding box the Guard must, when the train is starting, only release the hand brake sufficiently to allow the Driver to start, and must immediately reapply the brake when the train is in motion and then act in accordance with the first paragraph.

Guards of passenger trains starting from, or terminating at, Leigh must accompany the empty coaches from and to the goods yard.

BICKERSHAW BRANCH.

Park Lane Crossing:—

Up trains stopping at Bickershaw Colliery must leave Park Lane level crossing clear.

MANCHESTER (VICTORIA) (EAST JUNCTION) TO LIVERPOOL (EXCHANGE) (NO. 2) SALFORD.

Cleaning of engine fires:—

Engine fires must not be cleaned in the sidings at Salford Goods yard, and when it is necessary for the fire of an engine to be cleaned, the Driver must confer with the shunting staff, and arrangements will be made for the work to be performed at the coal stage at the end of the Incline, or, if more convenient, at the coal stage at Oldfield Road.

Working of trains to and from Carriage Sidings—Windsor Bridge No. 1:—

Drivers entering the Carriage Sidings must, when their trains are clear of all main line connections, inform the Signalman at Windsor Bridge No. 1 box by means of the telephone fixed at the Windsor Bridge end of the sidings.

Drivers leaving the Carriage Sidings must advise the Signalman at Windsor Bridge No. 1 box by means of the telephone when the engine arrives at the siding outlet signal.

Working of trains through Salford and Manchester (Victoria) Stations:—

Cattle trains from Windsor Bridge sidings which run through Manchester (Victoria) must travel on the main line, and take their turn with passenger trains which are timed to stop at Salford.

Empty carriage trains from Brindle Heath, Irlam Carriage Shed, or Clifton Junction to Victoria, or work trains from Manchester (Victoria), must be treated in a similar way.

Special Regulations for working the Salford Incline:—

1.—Both lines between the Goods Yard and Oldfield Road box may be used in either direction. A train must not leave Oldfield Road until permission has been obtained by the Person in charge at Oldfield Road by telephone from the Inspector at the foot of the incline, nor must a train be allowed to pass the stop board for shunting purposes or for right away until the Inspector at the foot of the incline has obtained the permission of the Signalman at Oldfield Road box by telephone.

2.—Trains requiring to pass to the Salford Incline at Oldfield Road box must reduce speed to six miles per hour. Drivers must bring their trains to a stand with the leading vehicle opposite the Shunter's cabin at the top of the Incline and, after being instructed by the Shunter, proceed cautiously down the Incline to the "Stop and Wait Instructions" board. The engine must not be detached from the train without instructions from the Yard Inspector in charge of the work at the foot of the Incline, who must first satisfy himself that the wagons are properly secured.

3.—Thirty-five loaded wagons may be propelled on to the Incline at one time from Oldfield Road box and allowed to stand there, but in such cases the rear wagon must be left clear of the crossover road connecting the arrival and departure roads at the top of the Incline at the box.

Thirty-five loaded wagons may be propelled down the Incline into the Bottom yard by engines under the supervision of the Inspector in charge of the work at the foot of the Incline.

4.—Not more than 15 loaded or 20 empty wagons must, under any circumstances, be lowered by gravitation from the Incline into the Bottom yard at one time without an engine.

5.—Guards and Shunters must assist in lowering wagons by gravitation from the Incline into the yard. The Inspector in charge of the shunting at the foot of the Incline must see that a sufficient number of men are in attendance for this purpose; also to provide staff to meet trains arriving on the Incline in the case of emergency.

6.—When wagons are being lowered by gravitation from the Incline into the yard, and when trains are being run off the Incline into the yard, in order to give timely warning to the staff working in the yard and Irwell Street Warehouse, the Yard Inspector must operate the Klaxon horn, fixed in the Goods Yard, until the movement has passed into the Goods Yard.

Drivers must not take their engines on to or over a turntable without verbal instructions from the staff in charge.

7.—Not more than 30 loaded wagons may be drawn up the Incline by engines at one time without a brake van in the rear. When it is necessary to work a greater number than 30 loaded wagons an engine or brake van must, in all cases, be placed at the rear. The Inspector in charge of the shunting operations at the foot of the Incline will be held responsible for seeing that a sufficient number of men provided with sprags accompany the trains to stop wagons in case of a break-loose.

8.—The engine brakes must in all cases be “off” when the train or local trips commence to descend the Incline, so that they may be held in reserve and ready for use when required to steady the train or trip down the Incline, or to stop it if necessary at any point.

9.—Trains must be drawn slowly on to the falling gradient at a speed not exceeding **4 miles per hour**, and the Shunters must apply and secure a sufficient number of hand brakes until the train comes to a stand or until the last vehicle has passed him.

When vehicles left standing on the Incline have to be removed at the Goods Yard end by an engine, the hand brakes must not be released until the Yard Inspector has indicated by bell code that the movement is to be made.

10.—The Guard in charge of a train must advise the Driver at the last stopping place of the number of wagons on the train for Salford Low Level yard. When the train arrives at Oldfield Road box the Person in charge at Oldfield Road must ascertain from the Driver the number of wagons on the train and give the information to the Yard Inspector at the foot of the Incline.

11.—A large quantity of wooden sprags must be kept on the Incline for use at any time.

12.—The Incline leading into the Low Level sidings is on a falling gradient of 1 in 27, and the greatest care and vigilance must be exercised, and the Rules and Regulations must be strictly observed and carried out by all concerned.

13.—**Class O (Ft.T) 0-4-0 engines must not be used to assist trains in rear up the Incline.**

Special Regulations for working over Irwell Street, Salford:—

1.—Under no circumstances must more than 10 wagons be taken across Irwell Street to or from New Bailey yard at one time between the hours of 5.0 a.m. and 12.0 midnight, and 20 wagons between 12.0 midnight and 5.0 a.m.

2.—All engines and wagons must be brought to a stand before crossing Irwell Street.

3.—Engines or wagons must not be brought to a stand on Irwell Street, and no shunting is permitted to be done across the street.

4.—Before any movement of engines or wagons is made across Irwell Street, constables must stand in the middle of the road blocking the road traffic in both directions by exhibiting a red flag by day, and a red light by night, and continue the signal during the time the engines or wagons are passing over Irwell Street.

5.—When any shunting in the New Bailey yard is necessary and such shunting necessitates crossing Irwell Street the wagons must not exceed 10 at one time between 5.0 a.m. and 12.0 midnight and 20 between 12.0 midnight and 5.0 a.m., and whenever practicable outward wagons must be drawn into Irwell Street yard and dealt with there to the best advantage.

6.—**The speed of engines or wagons when crossing Irwell Street must not exceed 6 miles per hour.**

7.—Only one crossing must be used at one time.

WINDSOR BRIDGE.

Trains descending incline from Windsor Bridge No. 2 box to New Barns Junction:—

Drivers must keep their trains well under control, and Guards, on approaching Windsor Bridge No. 2 box, must apply the brake and keep it hard on until the brake van of the train is about the middle of the first tunnel, where the brake must be gradually released and then taken off, and again applied when entering the second tunnel and kept on until the train arrives at New Barns Junction.

Trains from Ship Canal branch to Windsor Bridge:—

Not more than one engine in front and one engine in rear must work trains through the tunnels on this branch, and when assisted in the rear must not be allowed to leave New Barns Junction until there is a clear road off the branch.

Ship Canal sidings:—

L.M.R. engines may take water in the sidings at New Barns Junction from the water column erected on the Ship Canal Company's No. 1 Grid. Enginemen obtaining water there must give up a ticket.

Exchange Sidings, New Barns Junction:—

Guards or Shunters in charge of trains from the L.M.R. sidings into the shunting neck owned by the Manchester Ship Canal Company at the west end of the Exchange sidings, must, before allowing the engine or vehicles to foul the connections to the M.S.C. Company's shunting neck or siding connections, obtain permission from the M.S.C. Company's official in charge at that point.

PENDLETON (BROAD STREET)

Down through Siding between Agecroft Jn. and Brindle Heath Sidings and up through siding between Agecroft Jn. and Brindle Heath Jn.:—

All trains working on these sidings in either direction must carry head and tail lamps.

ATHERTON (CENTRAL).

Clinkers must not be deposited at the water column at the goods yard, and should it be necessary to clean the fire, the clinkers must be deposited on the off side at least 50 yards from the column, and thoroughly extinguished with water.

WESTHOUGHTON (CROW NEST JUNCTION)

Banking of up trains:—

When trains with bank engine in rear are standing on Nos. 1 or 2 Up goods lines at Crow Nest Junction, arrangements must be made, when necessary, for the rear engine to be taken away to assist another train which may be waiting for bank engine at any point in the Wigan district. The Guard in charge of the train of which the bank engine is required to leave must be communicated with, and, after making the necessary arrangements for the safety of his train, must personally instruct the bank engine Driver what is required to be done.

HINDLEY (NORTH).

Vehicles to be detached:—

Vehicles on up and down passenger trains, which require detaching at Hindley North must be conveyed at the rear of the train.

Reversing of freight trains de Trafford Junction:—

When it is necessary for a freight train from Hindley North for Amberswood to be reversed a brake van must be at each end of the train, and the train must stop at Hindley No. 2 to allow a Shunter to join and travel in the leading brake van.

WIGAN (WALLGATE).

Wagons to be detached at Wigan Junction:—

When the rear portion of a down train has to be put off at No. 1 and the front portion sent forward, the detached wagons must be placed clear of the main line before the front portion of the train is allowed to depart towards Wallgate box.

Wigan No. 1 Box:—

When a train which has been crossed from the down fast to the down Central Division line at Wigan No. 1 box, is brought to a stand at the down Central Division line starting signal clear of the connection from the down fast to the down Central Division line the Guard must operate the plunger, fixed 20 yards from the clearance point of the connection, to indicate to the Signaller at Wigan No. 1 box, that the train, complete with tail lamp attached, is standing clear of the crossing from the down fast line.

Lowering of wagons by gravity:—

Wagons must not be lowered on the main line unless there is an engine, or an engine with wagons attached, in front to receive them, and the Driver of such engine has been informed of what is to be done.

Down Carriage Sidings:—

When the down carriage sidings are occupied by more than one train or engine and the outlet signal is taken "Off", the Shunter or Driver in charge of the first train or engine to enter the sidings must communicate with the Signaller at Wallgate box by the telephone provided, in order to ascertain which train or engine is required to leave the sidings. Until this has been done no movement likely to foul any other road must be made towards the outlet signal.

Movements into Fish Siding, Up Side:—

The Person in charge of movements into this siding must advise the Signaller at Wallgate box by means of the telephone near the two-armed signal reading from the siding, immediately such movement is in the siding clear of the up main line.

Assisting trains in the rear:—

The Driver of a bank engine may, when the shunt-ahead signal fixed below the up platform line or up through line starting signal for Wallgate box is taken off, proceed into the section to assist forward as necessary a freight train standing at the up home signal for No. 1 box.

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 the Western and Central Divisions at Wigan No. 1, must proceed to the Inspector's Office at Wigan Jn., advise the Signaller at Wigan No. 1 by telephone, and await instructions from the Signaller, which will be passed to them by telephone or loud speaker.

When a down train is ready to leave the down East loop home signal the Driver must advise the Signaller by telephone.

PEMBERTON.

Pemberton Junction down home signals (from Wigan and Westwood Park sidings directions):—

When these signals are at Danger, Drivers must draw their engines close up to them, so as to bring them within sight of the Signalman.

Trains on Winstanley up goods line:—

On arrival on Winstanley up goods line, Guards must immediately ascertain from the Signalman there whether they are required to run down to Pemberton with wagons for that place.

Pemberton Jn. and Hindley No. 3 via Westwood Park.:—

Two or more engines of Classes B1 (4-6-0), 5, 6, 7, and 8 must not run coupled together over this line.

RAINFORD JUNCTION.

Shunting operations:—

When it is necessary to use the crossover road between the up and down main lines whilst a train is standing at the down main platform, before allowing such an operation to be carried out the Signalman must ascertain from the Person in charge that the crossover road is clear, and before giving this assurance, the Person in charge must advise the Driver of the train standing at the down platform what is about to be done, and that he must not again move his train until the home signal is taken off.

Calling-on signal, Holland Moss:—

Referring to Rule 44, clause (b), the calling-on signal fixed under the up main to up goods home signal at Holland Moss may be taken off for a train to enter the up goods line when it has been brought thoroughly under control.

KIRKBY.

Working on up arrival and down departure lines—Dale Lane:—

Before a movement is made from the sidings towards the main line, past the “Stop and await instructions” board applicable to the up arrival and down departure lines, the permission of the Signalman at Dale Lane box must be obtained by means of the telephone provided.

FAZAKERLEY.

Open-ended sidings:—

To avoid accidents occurring during shunting operations in the open-ended sidings at Fazakerley Junction the following instructions must be strictly adhered to:—

1.—No train must be allowed to push back wagons standing in any one of these open-ended sidings, from either end, until it has been ascertained that there is ample room for the wagons to be pushed back without fouling the crossing at the opposite end.

2.—Before a train is allowed to propel back from either end the wagons standing in any one of the open-ended sidings the staff at the opposite end of the sidings must be communicated with, and an assurance obtained that no wagons or trains will meanwhile be shunted into that siding from the other end.

KIRKDALE.

No through train must be allowed to travel over the up goods line between Sandhills No. 2 and Kirkdale East boxes.

LIVERPOOL (EXCHANGE).

Sidings adjoining No. 10 Platform line:—

Every care must be taken when working stock into and out of the sidings leading from No. 10 Platform line, owing to the gradient.

No. 1 road:—

Carriages of greater dimensions than 60 feet long and 9 feet wide over body and 46 feet vehicles having a fixed wheelbase of 16 feet, with radial wheels outside this wheelbase at either end, are prohibited from entering No. 1 road.

Designation of Lines:—

The up and down lines leading to and from the platform lines are designated as follows:—

Platform lines Nos. 1, 2 and 3	...	...	...	...	Up and down route	“A”
Platform lines Nos. 4 and 5	...	...	...	...	”	”
Platform lines Nos. 6 and 7	...	...	...	...	”	”
Platform lines Nos. 8, 9 and 10	...	...	...	...	”	”

Baggage Cars:—

Must not be worked through the crossing, from up fast to up slow and down slow to down fast, opposite Liverpool (Exchange) No. 1 box.

Bogie Tank Wagons for conveyance of liquid rubber between Liverpool Docks and Kirkby:—

40 ton tank wagons are in use for the conveyance of liquid rubber from Liverpool Docks and are lettered "Henry Diaper (Bulk Liquid) Ltd., Kirkby Trading Estate, Liverpool."

The tanks carry a 2 star classification and when conveyed on fitted trains must be marshalled in the fitted portion with other screw coupled vehicles in front and rear of the tanks.

Loose shunting of these tanks is STRICTLY PROHIBITED.

WIGAN TO SOUTHPORT.**WIGAN (WALLGATE).****Wide electric cars:—**

Liverpool and Southport electric cars must only be run over the through roads at this Station.

Messrs. Wood & Son's Siding:—

Guards and Shunters having wagons to detach at Messrs. J. Wood & Son's Barley Brook siding, must open the gates leading into the yard before commencing to lower the vehicles.

Douglas Bank:—

During the time Douglas Bank box is closed, movements between the down side carriage sidings and shed loop or *vice versa* via the connection at the signal box end of the sidings, may pass the notice boards and siding signal as required.

APPLEY BRIDGE.**East box:—**

When shunting operations in the goods yard are in progress from the east end, wagons must not be placed on the up main line; and when it is necessary to shunt from the up refuge siding at that end to coal siding, or *vice versa*, the Guard must, as far as practicable, stand between the latter and the up main line when signalling to the Driver.

Siding leading to Grove Chemical Company's Works:—

Traffic detached at this place must not be uncoupled from the engine until the vehicles are at rest and secured in the siding.

Messrs. Witter & Co.'s Siding:—

Class 4F and higher classes of engines are prohibited from entering this siding at Appley Bridge West.

PARBOLD.**Working between goods yard ground frame and station:—**

Freight trains or empty coaching stock trains requiring to proceed from Parbold Station to the goods yard ground frame only may be allowed to return to Station box in the wrong direction along the up main line in accordance with the arrangements laid down for a ballast train in Rule 175.

BURSCOUGH BRIDGE.

Freight trains must *not* be brought to a stand on the fork leading from Burscough Bridge Junction to Burscough Junction South.

BETWEEN MEOLS COP AND ORMSKIRK, VIA BURSCOUGH BRIDGE.

The bottom footboards and shoes must be removed from empty electric train stock when travelling between Meols Cop Shops and Ormskirk, via Burscough Bridge.

SOUTHPORT (CHAPEL STREET).**Cleaning of engine fires:—**

Drivers working into this Station must clean their engine fires only at the places specially appointed for this purpose, which are as follows:—

Southport engine shed.

Down carriage sidings (at either end most convenient to Inspector).

Bradford up siding.

Southport South box.

St. Luke's between main lines.

The cleaning of engine fires at this Station, other than the points mentioned above, is strictly prohibited.

Shunting from neck alongside down Preston line, St. Luke's:—

When the indicator provided is illuminated the words "shunt back" are displayed on both sides and this will be the Driver's authority to set back from the neck. When more than one engine is in the neck the indicator only applies to the engine nearest the exit and the second engine must not move until the indicator is extinguished and again displayed unless the Driver is otherwise instructed by the ground staff.

Setting back movements must not be made from the up slow line to the up fast line through the connection between these lines adjacent to the St. Lukes box.

RAINFORD JUNCTION TO ORMSKIRK.

SKELMERSDALE.

Working of Down Trains:—

Guards of down freight trains brought to a stand at Station box down home 2 or down home 3 signal, provided the train is complete with tail lamp attached, must immediately so advise the Signaller at Station box by one of the telephones provided.

FAZAKERLEY (JUNCTION) TO SEAFORTH (NORTH MERSEY BRANCH JUNCTION)

INCLUDING AINTREE S.S.

Communication between engine shed outlet signals and Sefton Junction signal box:—

In all cases of movements entering the shed, or the completion of shunting movements from the neck, the Enginemen must advise the Signaller at Sefton Junction by means of the telephone that the movement is clear inside the outlet points.

Engines not to run round brake vans:—

Engines must not run round brake vans whilst on the shed road.

Down branch goods line used as sidings:—

From 6.30 p.m. Saturdays to 6.30 p.m. Mondays the down branch goods line between Aintree (S.A.) Station and Sefton Junction boxes will be used as a siding for the stabling of empty wagons, accessible from the Sefton Junction end.

Circular siding between Sefton Junction and Aintree Sorting Sidings No. 1 Grid signal box:—

This siding must be used for the reception of pilot trips from the Liverpool Depots, and must not be used for the purpose of stabling wagons except in cases of emergency, when the permission of the Aintree Controller must be obtained, a tail lamp placed on the rear vehicle, and the Signaller at Sefton Junction and Aintree Sorting Sidings No. 1 Grid signal box clearly informed of the position by the Inspector in charge at Aintree Sorting Sidings east end.

Aintree Control will furnish particulars of the pilot trips approaching from the Liverpool Depots and the number of wagons being conveyed to the Aintree Sorting Sidings east end Inspector, and, after conferring with the latter, will inform the Signaller at Sefton Junction box whether and what alteration in the order of receiving the pilot trips is required.

Running lines worked in both directions:—

The following lines are provided with fixed signals to allow them being used in either direction subject to the provisions of the block regulations being complied with, trains being dealt with in one direction only at the same time:—

Up and down lines between Aintree Sorting Sidings East and Greenwich Road.

Up main and up goods lines between Greenwich Road and Fazakerley Sidings West.

Up goods line between Fazakerley Sidings West and Fazakerley Sidings East.

During fog or in the event of a failure of the block communication, the lines must only be used in the proper direction.

DISTINCTIVE NUMBERS FOR SHUNT ENGINES RUNNING BETWEEN AINTREE SORTING SIDINGS AND LIVERPOOL STATIONS.

The Liverpool shunt engines will be distinguished by target numbers which will be carried by day and night.

SANDHILLS (NO. 1) TO NORTH DOCKS HIGH LEVEL

SANDHILLS (NORTH DOCKS).

Drivers of trains working between North Docks Station and South End Docks (M.D. and H.B. Dock line) must not exceed 4 miles per hour when passing Stanley Bridge.

Coal shoots:—

Employees should avoid walking in the four-foot way in the vicinity of the coal shoots at North Docks High Level.

SPECIAL REGULATIONS FOR THE WORKING OF ENGINES AND WAGONS ON THE NORTH DOCKS INCLINE AND HIGH LEVEL BRANCH.

The "North Docks Incline" extends from Sandhills No. 1 to the North Docks goods yard, and consists of four lines, respectively designated:—

Down goods arrival line,
Up goods departure line,
Down coal arrival line,
Up coal departure line,

as far as the junction with the High Level branch, whence it continues to North Docks goods yard with two down and one up lines. The gradients are as follows:—

Sandhills No. 1 to Blackstone Street bridge, about 1,000 yards, 1 in 117 falling.

Blackstone Street bridge to North Docks goods yard (about 170 yards), 1 in 32 falling.

The High Level branch extends from the High Level Branch Junction to the docks, beyond the lifting bridge over Regent Road.

As the gradients are severe, the greatest care and vigilance must be exercised; and the Rules and Regulations, as well as the special and general orders relating directly or indirectly to these portions of the railway, must be observed and strictly carried out.

1.—The Shunters are responsible for working and managing the North Docks incline and High Level branch, subject to the supervision of the Inspector or Person in charge at North Docks.

2.—The goods and coal arrival and departure lines are used as sidings, and Drivers entering them must do so with caution and be prepared to stop short of any obstruction.

At night and during fog or falling snow a lighted tail lamp must be placed on the last vehicle standing on the incline.

The down outer and inner home signals protecting the crossover roads on the viaduct must be kept at Danger, unless there is a clear road for an approaching train, and must not be lowered (if wagons are standing outside them) until the Driver has given three whistles to indicate that he has come to a stand in rear of such wagons, and the Shunter in charge of the road has given him a signal to push them forward.

3.—Wagons must not stand on the 1 in 32 incline between Blackstone Street bridge and Low Level Yard unless attached to an engine. Wagons left on the 1 in 117 incline between High Level Branch Junction and Blackstone Street bridge must each be secured by handbrake, and all wagons placed on the incline must be coupled together. Wagons must not be loose shunted on the incline from High Level Junction towards Blackstone Street bridge, but must be lowered under proper control by the Person in charge.

4.—No engine or wagon must be detached, in going up or down, until brought to a stand.

5.—Wagons let down with or without an engine must have the brakes applied according to the state of the rails, etc.

6.—A supply of sprags and sand must be kept in suitable positions on the incline ready for immediate use.

7.—No movement must be allowed to pass the High Level Shunters' box either to or from the North Docks goods yard or to or from the High Level branch, except by consent (expressed by hand signal) of the Shunter in charge at High Level Junction, even when fixed signals are lowered to permit such a movement. The Shunter's hand signals must be strictly observed and a good look-out kept for them especially during fog or falling snow.

8.—No engine, wagon, or other vehicle of a greater load than 15 tons per axle, at not less than four feet apart, must be allowed on the Fulton Street warehouse platform sidings.

9.—No engine, wagon, or other vehicle of a greater load than 15 tons per axle, at not less than seven feet six inches apart, must be allowed on the coal shoots.

10.—No engine, wagon, or other vehicle of a greater load than 30 tons gross must be allowed on the lifting bridge over Regent Road.

11.—When an engine (with or without wagons attached) or wagons (without an engine attached) are ready to enter the yard, the Driver, Guard, or Shunter in attendance upon same must whistle as an indication to the Shunter at the foot of the incline, and the latter must then ring the electric bell provided for warning Capstanmen and others working in the yard. As soon as the line ahead concerned is clear of obstruction, the engine or wagons may be allowed to enter the yard, but the ringing of the electric bell must not be stopped until the shunting operations to which it applies are finished.

12.—Guards or Shunters of trains not having an engine or brake van in rear on leaving the goods yard must arrange to place themselves along the incline in such a position as will enable them readily to apply the brakes or sprag the wheels of wagons in the event of a break-loose taking place, or the engine being overpowered and the trip running back.

13.—The maximum number of wagons to be taken down the incline from Blackstone Street bridge to the goods yard by an engine is 20 loaded or 24 empty wagons; and not more than 10 loaded or 15 empty wagons must be lowered without an engine; care being taken to see that only such number of wagons are lowered as can safely be controlled, having due regard to the state of weather, condition of rails etc.

14.—Not more than 25 wagons without a brake van in the rear may be drawn up the incline at one time, and when it is necessary to draw a greater number an engine or brake van must be placed in the rear.

15.—Guards or Shunters must attend and assist the Shunters in letting wagons down the incline between Blackstone Street bridge and the goods yard, or in any way they may be required, when the wagons are worked by an engine. Two Shunters at least must in all cases be in attendance when wagons are let down without an engine, and these men must be in charge of the operation, whether the wagons are being let down with or without an engine.

16.—Before an engine or train is allowed to leave either end of the incline, the Shunter in charge of the Low Level and the Shunter at High Level Junction must confer by telephone and agree as to whether the line is clear for a train to pass up or down the incline.

17.—Not more than 25 wagons may be propelled on to the High Level branch, and the speed approaching Regent Road bridge must not exceed 8 miles per hour.

18.—The working of 20-ton loaded coal wagons down the incline is prohibited.

LIVERPOOL (EX.) EXCHANGE JUNCTION TO GREAT HOWARD STREET (GOODS LINES).

GREAT HOWARD STREET.

0-6-0 Class 2 freight tank engines may work over the timber viaducts from the High Level in the Great Howard Street goods yard. Owing to the curves in the yard at the bottom of the incline, these engines will only be able to work in the one siding, i.e. No. 2 siding in the new yard.

WORKING OF WAGONS OVER THE INCLINE FROM HIGH LEVEL TO LOW LEVEL AND VICE VERSA AT GREAT HOWARD STREET, LIVERPOOL.

Descending the Incline—1:—

Before wagons are placed on the incline the bell outside the Shunters' hut at the foot of the incline must be switched on and set ringing by the Yard Inspector or Person in charge on the high level, and the Shunter must at once proceed to the high level and assist in pinning down brakes and making the wagons secure.

The Yard Inspector or other Person in charge on the high level must see that all wagons are coupled up before they are placed on the incline, and that a sufficient number of brakes are pinned down to hold the wagons whilst being placed on the incline with engine attached. He must also see that the wagons are thoroughly secured by their brakes before the engine is detached, and when this has been done the bell must be switched off by the Shunter.

Ascending the Incline—2:—

When it is necessary to work long wheel-base or other wagons up the incline from low level to high level they must be PROPELLED by engine power (except as shown in the following paragraph), the number per trip to be restricted to five loaded or eight empty in the case of a pug engine and eight loaded or ten empty in the case of a class 2 freight tank engine.

Where circumstances necessitate the wagons being DRAWN up the incline without an engine in rear, their number must not exceed two, irrespective of the class of engine employed, and a Shunter must be in attendance to apply the brakes and take such other safety measures as are possible in the event of uncoupling or break-loose taking place before the top of the incline is reached.

Wagons not fitted with brakes or possessing defective brakes must not be drawn up the incline in this way, and before such movement is commenced the brakes of each vehicle must be properly tested to ensure the observance of the prohibition.

The Yard Inspector or other Person in charge referred to in paragraph No. 1 must be present on each occasion to supervise the operations.

Supply of Sprags—3:—

A supply of sprags and sand must be kept in suitable positions on the incline for immediate use if required.

ST. LUKES (POOL HEY JUNCTION) TO MEOLS COP (HAWKSHEAD STREET JUNCTION).

MEOLS COP.

Downholland Branch Siding—Stabling of trains:—

Trains for departure must not proceed beyond Kew Gardens ground frame towards Butts Lane Junction until the permission of the Signaller at that box has been obtained by telephone.

Kew Gardens Siding:—

The points at the ground frame are released by key kept in Butts Lane Junction box.

PENDLETON (WINDSOR BRIDGE NO. 3) TO FLEETWOOD.

PENDLETON.

Freight trains passing Agecroft Junction:—

Guards of down trains, via Brindle Heath Junction, to Clifton Junction direction must carefully apply the brake when passing Brindle Heath Junction box, and release it at the overhead bridge east of Agecroft Junction box; gently apply the brake again near Agecroft Junction box, and release it at the overhead bridge west of Agecroft Junction box.

Drivers must keep steam on when travelling over this portion of the line.

Guards working up trains must apply the brake when passing Agecroft Junction up distant signal, and release it at the overhead bridge at the west end of Agecroft Junction box, carefully applying it again as soon as the brake van is 60 yards past the overhead bridge, to keep the wagon couplings on the stretch.

Agecroft C.E.A. Sidings:—

Movements must not be made from the reception lines to the tippler sidings except under the supervision and authority of the C.E.A. Shunter.

MOSES GATE.

Up trains having work to do at the up sidings ground frame may, if No. 1 up siding is clear, be allowed to travel through that siding. When doing so Drivers must sound their engine whistles to warn men working in the up side yard, proceed cautiously, and be prepared to stop if necessary. Similar care must also be exercised when back shunting into the up sidings at the up sidings ground frame.

Before allowing a train to travel through No. 1 up siding to the up siding ground frame, the Signaller must be satisfied that the siding is clear. The Shunters must record in the Station box train register book when No. 1 up siding is occupied by vehicles and cancel the entry when the siding is clear.

Extra Vehicles:—

Extra vehicles for this station must be attached in rear of down trains weekdays (in front on Sundays). Vehicles on up trains to be attached in rear.

BOLTON (TRINITY STREET).

Newport Street bridge and Trinity Street bridge, Bolton:—

Engines must not be brought to a stand under these bridges.

Telephonic communication between platforms and control office:—

Trainmen requiring to obtain information from the Control Office respecting the running of trains, etc., must use the telephones on the up and down platforms instead of visiting West box for the purpose.

Telephonic communication between down platform and West box:—

When a train complete with tail lamp attached comes to a stand on the down platform line ahead of the connection from the down platform to the down through line, the Guard (Fireman in the case of a light engine) must immediately advise the Signaller at Bolton West box by means of the telephone situated on the down platform under the station footbridge.

Down passenger trains standing under Trinity St. Bridge:—

Guards of down passenger trains brought to a stand under Trinity St. Bridge must switch the train lights on during the time the train is in the platform.

Working over down passenger loop No. 2 between East Junction and Down boxes:—

The first passenger train requiring to enter this line after permissive working has been in operation will be brought to a stand at the down inner home signal for East Junction box, and the Driver will be verbally cautioned to proceed cautiously after the signal has been lowered, being prepared to stop short of any obstruction.

Up goods line between Bullfield West and Mayor Street bridge, Bolton:—

A train must not be set back along the up goods line from Mayor Street bridge to Bullfield West box, until the Person in charge has been given the necessary permission by the Signaller at Bullfield West.

ADLINGTON

Extra Vehicles:—

Vehicles for this station on down passenger trains must be attached in rear, those on up trains to be in front.

LEYLAND.

Bashall's Siding—Farington Junction:—

When a train is ready to leave the down through siding the Guard (Fireman in the case of a light engine) must immediately advise the Signalman at Farington Junction, by means of the telephone provided in connection with the motor worked points.

In case of emergency the telephone at either end of the down through siding may be used to communicate with the Signalman concerned.

PRESTON.

Attaching assistant engines to passenger trains to East Lancashire from either the L. & C. or P. & W. line must be performed at Todd Lane Junction. Assistant engines for trains proceeding either via Standish Junction, Farington Curve, or via Chorley must be attached at Preston No. 1.

Relief of Enginemen and Guards working passenger and empty coaching stock trains not booked to call at Preston station, also provision of Conductors:—

Up and down passenger and empty coaching stock trains not booked to call at Preston Station requiring to stop for the above purposes must do so at Ribble Sidings box, except those travelling via Preston (E.L.) which must stop at Preston (E.L.) Goods Yard box.

Enginemen and Guards booking on at or travelling to Preston to act as Conductors or relieve up or down trains (except those via Preston E.L.) must report to the Ribble Sidings Signalman by means of the microphone situated outside the Foreman's hut, and afterwards wait for instructions from the Signalman which will be passed to them through the telephone placed in the Trainmen's hut.

Men booking on at Preston to act as Conductors or afford relief to up and down trains via Preston (E.L.) to be instructed to report to the Yard Foreman at Preston (E.L.), who will keep in touch with the E.L. Goods Yard Signalman and advise the men of the approach of the train they have to work. Men who travel to Preston to act as Conductors or afford relief to report direct to the Yard Foreman at Preston E.L. Goods Yard. The Signalman at Ribble Sidings and Preston E.L. Goods Yard boxes to advise the Signalman at Preston No. 5 signal box when up trains require Conductors or relief at Ribble Sidings and Preston (E.L.) respectively.

Provision of relief or Conductors for Freight trains:—

Trainmen affording relief or acting as Conductors for up or down freight trains stopping at No. 1 box and Ribble Sidings box respectively for this purpose must observe the following:—

UP TRAINS—Trainmen must report to the Signalman at Preston No. 1 box, by means of the telephone in the Trainmen's hut, and await the instructions of the Signalman which will be given by telephone.

DOWN TRAINS—Trainmen must report to the Signalman at Ribble Sidings box by means of the microphone fixed outside the Foreman's hut at Ribble Sidings when instructions will be received through the telephone fixed in the Trainmen's hut.

Engine head and tail lamps:—

Shunting engines working exclusively at Preston passenger station must carry one white and one red light at each end.

Preston No. 2:—

A plunger, which operates an indicator in No. 2 box, is provided at the exit from the shunting neck situated between the down loop line and the up slow line, and the Shunter (or Fireman in the case of a light engine) must operate the plunger when the movement is inside the shunting neck clear of the trap points.

Freight trains stopping to pick up or set down reliefmen or conductors:—

Up freight trains requiring to pick up or set down Conductors or Reliefmen must do so at No. 1 signal box, and down trains at Ribble Sidings box.

Trains running via E.L. must call at E.L. Goods Yard box in each direction.

Freight trains requiring to stop for examination:—

When travelling on the up fast line, must come to a stand with the engine at the water column under No. 1 signal box, and must not draw forward to the starting signal until the examination has been completed.

Working over up and down through lines between Skew Bridge and Ribble Sidings boxes and the down through line between Ribble Sidings and Preston No. 1 box:—

The first Passenger train requiring to pass over the up or down through lines between Ribble Sidings and Skew Bridge boxes or the down through lines between Ribble Sidings and Preston No. 1 boxes after Permissive Block working has been in operation will be brought under control at the home signal for the box concerned.

After the signal has been taken off for the train to proceed the Signalman will exhibit a green hand signal which the Driver must acknowledge by a short whistle, and must understand he must proceed with Caution throughout the section to the signal box ahead.

KIRKHAM & WESHAM.

Engines taking water on down slow line:—

Drivers requiring water must use the goods yard column, North Junction, unless booked to stop at station or stopped there by signals, in which case the station column must be used.

POULTON-LE-FYLDE.

Detaching of traffic:—

Trains must detach traffic for Poulton proper and exchange in No. 1 siding and traffic for Blackpool in No. 2 siding.

Extra vehicles :—

Extra vehicles for this station and transfer must be attached in front of all down passenger trains.

THORNTON FOR CLEVELEYS.

A telephone is fixed on the loading gauge post at the south end of the goods yard to enable Guards to communicate with the Signalman when they require the points to or from the main line, etc., to be operated.

FLEETWOOD.

Imperial Chemical Co.'s sidings at Burn Naze North:—

Traffic detached must be placed in the new sidings at the north end. Guards detaching traffic during the night must see the wagons are left clear of all fouling points.

Before movements are commenced from Nos. 1 and 2 reception lines to the shunting neck and I.C.I. Sidings, the Signalman at Burn Naze North Box will ascertain from the I.C.I. person in charge of the sidings into which lines the incoming traffic is to be placed and from which lines outgoing traffic is to be cleared and will obtain an assurance that no internal conflicting movements will be made by I.C.I. engines during the time British Railways engines are working in the sidings. This information and assurance will be passed by the Signalman at Burn Naze North Box to the Guard or Shunter in charge, who must not authorise movements from Nos. 1 and 2 reception lines until this is done.

If, however, the Signalman is unable to obtain this information and assurance, he will advise the Guard or Shunter accordingly. The work in the sidings must then be carried out cautiously, after the Guard or Shunter has ascertained by observation which siding is available for receiving traffic and has satisfied himself that it is safe for the movements to be made.

Drivers of engines not to drop hot ashes:—

Drivers of engines travelling or standing on the widened timber portion of the Belfast Quay must not drop hot ashes from the engine.

When Fleetwood Station signal box is closed Drivers may pass at Danger the ground signals leading from the Belfast Sidings on the instructions of the Shunter or Person in charge, or, in his absence, when the Trainmen have satisfied themselves that the line ahead is clear and the points concerned are properly set for the required direction.

CLIFTON JUNCTION TO RADCLIFFE (CENTRAL) NORTH JUNCTION

RADCLIFFE (CEN.).

Outwood Sidings:—

Guards of trains requiring to attach or detach in the absence of the Shunter must satisfy themselves before commencing a shunting movement, that the C.E.A. crossing is clear, or give the Driver the necessary instructions to ensure the shunting movements will not foul the crossing.

Exchange of passenger vehicles:—

Passenger vehicles must not be sent to Radcliffe Central to be transferred to other trains.

Up freight trains:—

Guards of up trains Bury to Clifton Junction direction must see that wagons for detaching at Radcliffe are so placed as will not leave more than 35 wagons to the brake van when detaching, in order that the rear portion of the train may stand clear of the junction.

LOSTOCK JUNCTION TO HINDLEY NORTH.

WESTHOUGHTON.

When necessary for the purpose of attaching or detaching vehicles, passenger trains may be allowed to run through No. 1 up goods line (but not through No. 2 goods line) from Westhoughton Goods Yard to Chew Moor box.

BLACKROD (HORWICH FORK JUNCTION) TO HORWICH (STATION).

HORWICH.

Loco. Works Sidings:—

Trains attaching at this siding must not draw out of the sidings with more than 16 loaded wagons, or 20 empties, until the home signal for Loco. Junction box is off.

CHORLEY (NO. 4) TO BLACKBURN (BOLTON JUNCTION).

CHORLEY.

Down Branch ground frame:—

Wagons must not be loose shunted or gravitated from the down branch line to the up sidings, but must be kept coupled to the engine until the shunt is in the sidings clear of the branch lines.

HEAPEY.

Traffic for this station must be marshalled next to the engine of down trains. Not more than 10 wagons and brake van must be shunted from the down line to the goods yard, or *vice versa*, at one time.

PRESTON NO. 1A TO PRESTON (STRAND ROAD) (SINGLE GOODS LINE).

Electric Token Working between Preston No. 1A box and Strand Road box:—

A magazine is provided in connection with the transfer of tokens from one instrument to the other between Preston No. 1A box and Strand Road box and when necessary for a transfer to be made the magazine must be conveyed through the section by the Driver, who must bring his train to a stand at the token station where the magazine is to be delivered to the Signalmen, or in the case of Preston No. 1A box, the N.U. Yard Foreman.

The magazine is not authority for a train to proceed through the section, whether containing electric tokens or not, but an electric token must be obtained by the Driver in accordance with the Regulations.

If a train from Preston Dock to Preston goods yard, assisted by an engine in rear, fails in such a position that the bank engine is standing in the tunnel, the Guard in charge may, if necessary, arrange with the Drivers of the train and bank engines for the train to be set back a sufficient distance to allow the bank engine to stand outside the tunnel.

KIRKHAM AND WESHAM (NORTH JUNCTION) TO BLACKPOOL (CENTRAL) STATION.

BLACKPOOL (CENTRAL).

Light engines leaving shed for Kirkham:—

When Bloomfield Road box is open, engines from the shed to Kirkham and intermediate stations via Lytham must travel along the engine line to the Bloomfield Road end of Spen Dyke sidings, and then along the boundary line of those sidings to the stop signal at Bloomfield Road, and leave the sidings for the main line at that box.

Provision of indicator:—

An electrical indicating signal lettered "indicator" is fixed underneath the gantry carrying the home signals for Station box, and works in connection with the outlet signal from the up loop at Spen Dyke box. When the indicating signal shows that the outlet signal has been taken off, a Driver is authorised to propel his train out of the siding without waiting for the exhibition of the Guard's or Shunter's hand signal.

Shunting movements on up and down loops at Bloomfield Road:—

When Bloomfield Road box is open, the permission of the Signalman must be obtained before any movements are made over the up and down carriage loop between Bloomfield Road and Spen Dyke, or over any of the three up and down loops between Bloomfield Road and Blackpool (South) No. 3. A telephone is provided in Bloomfield Road Shunter's hut, opposite Bloomfield Road box.

When Bloomfield Road box is closed, the permission of the Signalman at Spen Dyke box must be obtained by telephone before any move is made over the up and down carriage loop between Bloomfield Road and Spen Dyke, and during the time Blackpool (South) No. 3 box is open the permission of the Signalman at that place must be obtained by telephone before any train or engine is permitted to enter any of the three loops between Bloomfield Road and Blackpool (South) No. 3, including movements from Spen Dyke over the up and down carriage loop. The Signalman at South No. 3 box must also be notified when it is necessary to utilise any of the three loops for shunting or stabling purposes.

Guards and Shunters when in charge of trains must carry out these instructions, and Enginemmen where light engines unaccompanied are concerned.

Traffic for loco. shed:—

Traffic for Blackpool (Central) loco. shed must be detached in the two loco. sidings at Bloomfield, adjacent to the coal stacks at the shed.

Working of up and down carriage line between Spen Dyke and Bloomfield Road when Bloomfield Road box is closed:—

When Bloomfield Road box is closed the undermentioned signals worked from the box may be passed at Danger on the instructions of the Yard Inspector or Person in charge, or, in his absence, when the Trainmen have satisfied themselves that the line ahead is clear and the points concerned are properly set for the direction required:—

Dwarf signal along up and down carriage line in up direction.

Dwarf signal, up and down carriage line to Nos. 1 and 2 groups of sidings at Bloomfield Road.

Tall siding signal, No. 1 group of sidings at Bloomfield Road to up and down carriage line.

Tall siding signal, No. 2 group of sidings at Bloomfield Road to up and down carriage line.

Setting back of empty trains from station (Nos. 1 to 6 platforms) to carriage sidings:—

The rear Guards of trains arriving at Blackpool (Central) must stand in sight of the shunt-back signals so as to be able to call the Drivers back with green hand signal directly the signals are taken off. Driver (and front Guard if there be any) must be on the alert to obey such signals immediately.

Repeating signals—Nos. 1 to 6 Platform Roads:—

Unless instructions to the contrary are given by the Station Master, engines detached at the buffers must follow the departing train out at a safe distance to the platform starting signal, but must not pass that signal until it has been placed to Danger and again taken off.

When a train arrives double-headed the engines must remain coupled together unless the Station Master gives instructions to the contrary.

Cleaning of engine fires:—

Drivers of trains working into this station must clean their engine fires only at the places specially appointed for this purpose, which are as follows:—

Blackpool (Central) Engine Shed.

Water Column Sidings (lodging-house side of station).

*No. 1 platform—near buffer stop.

*No. 6 platform—wall side.

The cleaning of engine fires at this station other than the points mentioned above, is strictly prohibited.

POULTON-LE-FYLDE (NO. 3) TO BLACKPOOL (NORTH) (NO. 3).**BLACKPOOL (NORTH).****Setting back of empty trains from station (Nos. 1 to 6 platforms) to carriage sidings:—**

The rear Guards of trains arriving at Blackpool (North) must stand in sight of the shunt-back signals, so as to be able to call the Drivers back (with green hand signal) directly the signals are taken off. Driver (and front Guard if there be any) must be on the alert to obey such signals immediately.

Repeating signals—Nos. 1 to 6 Platform Roads:—

Unless instructions to the contrary are given by the Station Master, engines detached at the buffers must follow the departing train out at a safe distance to the platform starting signal, but must not pass that signal until it has been placed to Danger and again taken off.

When a train arrives double-headed the engines must remain coupled together unless the Station Master gives instructions to the contrary.

During the time No. 2 box is closed no movement must take place from the carriage sidings at that box in the direction of the station or to and from Bank Street Sidings, Nos. 14, 15 and 16 roads, until permission has been obtained, by telephone, from the Signalman at No. 3 box, and the latter must be advised immediately the movement is again clear of the engine shed running line. The Signalman at No. 3 box must also be advised immediately movements to these sidings are clear of the engine shed running line.

Drivers may pass the undermentioned signals, worked from No. 2 box, in the Danger position on the instructions of the Signalman at No. 3 box, or the Person in charge of the movement:—

Outlet signal from carriage sidings.

Three-arm signal leading to main station, excursion platforms, or Bank Street.

Outlet signal from Nos. 14, 15 and 16 roads.

Draw-ahead signal to Nos. 14, 15 and 16 roads.

* Only with engines with margins too short to go to shed.

Indicating signals Nos. 7 to 16 Platform Roads:—

The indicating signals fixed at the west end of platform roads Nos. 7 to 16 at Blackpool (North) Station, about 80 feet from the buffers of each road, must be used in lieu of the usual hand signals for backing the trains out of the platform, and when taken off, Drivers are authorised to set their trains back without waiting a hand signal. The taking off of the indicating signal is also an indication that the departure signal has been taken off.

Unless instructions to the contrary are given by the Station Master, engines detached at the buffers must follow the departing train out at a safe distance to the platform starting signal, but must not pass that signal until it has been placed to Danger and again taken off.

When a train arrives double-headed the engines must remain coupled together, unless the Station Master gives instructions to the contrary.

Special key boxes are fixed on the departure signal posts for the platform roads concerned, and when a key is inserted and turned, it automatically allows the indicating signal to be taken off, when the departure signal at the platform end has been taken off.

Guards must, immediately the train is ready to set back, intimate to the Person in charge at the departure end that the train is ready, and the latter will then make use of the key to take off the indicating signal immediately the departure signal is taken off.

LOSTOCK HALL (JUNCTION) TO WALTON JUNCTION (STATION).**LOSTOCK HALL.****Down connecting line:—**

Drivers detained at the down connecting starting signal for Lostock Hall Engine Shed box, must draw close up to the signal in order to clear the junction to and from Moss Lane Junction.

Telephonic communication between carriage sidings and engine shed:—

Should it not be convenient for an engine to leave the shed sidings via the outlet at Engine Shed box, the Signalman at that box must instruct the Driver to leave the sidings, via the outlet at the Carriage Sidings box.

Drivers requiring to leave the shed sidings at the Engine Shed box or the Carriage Sidings box must advise the Signalman concerned by the telephone in the hut in the engine shed sidings giving the title of the train they are going to work, and the number of their engine.

Drivers of engines entering the shed sidings at the Carriage Sidings box must inform the Signalman by telephone when the engine is clear in the sidings and in advance of the outlet signal, giving the number of the engine they are working.

Exchange of passenger vehicles:—

Passenger vehicles must not be sent to Lostock Hall for transfer.

Engines and engines with one or two brake vans may travel over the engine shed connecting line from Lostock Hall Carriage Sidings box to Engine Shed box.

The Guard, or in the case of a light engine, the Fireman, will be responsible for ascertaining that the line is clear, that the hand points are in the correct position, and for instructing Drivers of engines on adjoining lines not to foul the engine shed connecting line until the movement is completed.

These movements must travel at reduced speed and the Driver must be prepared to stop short of any obstruction.

MIDGE HALL.

The Guards of freight trains stopping at Midge Hall must see before leaving that a cartway is left to the warehouse.

ORMSKIRK.

Extra vehicles on down passenger trains for this station or transfer thereat must be attached in rear.

When trains have arrived in the bay line complete with tail lamp attached and clear of the trap points, the Guard must so advise the Signalman by giving the code 2 pause 2 on the plunger of the bell communication fixed at the overbridge.

TOWN GREEN.

Extra vehicles by passenger train to or from Town Green will be worked by special engine from Ormskirk.

MAGHULL.

Extra vehicles by passenger train to or from Maghull will be worked by special engine from Ormskirk.

AINTREE (SEFTON ARMS).

Extra vehicles by passenger train to or from Aintree (Sefton Arms) will be worked via Liverpool (Exchange).

SANDHILLS (NO. 1) TO SOUTHPORT (CHAPEL STREET) STATION.

LIVERPOOL, SOUTHPORT, CROSSENS AND ORMSKIRK SECTION ELECTRIFIED LINES.

General Description:—

The up and down lines between the following points, including certain crossover roads and sidings, are equipped with a conductor rail and running rail return for the operation of electric trains:—

Liverpool to Southport.

Liverpool to Ormskirk via Walton Jn.

Southport to Meols Cop and Crossens.

Marsh Lane to Aintree (Sefton Arms).

MARSH LANE.

Drivers of freight trains approaching Marsh Lane Junction in the direction of Sandhills, when the home and distant signals have been taken off, must keep steam on, and the Guards must apply their brakes on passing North Mersey Branch Junction, and release them on passing Marsh Lane Junction box.

If the Marsh Lane Junction home and distant signals are at Danger, Drivers and Guards must exercise the greatest care in stopping and starting.

Drivers of freight trains proceeding in the opposite direction when the home and distant signals have been taken off at Marsh Lane Junction and North Mersey Branch Junction must keep steam on, and the Guards must apply their brakes midway between Marsh Lane Station and Marsh Lane Junction, and release them when passing the latter junction.

HALL ROAD.

Shunting Arrangements:—

Before shunting movements are made on the shunting neck or down sidings, necessitating the operation of points or signals worked from the signal box, arrangements must be made with the Signaller by means of the telephone fixed at the exit end of the down sidings.

The Signaller must also be advised when each movement is completed.

FORMBY.

Engine running round trains:—

When it is necessary for the engine of a freight train, standing at the down inner home signal for Eccles Crossing box to run round its train via the crossover road at Hightown Station box, the Driver may proceed to the rear of the train on the down line on being verbally instructed to do so by the Signaller at Hightown Station box.

The Guard of the train must return in the direction of Hightown Station to conduct the engine to the rear of the train, and the Driver must keep a look-out for him.

During fog or falling snow the engine must not be allowed to proceed to the rear of the train until the Guard has arrived at Hightown Station box and joined the engine.

FRESHFIELD.

Colour light emergency signals are provided 100 yards on the approach side of the North (No. 2) runway at Woodvale Aerodrome on both up and down lines and on the approach side of the South (No. 1) runway on the down line. These signals will not normally display lights, but in the event of the line in the vicinity of the runway becoming obstructed or damaged by aircraft the signals, which are operated from the aerodrome, will exhibit a red Danger aspect. The Wickey Dale up I.B. signals will also be placed to the Danger and Caution positions.

When the Danger aspect is displayed Drivers must bring their trains to a stand at the signal. It will not be necessary for Rule 55 to be carried out in connection with trains stopped at the emergency colour light signals, but Drivers must at once advise the Signaller at Freshfield Station box by means of the telephone provided at the signals. Drivers must not proceed until the lights of the emergency signals have been extinguished and, in the case of Wickey Dale I.B. home signal, that signal has been taken off.

In the event of the line having been fouled by aircraft and it is necessary for an examination to be made to ascertain if the permanent way is obstructed or damaged, the Signaller may, if no other competent person is quickly available, request the Driver of any train stopped at the signals to instruct the Guard to carry out the examination on foot and afterwards report to the Signaller by telephone. In the case of steam trains the duty must be carried out by the Fireman.

The telephone at the emergency colour light stop signals should, whenever practicable, be tested by the Lengthman once daily, when examining his length, and the result recorded by the Signaller in his Train Register book. Should the Lengthman find the telephone out of order he should, as soon as possible, advise the nearest Signaller or Station Master of the circumstances.

SOUTHPORT (ST. LUKES) TO PRESTON (WHITEHOUSE NORTH JUNCTION).

CROSSENS.

Electric trains detained at up starting signal:—

Guards of electric trains detained at the up starting signal instead of proceeding to the box in accordance with Rule 55 must advise the Signalman at Station box of this by means of the telephone fixed at the ground frame at the Preston end of the up platform, and receive an assurance that such train has been protected by means of the apparatus provided.

PRESTON.

Working between Penwortham box and West Lancashire goods yard:—

A telephone is fixed in the lower portion of the old cabin in the Goods Yard and permission must be obtained from the Signalman at Penwortham Junction box before a movement proceeds to the two-armed tall siding signal situated near the trap points at Penwortham Junction. Trainmen must have their trains under proper control and be prepared to stop short of any obstruction.

BOLTON (TRINITY STREET) TO HELLIFIELD.

BROMLEY CROSS.

Down passenger loop at The Oaks:—

Guards of trains brought to a stand on the down passenger loop before the brake van reaches the signal box must at once advise the Signalman by means of the telephone provided that the train, complete with tail lamp attached, has arrived clear of the connection from the down main line.

A similar arrangement must be carried out by Guards of trains brought to a stand on the down main line clear of the connection to the down passenger loop.

DARWEN.

The level crossing at Darwen Ironworks must not be fouled by standing wagons.

BLACKBURN.

Reversing freight trains at Daisyfield Junction:—

When it is necessary for the engines of freight trains from Hellifield direction to Accrington direction, or *vice versa*, to run round their trains between Daisyfield Station box and Daisyfield Junction box, permission must first be obtained from the Signalman at Daisyfield Junction box and the train must not be allowed to move unless the engine is attached to it.

No train must be allowed to cross or obstruct the lines on which the operation is being performed.

A train arriving from Accrington direction may be set back on the facing road from Daisyfield Junction to Daisyfield Station box, so as to stand between the two crossover roads.

The train may, if desirable, be propelled on the proper road after the Signalman at Daisyfield Station has been advised on the telephone and the Regulations complied with, so as to stand between the junction trap points and the Station crossover road, and the engine allowed to travel over the facing road round it.

The Guard of the train must strictly carry out Rule 151 before allowing the engine to be detached from the train.

The operation described as "Reversing of freight trains" may be considered completed when the engine has been attached to the train, and the train is ready to depart. The Guard of the train going Hellifield direction must keep his brake hard on until the train can leave, and the tail of the train should be well clear of the junction, so that in the event of the train easing back the junction will not be fouled. When the train from Accrington direction has been set back upon the down line to the station, the Signalman at the Junction may consider the operation completed when the train is clear of the trap points.

Working over down and up slow lines between East, Bolton Junction, and Bolton Branch Junction boxes:—

The first passenger train requiring to enter the down or the up slow line at Bolton Junction or Bolton Branch Junction boxes after permissive working has been in operation will be brought to a stand at the respective box before entering upon the down or the up slow line as the case may be, and a green hand signal will be exhibited by the Signalman which the Driver must acknowledge by a short whistle and must proceed cautiously over the line concerned, being prepared to stop short of any obstruction.

The first passenger train entering the up slow line at East box after permissive working has been in operation will be brought under complete control at the inner home signal, after which a green hand signal will be exhibited by the Signalman which the Driver must acknowledge by a short whistle and must proceed cautiously over the line concerned being prepared to stop short of any obstruction.

Relief of Trainmen:—

Enginemen and Guards, waiting to effect relief, must use the telephone on No. 2 platform, in the case of passenger trains, and the telephones in the Trainmen's Relief Cabin opposite West signal box at the entrance to East Lancashire Goods Yard in the case of freight trains, making enquiries from the following points:—

Up passenger train.....East box.

Up freight trains.....West box.

Down passenger and freight trains.....Bolton Junction box.

CLITHEROE.**Horrocksford Branch:—**

Drivers of propelled trains proceeding towards Horrocksford Lime Works must bring their train to a stand with the leading wagon opposite the colour light signal protecting the I.C.I. Ltd. level crossing and the Guard or Shunter must then operate the bell push which is situated in rear of the signal. When a green aspect is displayed in the colour light signal, the train may again proceed on its journey.

HELLIFIELD.**South Junction:—**

Guards of trains (or Firemen in the case of light engines) must immediately advise the Signalman at South Junction box when the train has arrived, complete with tail lamp attached in the down goods loop clear of the down branch line.

**BLACKBURN (DAISYFIELD JUNCTION) TO ACCRINGTON (NORTH) INCLUDING
ACCRINGTON WEST TO SOUTH.**

BLACKBURN.**Whitebirk West box—Rule 41:—**

After a down train has been brought under control at the home signal for this box the exhibition of a green hand signal when passing the box will be an indication that the line may only be clear to the starting signal (home 1 signal for Whitebirk East box), and Drivers must proceed accordingly.

RISHTON.

Extra vehicles for this station must be attached in rear of passenger trains.

ACCRINGTON.**Working to and from Charter Street Depot:—**

The person in charge of movements to the depot must advise the Signalman at West box, by telephone, when the train has passed clear of the arrival and departure line.

When movements require to be made from the depot towards West box the person in charge must advise the Signalman by telephone.

Engines leaving engine shed loop, Accrington:—

The telephone, fixed at the outlet from the engine shed sidings, must be used by Enginemen of engines leaving the shed sidings to advise the Signalman at West box the number and destination of such engines.

In addition, the Driver or Fireman of engines going on to the shed or into Charter Street sidings must inform the Signalman by telephone when their engine has run clear of the loop.

CHERRY TREE TO PRESTON No. 4.**TODD LANE JUNCTION.**

Passenger trains for E.L. direction requiring assistant engine must stop at Todd Lane Junction to attach the assistant engine.

North Western Gas Board's Sidings:—

When the Gas Board engine is observed to be working in the vicinity of connections which require to be used by the B.R. engine, the Guard must obtain an assurance from the person in charge of the Gas Board engine that no conflicting movement will be made during the time the B.R. engine is in the sidings.

When the train is ready to leave the reception siding the Guard (Fireman in the case of a light engine) must immediately advise the Signalman at Todd Lane Junction box of the destination and loading of the train, by means of the telephone provided adjacent to the signal controlling the exit therefrom.

CHERRY TREE.

Freight trains not exceeding nine wagons with brake van leading may be propelled over the down line from Cherry Tree Junction box to Cherry Tree Down Sidings ground frame.

MANCHESTER (VICTORIA) TO COLNE.

MANCHESTER TO BURY SECTION ELECTRIFIED LINES.

General description:—

The up and down lines between Manchester (Victoria) and Bury (Bolton Street), including certain crossover roads and sidings, are equipped with a conductor rail and running rail return for the operation of electric trains.

Non-electric Locomotives assisting electric trains in rear, in case of emergency.

When it is necessary for a non-electric locomotive to be utilised to assist an electric train in rear for the purpose of clearing the line in case of emergency, the following instructions must be observed—

1.—The locomotive must be coupled to the electric train by the loose link which is carried in the Guard's compartment of the electric train.

The Buckeye coupler on the electric train must be dropped and the buffers extended.

2.—The Motorman must hand the Master Controller key to the Driver of the assisting locomotive, and when the automatic brake on the electric train has failed, the Brake Controller key should also be handed to the Driver of the assisting locomotive.

3.—The Motorman must ride in the leading cabin, keep a good lookout, and use the automatic brake or the hand brake as appropriate to assist in braking.

The Guard must ride in the rear cab and use the hand brake to assist in braking when the automatic brake is not operative on the electric train and the assisting locomotive is attached in the rear.

4.—Disabled electric multiple-unit trains assisted by non-electric locomotives must not exceed a speed of 10 m.p.h.

BURY (BOLTON STREET).

Communication between Control and Reliefmen:—

Trainmen requiring instructions or having to make enquiries from the control, must use the telephones fixed in the vestibule of the telegraph office and Goods Guards' room, and unless absolutely necessary must not visit the signal boxes to make enquiries.

Ringin keys:—

To advise the Signalmen at North and South boxes that trains have arrived at the signals shown below, ringin keys are provided which must be operated by the Fireman or Motorman immediately.

After the plunger has been pressed the train must not be moved until the requisite signal is taken off.

Signal	Position of ringin key
*Up direction stop signals for South box on the down fast and down slow lines	Adjacent roof pillar
Down fast home signal for North box	Adjacent roof pillar
Down fast starting signal for North box	At the foot of the staircase
Down slow home signal for North box	Adjacent roof pillar
Down slow starting signal for North box.....	At the foot of the staircase

When necessary, the Inspector or person in charge is authorised, on receiving instructions from the Signalman at North box, to hand signal trains past the down fast and down slow home signals for the purpose of drawing forward to the starting signals.

When trains consist of more than two coaches the Inspector or Person in charge may, on the authority of the Signalmen at South box, hand signal trains past the up direction stop signals for South box on the down fast and down slow lines as necessary.

HASLINGDEN.

Guards detaching wagons at Haslingden when there is no Shunter on duty must see that the cart-crossings are left clear.

Bank engines assisting down trains from Ramsbottom to Baxenden:—

Drivers of bank engines assisting trains from the Ramsbottom direction must leave the train at the top of the incline and follow it at a safe distance to the down home signal for Baxenden box.

Drivers of bank engines must not pass the down home signal after the train has gone forward until that signal has been replaced to the Danger position and again taken off.

* When trains consist of more than two coaches the Inspector or Person in charge will be responsible for operating the ringin key when the train has come to a stand.

ACCRINGTON.

Picking up brakes:—

Trains from Baxenden must stop clear of West and North Junctions to pick up brakes.

HUNCOAT.

Station Level Crossing:—

As little shunting as possible must be done over the level crossing, and, whenever practicable, trains must be set back clear of the siding signal protecting the level crossing. Guards in charge of trips to Baxenden or Church must marshal the outward traffic in the up siding, afterwards attach out of Colliery siding at one shunt, and back up for away in up siding.

When passengers are alighting from down trains and using the level crossing, shunting operations over the latter must be stopped, the engine in the meantime to be used for marshalling the traffic in the up sidings.

Empty wagon trains:—

Empty wagon trains from Rose Grove to Huncoat must be despatched from Rose Grove in three sections, as under:—

Engine.

1.—Wagons for Huncoat Brick siding.

2.—Wagons for National Coal Board.

3.—Wagons for up sidings at Huncoat.
Brake van.

On arrival on the up goods line at Huncoat the Guard must hook off behind the wagons required at Brick siding, run forward with same through the goods line to that place, then return light engine over the up goods line to the remainder of the train, detach a portion into the up sidings, and afterwards dispose of the wagons for the National Coal Board.

Up trains attaching traffic at Huncoat Brick Siding:—

Through up trains requiring to attach traffic at Huncoat Brick Siding must be brought to a stand on the up goods line between station box and Huncoat Brick Siding Box and the engine uncoupled to proceed to the siding. The engine, with traffic attached, may return to its train via the up main line under the authority shown on page 170.

ROSE GROVE.

Down slow line between West and East boxes:—

Drivers of trains allowed to enter the down slow line from the engine shed line, or from the up fast or up bay siding, or of a train on the down slow which has been brought to a stand at the down slow inner home signal, will not be verbally warned or receive a hand caution signal when the line ahead is not clear throughout, and Drivers must take the lowering of the down slow line inner home signal, or outlet signal or set back signal, as the case may be, only as authority to proceed with their trains under proper control as far as the line is clear, and they must be prepared to stop short of any other train or vehicle that may be on the line ahead.

Drivers of trains travelling in the wrong direction on the down slow line from East to West box must proceed cautiously, and sound a series of "pop" whistles as a warning to staff working on or near the line.

Telephone communication between Engine Shed Outlet and West box:—

The telephone fixed about midway between the outlet signal from the engine shed line and the outlet points, must be used by Drivers of engines leaving the shed to advise the Signaller at West box when they are ready to leave and the destination of the engine, and later advise him when they are on the slow line clear of the outlet points.

Drivers of engines for the sheds must advise the Signaller when they are clear of the outlet points and ready to set back, and later when they have set back clear of the slow line.

BRIERFIELD.

Down trains must have the wagons for detaching at Brierfield together and as near the engine as practicable, to enable the work to be performed quickly.

NELSON.

Working of down goods loop:—

Telephones are provided in connection with the down goods loop 20 wagon lengths and 40 wagon lengths in rear of the down inner home signal for Nelson Station box, and Guards must, immediately their train is brought to a stand, advise the Signaller by one of these telephones that the train has arrived on the goods line complete with tail lamp attached. In the case of light engines this must be done by the Fireman.

COLNE

No. 18 Siding:—

Movements in either direction along No. 18 Siding, between the siding points at the South end of the station and the connection to the up main line on the Burnley side of bridge No. 103, must not exceed a speed of 5 m.p.h.

RAMSBOTTOM (STUBBINS JUNCTION) TO BACUP (STATION JUNCTION).

RAWTENSTALL.

Level Crossings:—

The level crossings at the East and West end of the Station must not be fouled by up or down freight trains attaching or detaching thereat.

CONONLEY STATION TO GRETNA JUNCTION.

SKIPTON.

When an up freight train diverted to the up goods loop at Skipton North Junction is brought to a stand in such a position that the train does not pass the box, but is complete with tail lamp attached, the Guard must immediately so advise the Signaller by means of the telephone provided at the entrance to the goods line.

The first passenger train requiring to pass over the down slow line between Snaygill and Skipton South Junction boxes after Permissive Block Working has been in operation will be allowed to enter the section by means of the "warning" signal, but the Driver must proceed cautiously through the whole of the section.

Engines taking water on up fast and up slow lines, Skipton-South Junction:—

After taking a supply of water at the column situated between the up fast and up slow lines, or on completion of examination of train, Drivers must intimate to the Signaller at South Junction box when the operation is completed and the train ready to proceed, by pressing the plunger fixed outside the up slow line instead of sounding the engine whistle. The Signaller will acknowledge the indication by ringing the bell at the column.

GARGRAVE.

Should the bell provided in connection with the Fireman's call pillar at Delaney's Sidings signal box down starting signal fail to ring in response to the plunger being pressed, the Signaller must be so informed by means of the telephone at the signal. In such circumstances it will not be necessary for the Fireman to go to the signal box as laid down in Rule 55.

INSTRUCTIONS TO TRAINMEN RELATING TO THE REGULATIONS FOR AUTOMATIC TRAIN SIGNALLING BETWEEN GARGRAVE AND HELLIFIELD SOUTH JUNCTION.

Vehicles having wheels with wooden centres not fitted with the continuous brake or through pipe must not be conveyed behind the rear brake vans of passenger trains on any portion of the line where automatic train signalling is in operation, and great care must be taken that the brake pipes of vehicles fitted with through pipes only are properly coupled.

The object of the system of automatic train signalling is to allow a train to leave the signal box in rear before the preceding train has passed the signal box in advance, but to prevent more than one train being in the section between the signal box in rear and an automatic home signal, between two automatic home signals, or between an automatic home signal and the signal box in advance on the same line at the same time.

When a train has been brought to a stand at a signal box, it must not be set back for any purpose without the permission of the Signaller, as the setting back of the train may cause the automatic signals in the rear to be placed to Danger, and great care must be exercised during shunting operations to avoid this.

Distant and home signals (known as automatic signals) are provided at certain points between signal boxes to admit of a train leaving the signal box in rear before the preceding train has passed the signal box in advance. These signals return to the Danger position automatically when a train passes into the section ahead of them and they cannot again be taken off until the train has proceeded about a quarter of a mile beyond the next home signal, or has been shunted clear of the main line.

Telephonic communication is provided between each automatic home signal post and the signal box in advance, to enable the Trainmen and permanent way Gangers and second Gangers to communicate with the Signaller, and must not be used for any other purpose.

Engine entering section for examination of line:—

When it is necessary in consequence of certain block signals having been made to ascertain if the line is clear, an engine may be allowed to enter the section for the purpose. The circumstances will be explained to the Driver, and he will be instructed to pass the starting or advance starting signal, as the case may be, in accordance with Rule 38, clause (b) (viii), and proceed cautiously through the section, prepared to stop short of any obstruction. Where practicable the engine will be accompanied by a Station Master or other competent person. After sunset, during fog or falling snow, or where a

tunnel intervenes, the engine must always be so accompanied. Should it be necessary for the engine to proceed beyond an automatic home signal, the Signalman in advance may instruct the Driver by means of the telephone to pass the signal at Danger, and the Driver must continue to proceed cautiously towards the signal box in advance, prepared to stop short of any obstruction.

When the engine has arrived at the box in advance or has returned to the box in rear the Person in charge, or the Driver, must inform the Signalman whether or not the line is safe for the passage of trains. Should the engine return to the box in rear a "Wrong Line" order must be issued as laid down in Rule 184.

Ballast Train requiring to stop in section:—

When a ballast train or Officers' special train requires to stop in the section the Driver must bring his train to a stand at the signal box in rear of the section concerned, in order that Rule 175 may be observed. When the Guard of a ballast train, or Officers' special train, advises a Signalman that his train has to stop for any purpose before reaching the signal box in advance, he must inform the Signalman whether the train requires to work or stop in the section before reaching an automatic home signal, or in the section between two automatic home signals, or in the section between an automatic home signal and the signal box in advance.

Trains stopped at automatic home signals:—

On a train being brought to a stand at an automatic home signal, in consequence of the signal being at Danger, the Driver or Fireman must immediately proceed to the telephone fixed in a box on the home signal post, open the door of the box, take the telephone instrument from the rest (which will cause the bell in the signal box in advance to ring), and listen until the Signalman speaks. The Driver or Fireman must then inform the Signalman that the train is waiting. As soon as the communication is finished, the telephone instrument must be replaced on the rest from which it was taken and the door of the box closed. If detained more than FIVE minutes the Driver or Fireman must again inform the Signalman that the train is waiting, and continue to do so at intervals of FIVE minutes.

Unless the Driver has been informed at the signal box in rear that the apparatus has failed and that the automatic signals are not in working order, he must not proceed until the automatic home signal is taken off, or the Signalman gives instructions by means of the telephone for the train to pass the automatic home signal at Danger, in which case the Driver must proceed towards the signal box in advance at a slow speed, and be prepared to stop short of any obstruction that may exist on the line on which he is running.

Except as provided in Rule 38, clauses (b) (vii) and (viii), Signalmen will only instruct Drivers to pass an automatic home signal at Danger when the apparatus is out of order. If the signals are in working order when he is advised that a train is waiting, he will instruct the Driver or Fireman to wait until the signal is taken off, and state how long the train is likely to be detained.

If the Driver has been informed at the signal box in rear that the apparatus is out of order and the automatic signals are not in working order, he need not stop at the automatic home signal to telephone to the Signalman, but may pass the signal at Danger and proceed cautiously to the home signal at the signal box in advance.

Should the Driver be unable to obtain the attention of the Signalman on the telephone and the signal remain at Danger he must, after waiting 3 minutes, give one long whistle and then proceed cautiously at a speed not exceeding 5 miles per hour as far as the line is clear, or to the next stop signal, being prepared to stop short of any obstruction. The Signalman at the box in advance must be advised of the circumstances.

Failure of apparatus:—

In the event of the automatic signalling apparatus being thrown out of use or of any failure of a track circuit between a home and starting signal, between a starting and advanced starting signal, or between a starting or advanced starting signal and the box in advance, or of the track indicators, or should a starting or advanced starting signal or the automatic signals be out of order, no train will be allowed to pass a signal box without having been previously brought TO A STAND and the Driver and Guard or Guards advised of the circumstances. The Driver will be verbally instructed to proceed cautiously to the home signal at the signal box in advance, and to pass the starting or advanced starting signal and the automatic signals at Danger if necessary.

In the event of a failure of the track circuits, indicators or signals applying to one line only and the bell communication being in working order, the normal signalling of trains will be maintained on the next adjoining line or lines, the apparatus and signals for which are in working order, but the Driver of the first train travelling on each such adjoining line or lines will be advised of the circumstances and instructed to proceed cautiously.

Should the bell communication as well as the track circuits, indicators or signals be out of order for one line only, all trains on the next adjoining line or lines, for which the apparatus and signals are in working order, will be stopped and the Driver of each train instructed to proceed cautiously.

Trains stopped by accident, failure, or obstruction:—

The track circuits and automatic signals must not be relied upon for the protection of trains stopped by accident, failure, or obstruction, but such trains must, in all cases, be protected in accordance

with Rule 179. Should a Guard in going back to protect his train find an automatic home signal not at Danger, he must request the Signaller in advance by means of the telephone to place the automatic signals at Danger, and then proceed the distance prescribed in Rule 179.

HORTON-IN-RIBBLESDALE.

Settle Limes Ltd. sidings:—

During the time the firm's staff are on duty, before wagons are propelled on to the inwards siding, the member of the British Railways staff responsible must proceed to, and obtain the permission of, the Person in charge at the firm's weighbridge office. Having assured himself that the points adjacent to the weighbridge are properly set for the movement requiring to be made, he must telephone the Signaller at Horton Station signal box that the movement may commence.

Wagons placed in the inwards siding must be propelled clear of the points leading to the spur siding at the foot of the incline and the points left set for the spur. One brake must be pinned down on each wagon left in the inwards siding.

APPLEBY (WEST).

Down freight trains must be left on the south side of the southernmost level crossing whilst engines are taking water.

The Fireman must detach and attach the engine, and the Guard secure the train.

Trains conveying more than 55 wagons must not be shunted to the down branch line at Appleby North box.

CARLISLE.

Carlisle No. 12 box:—

After the arrival on the up goods line or third line at No. 12 box of a freight train which is going to be shunted into the sidings, the Guard must detach the brake van, and, before any shunting commences, pin down a sufficient number of brakes on the leading wagons, whilst they are being propelled into Upperby Yard or the Carriage Sidings to guard against breaking loose.

When it is necessary to use the Carriage Shed Sidings for the purpose of stabling freight trains the Shunter in charge must before making the movement advise the Driver and Guard that the train is being shunted into these sidings, and great care must be exercised by all concerned in setting back.

Setting back from Third and up through goods lines. Guards Plungers are provided adjacent to the dwarf shunting signals reading set back from Third and up through goods lines to the yard.

Guards of movements requiring to set back from these lines when the Driver of the movement is in such a position that it is necessary to take off the banner signal, must, when the dwarf shunting signal controlling such movement is lowered, operate the requisite plunger to release the banner signal concerned.

Assistance to freight trains starting from up through goods line.—When two or more freight trains have been brought to a stand on the up through goods line, the engine of the second train may, if necessary, be uncoupled by the Guard of the first train and, when the home signal is taken off, assist the first train as far as that signal but must not proceed beyond such signal. The assisting engine must then return to its train.

Before the engine is uncoupled, the Guard of the first train must apply as many brakes on the front vehicles of the second train as may be necessary to prevent the train moving when the engine is detached. When the assisting engine has returned the Fireman must couple it to the train, release the brakes and the Driver must see that this is done.

When it is necessary for two trains coupled together to be assisted by an engine in the rear, the engine of a following train may be used for this purpose in accordance with the above instructions.

During fog or falling snow, the above arrangements must only be carried out under the supervision of a competent person.

Carlisle No. 4A box:—

Referring to Rule 44, clause (b); the calling-on signals provided below the up home signals for Nos. 1, 3 and 4 through platform lines at No. 4A box, may be taken off before trains are brought to a stand at them, and Drivers must, in such circumstances, draw forward cautiously as laid down in Rule 44, clause (a).

Carlisle goods lines:—

More than one train not conveying passengers may be in a section at a time and the bringing of a train to a stand and the exhibition of a green hand signal by the Signaller must be understood by the Driver as an intimation that the section in advance is occupied, and he must proceed with caution and be prepared to stop short of any obstruction after passing the home signal. The Driver must acknowledge the green hand signal by giving a short whistle.

Freight trains are accepted by the box in advance on these lines when the line is clear to the home signal and no warning will be given to a Driver in these circumstances. Drivers must be prepared to stop at the home signal in every case in the same way as if they had been warned that they were being sent forward under the "Warning arrangement".

Working over down and up through goods lines and loop sidings between Carlisle Canal Junction and Caldcoates:—

Before a facing movement is made over the through goods lines and loop sidings, the Yard Inspector or Shunter must ascertain that the line is clear and obtain the consent of the Shunter or Person in charge at the opposite end of the yard.

During darkness, fog or falling snow, vehicles left standing on the through goods lines must be protected by a lighted tail lamp on the rearmost vehicle.

Through movements over the loop sidings must be carried out under the guidance and control of the Shunters, who must verbally warn the Drivers should the line ahead be occupied.

Messrs. Carr & Co's Siding—Canal Yard:—

Owing to the falling gradient, Guards or Shunters must not hand-signal Drivers to commence a propelling movement into the siding until the provisions of Rule 115, clause (c), have been complied with. Not more than 14 wagons may be propelled from Canal Yard through the siding leading to Messrs. Carr & Co's works.

The signal at the entrance to the siding shows a Yellow aspect and repeats a dwarf semaphore signal situated at the catch points ahead. It must not be passed in the normal position except by light engines proceeding to the water column.

Dalston Road Coal Depot:—

When wagons are shunted on to the coal depot, they must be brought to a stand and the brakes put down before the wagons are uncoupled. The maximum gross weight of wagon and load combined that may be allowed per line per cell is 31 tons.

Engines and high wagons are prohibited from entering the coal depot shed.

Carlisle No. 11 Rome Street—Gas Works Siding:—

Must be worked during daylight only.

Drivers of both down and up trains must approach the Gas Works siding and also No. 11 Rome Street, with great caution.

Carlisle No. 10 Bog Junction—Bog Coal Depots:—

When Wagons are shunted on to the coal depots, they must be brought to a stand and the brakes put down before the wagons are uncoupled. The maximum gross weight of wagon and load combined that may be allowed per line per cell is 30 tons.

Between Durran Hill Junction box and Durran Hill South Sidings box:—

Nos. 1 and 2 up reception sidings between Durran Hill Junction and the illuminated Notice Boards lettered "Stop and await instructions" at the South end of these sidings are used for the reception of up freight trains. Drivers must run on these reception sidings at such speeds as will enable them to stop short of any obstruction, and they must not pass the illuminated Notice Boards until instructed to do so by the Yard Inspector at Durran Hill South Sidings.

The sidings between the illuminated Notice Boards and the connections operated from Durran Hill South Sidings box are worked as a Yard under the supervision of the Yard Inspector.

Trains may be set back on No. 1 or No. 2 up reception siding from Durran Hill South Sidings to the up sidings at Durran Hill Junction box, but Drivers must not commence the setting back movement, although the setting back signal and repeating banner signal worked from Durran Hill Junction box have been taken off, until authorised by the Yard Inspector to proceed.

Before the engine of an up freight train on Nos. 1 or 2 reception sidings is detached, the Shunter in charge must apply the hand brakes on the three leading vehicles, and must assure himself that the Guard has applied the van brake. Before part of the train is taken away for shunting purposes, the hand brake on the three leading vehicles remaining in the sidings must be secured.

Trains for Durran Hill stopping at Petteril Bridge Junction:—

Trains going to Durran Hill Yard may stop on the main line at Petteril Bridge Junction to detach traffic for London Road Yard. As the line is on a falling gradient to No. 7 London Road Junction, the provisions of Rule 151 must be observed.

Not more than 55 wagons may be propelled from the down main line at Petteril Bridge Junction into London Road Yard.

Petteril Bridge Junction:—

Vehicles may be worked without a brake van in rear across the main lines between Petteril Bridge and London Road Yards. Engine must be on lower end and must be accompanied by a Shunter.

Petteril Bridge and Durran Hill—Down Goods Independent and Up and Down Reception Lines:—

The down goods independent on the South side of the main lines is worked in accordance with the "No Block" Regulations on page 22 of the General Appendix.

Whenever it becomes necessary to store traffic on this line for any cause, the Signaller at Durran Hill must be advised, and he must place and keep a lever collar on the appropriate lever until the Independent Line is again clear.

Drivers working into the up reception and the three down reception lines for London Road Yard on the North side of the main lines must be prepared to stop short of any obstruction.

Should it be necessary to make a movement in the wrong direction over the up reception line towards Petheril Bridge signal box or despatch engines in the wrong direction through any of the down reception lines to Durran Hill, the Yard Inspector or Shunter in charge of the movement must first consult with and have the permission of the Signaller concerned.

When all down reception lines are occupied, or the Signaller at Durran Hill is unable to ascertain if one is clear for the reception of an approaching train, he must communicate with the Yard Inspector or person acting for him.

London Road Goods Yard to Low Row—Assisting engines:—

The Shunter in charge at London Road Goods Yard must advise the Durran Hill Signallers by telephone when goods trains are assisted in the rear from London Road Goods Yard to Low Row. The Signaller must record the signal 2-2 in the train register book.

London Road Coal Depot:—

When wagons are shunted on to the coal depot, they must be brought to a stand and the brakes put down before the wagons are uncoupled. The maximum gross weight of wagon and load combined that may allowed per line per call is 37 tons.

London Road Goods Yard:—

Stop boards are erected at the Durran Hill end of the goods sidings, through goods lines and new sidings, beyond which engines must not pass unless instructed by the Shunter. A lamp which exhibits a white light is fixed above each board.

London Road, Metal Box Company's Sidings:—

Before entering the sidings or moving wagons within the sidings, Drivers must arrange for sufficient wagon brakes to be pinned down, so as to assist in the control of the train on the gradients.

Carlisle No. 3 box:—

The Guard of a down freight train for the Viaduct Yard must not uncouple his brake van at No. 3 box, and when it is necessary to shunt off the brake van before the train is deposited in one of the sidings, this must be done at the entrance to the yard after the train is under the control of the yard staff.

Carlisle No. 1 box—Willowholme Electricity Works Siding:—

Trains for the siding must not exceed fourteen wagons and brake van, and they will be propelled from No. 3 box to No. 1 box. The trains must stop before reaching the hand points leading to the loop siding at the Works to admit of the brake van being deposited there, after which the loaded wagons will be placed on the main siding. Before the propelling movement from the up line at No. 1 box to the Electricity Works is commenced, Guards must see that a sufficient number of wagon brakes are pinned down to control the train on the gradient.

Kingmoor Up Yard:—

Drivers of trains approaching on the up through siding No. 2 must not foul the crossing from the Yard until authorised to do so by the Yard Foreman. In the absence of the Yard Foreman, Drivers may proceed provided there is no other engine working in front, but they must satisfy themselves that the way is clear.

Setting back movements are authorised from Etterby Junction to the up yard on the up through siding Nos. 1 and 2 and Drivers and Guards when setting back must be prepared to obey any hand signal exhibited by the Yard Foreman. When hand signalling such movements from Etterby Junction the Yard Foreman must take up a position south of the connection leading from the loco. sheds to the up through siding No. 2 in order to protect that connection.

Kingmoor Down Yard:—

The down through siding and Nos. 1, 2 and 3 down sidings are used for the reception of down trains for Kingmoor down yard and also for movements from the down yard to Etterby Junction box. Drivers must run on these sidings with caution, and when proceeding in the down direction from Etterby Junction box they must not foul the crossings at the down yard without a hand signal from the Yard Foreman.

Setting-back movements are authorised from Kingmoor box to the down yard on the down through siding, and Drivers and Guards when setting-back must be prepared to obey any hand signal exhibited by the Yard Foreman.

Between Kingmoor and Rockcliffe—Kingmoor Level Crossing.

Drivers must sound engine whistle when approaching this crossing.

Bryson's Tablet—Exchanging Apparatus:—

A gauge giving height and width is provided at Kingmoor Engine Shed to enable Drivers to adjust this apparatus before leaving the shed.

