B.R. 30003

PRIVATE AND NOT
FOR PUBLICATION

BRITISH RAILWAYS

LONDON MIDLAND REGION

Sectional Appendix to Working Timetable
and books of Rules and Regulations

MIDLAND LINES

DERBY

1st October, 1960

BY ORDER
of the
GENERAL MANAGER

HENRY BLACKLOCK & CO. LTD., MANCHESTER

B.R. 30003

Employees supplied with this book must make themselves acquainted with it 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 :—

		Speed m.p.h.
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, 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
5.	When receiving, delivering or exchanging Electric Tokens by means of automatic exchange apparatus, except where otherwise shown	25
6.	When passing over water troughs and requiring to pick up water	75

Except where otherwise shown, trains not conveying passengers when running on goods lines must not exceed a maximum speed of **45 m.p.h.** at any point.

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 :—

Classification	Description	Maximum permissible speed
		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 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 " or in the Weekly Programme of Engineering Operations, such speed restriction 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 the 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.**

STATIONS SIGNALLED AS TERMINAL STATIONS

Reference is made in Table "A" to certain " through " stations which are signalled as " terminal " stations, and Drivers of trains approaching them must understand that the signal or signals taken off or turned off to give them permission to enter, simply give them permission to run into the station, and not through it, and they must be prepared to stop at any point the circumstances of the case may render necessary, unless the line is clear, and the signals applicable to the line on which they are running are taken off or turned off, giving them permission to leave the station at the other end

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) .. .. ···●←·····→●···

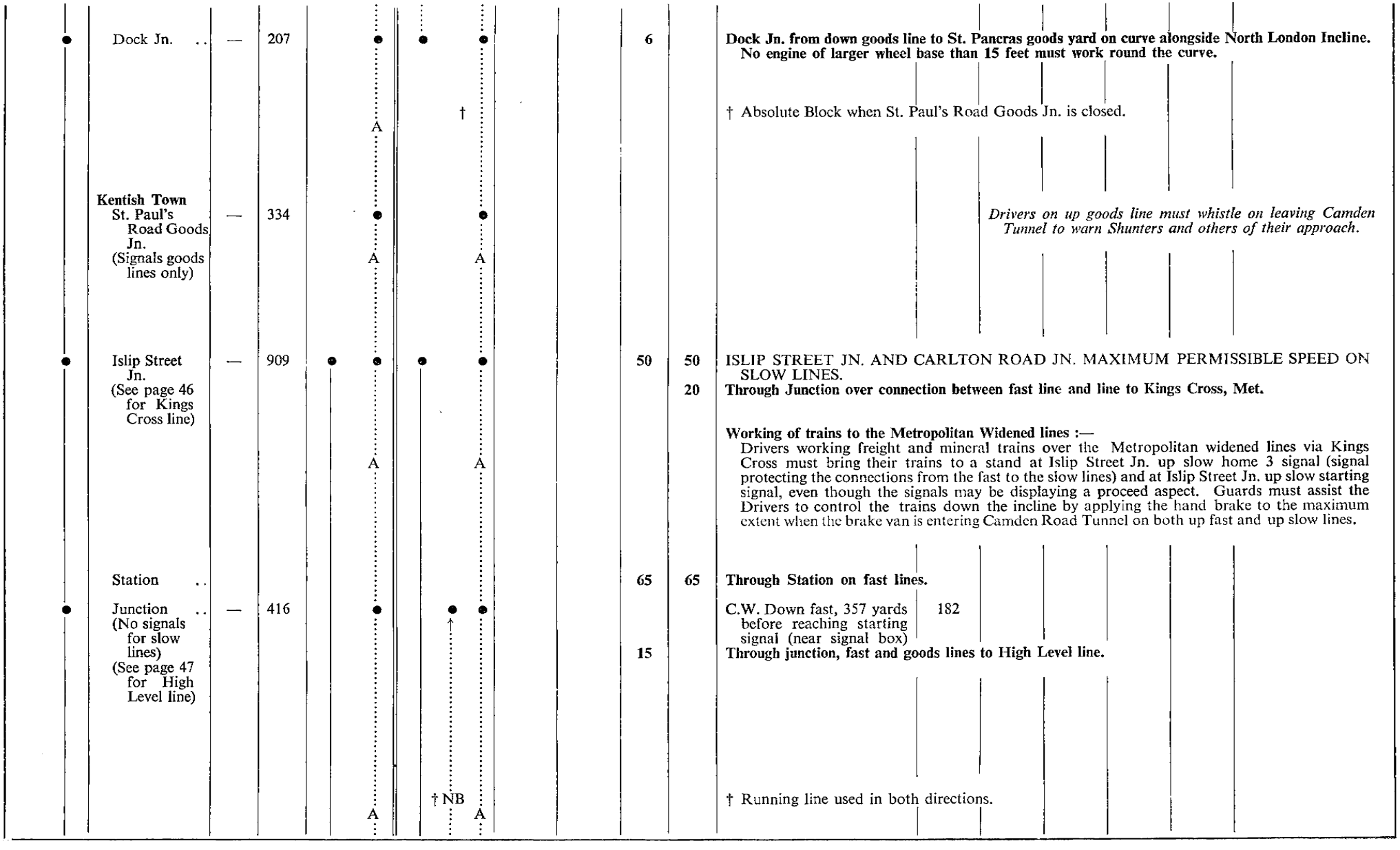
"A" —Absolute Block on Goods Line.
" P " —Permissive Block on Platform line for passenger trains.
" PF " —Permissive Block on Passenger line for freight trains.
" NB " —" No Block".

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.

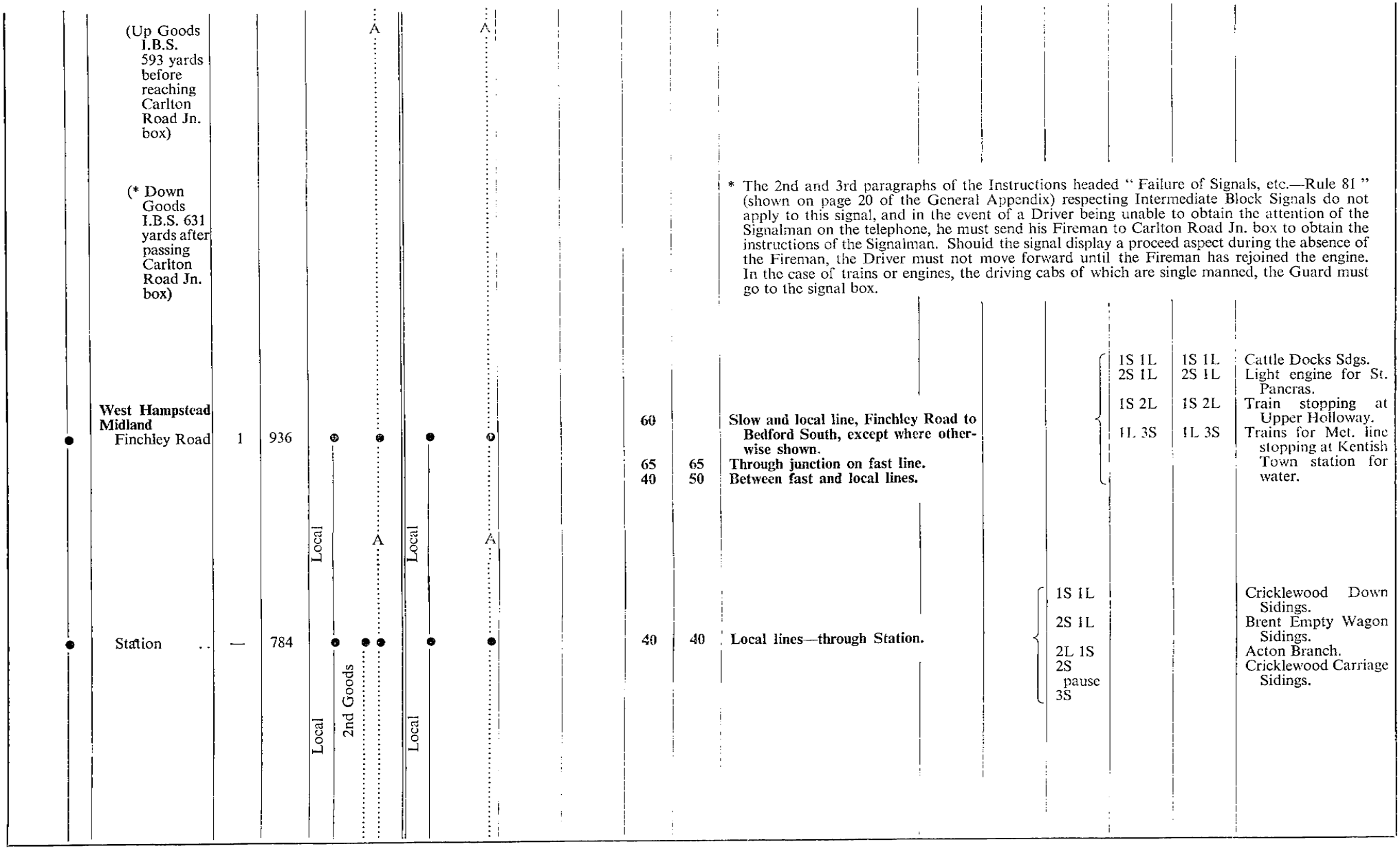
C —Run-back catch points.
CW —Run-back catch points controlled from signal box.
S —Spring trailing points.
U —Unworked trailing points.
IBS —Intermediate Block Section Signal.

MAIN LINE — ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)

Description of Block Signalling on Main Lines (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	
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)															
	ST. PANCRAS AND HENDON STATION							75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES						
	HENDON STATION AND TRENT JUNCTION							90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES						
	TRENT JUNCTION AND HORNS BRIDGE							80	80	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES						
●	**St. Pancras Station** ..	—	—	● A	Carriage line ●			5	5	**To and from Cambridge Street turntable (both ends) and to and from old Loco. Sidings.**						
								15		**From West departure line to down fast line.**						
								10	10	**Over all lines South of up fast and up goods home signals.**						
	North London Incline (Signals goods lines only) (See page 46 for Camden Road line)	—	772	† ●	●				5	**From North London Incline.**						
										† Absolute Block when North London Incline box is closed.						


Dock Jn. .. — 207
A
†
6
Dock Jn. from down goods line to St. Pancras goods yard on curve alongside North London Incline. No engine of larger wheel base than 15 feet must work round the curve.
† Absolute Block when St. Paul's Road Goods Jn. is closed.
Kentish Town
St. Paul's Road Goods Jn. (Signals goods lines only) — 334
A
A
Drivers on up goods line must whistle on leaving Camden Tunnel to warn Shunters and others of their approach.
Islip Street Jn. (See page 46 for Kings Cross line) — 909
A
A
50
50
ISLIP STREET JN. AND CARLTON ROAD JN. MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.
20
Through Junction over connection between fast line and line to Kings Cross, Met.
Working of trains to the Metropolitan Widened lines :—
Drivers working freight and mineral trains over the Metropolitan widened lines via Kings Cross must bring their trains to a stand at Islip Street Jn. up slow home 3 signal (signal protecting the connections from the fast to the slow lines) and at Islip Street Jn. up slow starting signal, even though the signals may be displaying a proceed aspect. Guards must assist the Drivers to control the trains down the incline by applying the hand brake to the maximum extent when the brake van is entering Camden Road Tunnel on both up fast and up slow lines.
Station ..
65
65
Through Station on fast lines.
Junction .. — 416
(No signals for slow lines)
(See page 47 for High Level line)
A
† NB
A
C.W. Down fast, 357 yards before reaching starting signal (near signal box) 182
15
Through junction, fast and goods lines to High Level line.
† Running line used in both directions.

Description of Block Signalling on Main Lines (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	
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
	Kentish Town—*cont.*															
	Sidings .. (Signals for slow lines only)	—	86													
	Engine Shed Jn. (Signals for slow lines only) (See page 47 for Crouch Hill line)	—	279		A			10		**Through junction, down slow to Crouch Hill line**						
					† NB					† Running line used in both directions.						
	Cattle Docks Jn. (Signals for goods lines only)	—	66		A			10	10	**Between Cattle Docks and Carriage sidings and down goods line at Cattle Docks Jn.**						
					A											
●	Carlton Road Jn. (See page 47 for Crouch Hill line)	—	181					10	10	**Through junction—from or to slow lines.**		1L 1S 2S 1L				Acton branch. Brent Empty Wagon Sidings. Cricklewood Carriage Sidings.
									10	**Through junction to Crouch Hill line.**		2S pause 3S	1S1L1S			Trains proceeding to down goods line, requiring to attach or detach at Finchley Road.



* The 2nd and 3rd paragraphs of the Instructions headed " Failure of Signals, etc.—Rule 81 " (shown on page 20 of the General Appendix) respecting Intermediate Block Signals do not apply to this signal, and in the event of a Driver being unable to obtain the attention of the Signalman on the telephone, he must send his Fireman to Carlton Road Jn. box to obtain the instructions of the Signalman. Should the signal display a proceed aspect during the absence of the Fireman, the Driver must not move forward until the Fireman has rejoined the engine. In the case of trains or engines, the driving cabs of which are single manned, the Guard must go to the signal box.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
	West Hampstead Midland—*cont.*															
	West End Sdgs. (Signals for down goods and 1st up goods lines only)	—	652	Local	2nd Goods / Local			15	15	**Between down and up goods lines and arrival line North end of West End Sdgs.**						
	Cricklewood															
•	Watling Street Jn.	—	458	2nd Goods / Local	Local											
	Station ..							25	25	**Local lines when running between the platforms and over the junctions at the North end of the Station.**						
•	Junction .. (See page 49 for Acton line)	—	1094	Local	Local					CW. Up goods. 150 yards after passing home signal	196					
								20		**Through junction to Acton.**						
								15	15	**Local lines, through junction to and from Carriage lines.**						
•	Brent Jn. No. 1 (No signals for goods lines)	—	1372	↑				5	5	**Over Brent Engine line.**						

† Brent Engine line. Worked in both directions.

	Brent Jn. No. 2 (No signals for fast or local lines) (See page 49 for Acton line)	—	53	† Electric Token ← Local	Local	A	A			15	**Goods line, through junction to Acton.**
	Hendon Welsh Harp Jn.	—	719	Local	Local	A					CW. Down goods. 147 yards before reaching starting signal 191
	Station ..	—	1126	Local	Local	A					
	Silkstream Jn. (No signals for fast lines)	—	1292						30	30	CW. Up goods. 240 yards after passing home signal. 200 **Through junction from and to local lines.**
	Mill Hill Broadway Station ..	1	1103				DRS URS	42 38	55	55	**Slow lines through Station.**

Description of Block Signalling on Main Lines (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	
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
	Elstree and Borehamwood															
	Scratchwood Sdgs. (No signals for fast lines)	1	1048	•	•											
•	Station ..	1	1001	•	•					C. Down fast, 1670 yds. before reaching home I signal (near distant signal).	176					
										C. Down slow, 1670 yds. before reaching home I signal (near distant signal).	187					
								20	20	**Between fast and slow lines.**						
										C. Up fast, 765 yds. before reaching home signal.	200					
										C. Up slow, 763 yds. before reaching home I signal.	200					
	Radlett															
•	Station ..	2	1270	•	•									2S 1L	2S 1L	Brent Up Sidings or Brent Loaded Wagon Sidings.
•	Napsbury ..	2	1448	•	•	DRS	45	20	20	**Between fast and slow lines.**				3S 1L	3S 1L	West End Sidings.
								75		**Fast line between Napsbury and St. Albans 18½ to 70 m.p.**				1S 1L	1S 1L	Cricklewood Shed, Brent South Sdgs. or Acton branch.
														(To be given at St. Albans South box when Napsbury Stn. box is closed.)		

St. Albans City South.. ..	1	1057			DRS	45			C. Down fast, 1571 yds. before reaching home signal.	176				
							40		**Slow line, 19¾ to 20¼ m.p.**					
Station ..								75	**Fast line, between St. Albans and Napsbury, 20 to 18½ m.p.**					
North ..	—	595						40	**Slow line, 20¼ to 19¾ m.p.**					
Sandridge ..	1	288									1L 3S	1L 3S		Luton for water or traffic. (Not passenger trains).
Harpenden Central Station ..	3	459					25	25	**Slow lines—over curve at North end of Station.**					
Junction .. (See page 51 for Hemel Hempstead line)	—	1349					12		**Through junction and over curve to Hemel Hempstead.**					
(Down fast and down slow I.B. signals, 1 mile, 1,677 yards from Harpenden Jn. box)														
							75		**Fast line, round curves between Harpenden Jn. and Luton, 28 to 30 m.p.**					
(Up fast and up slow I.B. signals, 2 miles, 1,524 yards from Luton South box)														

Description of Block Signalling on Main Lines (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	
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
	Luton Midland Road															
●	South.. ..	4	1380	●	●	DRS	45		75	**Fast line, round curves between Luton and Harpenden Jn., 30 to 28 m.p.**						
	Station ..				No. 3 Platform			**30**		**On No. 3 Platform line.**						
●	North ..	—	416	●	●											
	Leagrave															
●	Station ..	2	634	●	●	DRS	38									
	Harlington															
●	Sundon ..	2	1696	●	●					C. Up fast and up slow, 700 yds. before reaching home signals.	202					
												1S 1L	1S 1L			Stopping Bedford for traffic.
												1L 3S	1L 3S			Bedford for water, examination, or relief.
●	Station ..	1	1079	●	●	DRS	36			C. Up fast, 728 yards before reaching home signal.	202					
														1L 3S	1L 3S	Stopping at Luton for water.
										C. Up slow, 700 yards before reaching home signal.	202					(Not passenger trains)
	Flitwick															
●	Station ..	3	59	●	●											
●	Ampthill ..	1	664	●	●	DRS	48			C. Up fast, 700 yards before reaching home signal.	200					
										C. Up slow, 620 yards before reaching home signal.	200					

Bedford Midland Road							
						CW. Up fast and up slow, 620 yards before reaching starting signals.	168
Millbrook ..	2	170				C. Up slow, 700 yards before reaching home signal.	202
						C. Up fast, 800 yards before reaching home signal.	202
Houghton Conquest	2	239					
Wilshamstead	—	1203					
Elstow .. (No signals for fast lines)	—	1236					
Kempston Road Jn.	1	1607			20	**Slow to fast line.** C. Up slow, 567 yards before reaching home 2 signal.	184
					60	**Slow and local line, Bedford South to Finchley Road, except where otherwise shown.**	
South ..	—	491		10	10	**Between fast and slow lines.**	
				20		**Slow line, Bedford South to Bedford North except where otherwise shown.**	
Junction .. (No signals for fast lines) (See page 52 for Hitchin line)	—	428		15	15	**Slow lines, through junction and over curve.**	
Station ..					20	**Slow line, Bedford North to Bedford South except where otherwise shown.**	
North ..	— (839 yards from Bedford South via fast lines)	455		10		**Slow to fast line.**	
				20		**Fast to slow line.**	
				50		**Goods line—Bedford North to Irchester Jn.**	
				40		**Passenger trains (when authorised) over goods line Bedford North to Irchester Jn.**	
						CW. Down goods, 108 yards after passing home signal.	176
Bromham ..	—	1327				C. Down main, 744 yds. before reaching home signal.	176

Description of Block Signalling on Main Lines (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	
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
	Bedford Midland Road—*cont.*															
•	Oakley Jn. (See page 52 for North-ampton line)	—	1523	•	•	URS (Connected with up goods line only)	42	15		**Through junction to Northampton.**		1L 3S	1L 3S			Wellingboro, for water or traffic.
•	Oakley Station	1	630	•	•	DRS	39							1L 3S	1L 3S	Water at Bedford.
				A	A											
														1S 1L	1S 1L	Stopping Bedford for traffic.
	Sharnbrook													2S 1L	2S 1L	Hitchin, or enter Bedford Goods Yard.
•	Station	3	1144	•	•					C. Down main, 1148 yds. before reaching home signal.	119			1L 3S	1L 3S	Stopping Bedford for water, examination or relief.
				A	A											
•	Souldrop	1	996	•	•	DRS	37									
				A	A											
	Irchester															
	Wymington (No signals for main lines)	2	934	•	•											
				A	A											

	South.. ..	1	760														
				A	A												
	North ..	—	1251														
				A	A												
	Junction .. (No signals for fast lines) (See page 55 for Higham Ferrers line)	—	1538														
	Wellingborough Midland Road Junction .. (See page 57 for Northampton line)	1	373														
	Station ..	—	421														
	North ..	—	469														
	Finedon Road	—	737														
	Neilsons Sdgs.	—	747														

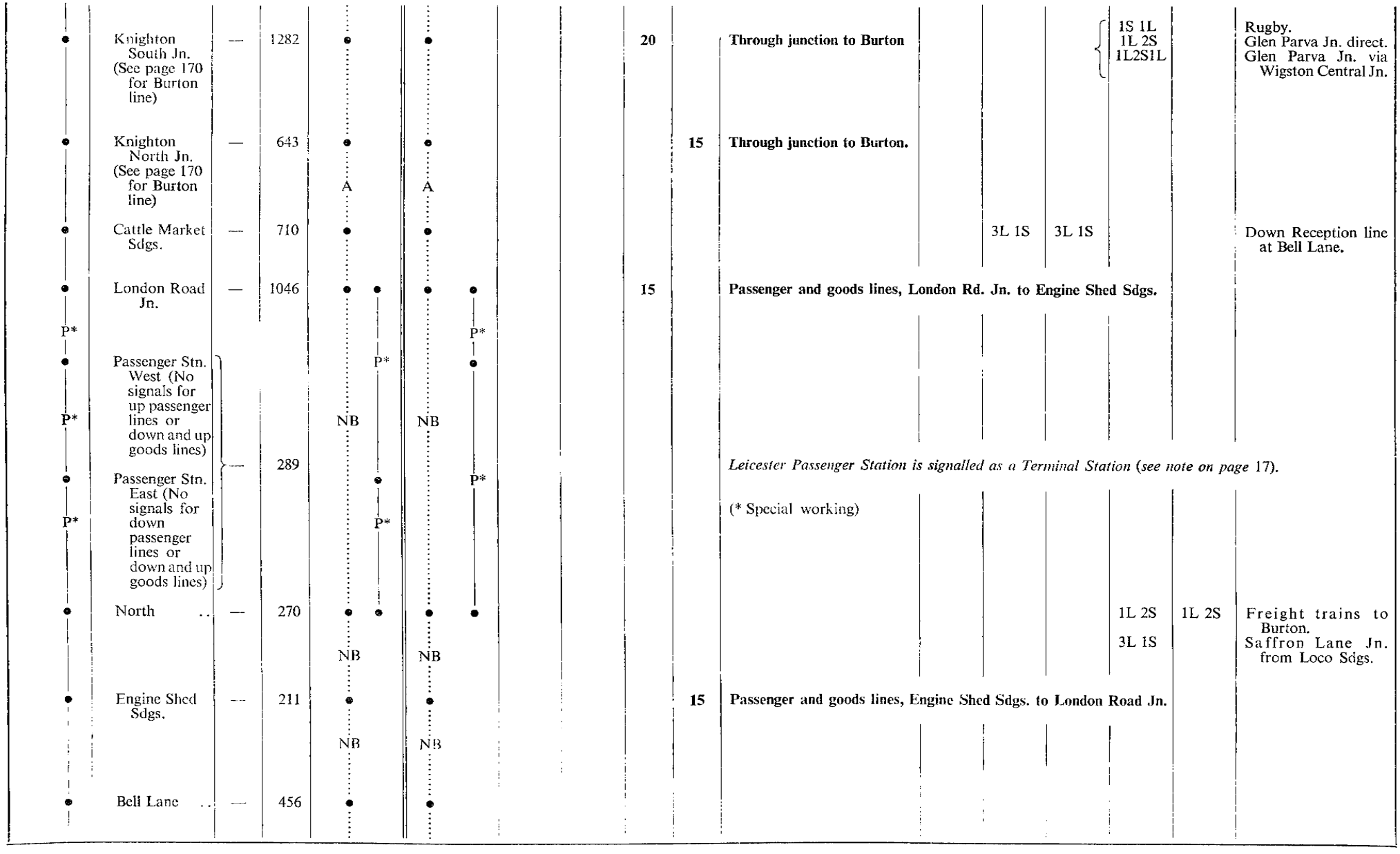
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
●	**Burton Latimer** Finedon Station	2	30	●	●	URS	28							5S		Forward on goods line at Neilsons Sidings.
														4L		Enter Wellingboro' Up Sidings.
●	Station ..	1	381	●	●	DRS	33	70		**Fast line between Burton Latimer and Kettering North, 70 to 72½ m.p.**			5S			Fast line at Kettering South.
														3L 1S	3L 1S	Bedford direction, not stopping at Finedon or Wellingboro' Up Sidings for traffic.
●	**Kettering** Junction .. (See page 57 for Kimbolton line)	1	386	●	●	DRS	66			C. Down fast, 837 yards before reaching home signal.	216			4L	4L	Stopping at Finedon for traffic or entering Wellingboro' Up Sidings.
									50	**Goods line, Kettering Jn. to Wellingboro' Stn.**						
									40	**Passenger trains (when authorised) over goods line, Kettering Jn. to Wellingboro' Stn.**				1L 2S	1L 2S	Northampton direction not stopping at Finedon or Wellingboro' Up Sidings for traffic.
								25	25	**Between fast and slow lines.**						
								20	20	**Through junction to Kimbolton.**						
								75	75	KETTERING JN. TO GLENDON NORTH JN.—MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.						
●	South.. ..	—	1381	●	●			20	20	**Between slow and fast lines.**						
								60		**Slow line—over curves between Kettering South and Kettering North, 71½ to 72½ m.p.**						
●	Station .. (See page 57 for Loddington Branch)	—	691	●	●			10		**To Loddington Branch.**		*Drivers must whistle to warn Shunters and others, when approaching from either direction, the level crossing at the South end of Kettering Station near 71¾ m.p.*				

North ..	—	572						70	Fast line, over curves between Kettering North and Kettering South, 72½ to 71½ m.p.		1L 1C 2L 1S	2L 1C 2L 2S			Wigston. Manton.
								60	Slow line, over curves between Kettering North and Kettering South, 72½ to 71½ m.p.						
Iron and Coal Co's. Sdgs.	1	195													
Glendon and Rushton															
South Jn. .. (No signals for fast lines)	1	463							C. Down slow, 935 yards before reaching home signal.	118					
(See page 58 for line via Manton)								45	**Through junction to Manton.**						
								15	15	**Slow lines, through junction to and from Glendon North Jn.**					
North Jn. ..	—	673			URS	46			C. Down fast, 800 yards before reaching outer home signal.	118					
								20	20	**Through junction from and to slow lines.**					
Station ..	—	1214							C. Down line, 750 yards before reaching I.B. home signal.	136	1L 3S				Freight trains stopping at Market Harboro' for water or traffic.
(Down I.B.S. 1 mile 263 yards from Glendon and R. Stn. box) (Up I.B.S. 1517 yards from Desboro' and R. Stn. box)															
Desborough and Rothwell															
Station ..	2	493							C. Down line, 553 yards before reaching distant signal.	136			3L 1S		Stopping at Kettering. (Not passenger trains.)
											Drivers must whistle when entering the sidings on the down side of the line, South of the overbridge at Desborough.				

Description of Block Signalling on Main Lines (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	
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
	Desborough and Rothwell—*cont.*															
•	North ..	—	969	•	•	DRS	37									
•	Braybrook ..	1	1675	•	•					C. Up main, 786 yards before reaching home signal.	132					
	Market Harborough															
•	Little Bowden Jn.	1	1708	•		DRS	41		30	**Main to goods line.**						
•	No. 2 ..	—	1099													
	Station ..							**50**	**50**	**Through Station.**						
•	No. 3.. .. (See page 67 for Northampton line)	—	351					**20**	**20**	**Through junction from and to Northampton.**						
•	Great Bowden Sdgs.	1	362			DRS (*a*) will hold 100 by blocking URS	51 (*a*) 35	**70**	**70**	**Over curves between 84½ and 84 m.p.** one storage siding.						
•	**East Langton** Station ..	2	152			DRS URS	58 33			C. Down line, 800 yards before reaching I.B. home signal.	167			4L		Freight trains for Northampton Castle requiring assistance from Market Harboro'.

	(Down I.B.S. 1 mile 251 yards from East Langton Stn. box) (Up I.B.S. 1 mile 270 yards from Kibworth Stn. box)										
	Kibworth Station ..	2	650						C. Down line, 996 yards before reaching distant signal.	130	
								15	KIBWORTH STATION TO KIBWORTH NORTH—MAXIMUM PERMISSIBLE SPEED ON DOWN SLOW LINE.		
	North ..	—	1510						C. Down fast, 680 yards before reaching home signal.	102	4L — Stop at Wigston South Sidings box.
									C. Down slow, 680 yards before reaching home signal.	102	
									C. Up main, 790 yards before reaching home signal.	153	
	Wistow ..	—	1332			URS	60		C. Up line, 750 yards before reaching home signal.	156	
	Great Glen	—	1707						C. Up line, 1142 yards before reaching distant signal.	199	3L 1C — Wigston Down Sdgs. or water at Wigston North Jn. 1L 1S — Glen Parva Jn. 1L1S1L — Burton.
	(Down I.B.S. 1 mile 413 yards from Great Glen Stn. box) (Up I.B.S. 1525 yards from Kilby Bridge box)								C. Up line, 800 yards before reaching I.B. home signal.	199	

Description of Block Signalling on Main Lines (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	
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
	Wigston Magna															
•	Kilby Bridge	2	691	•	•	DRS URS	40 37							1L 2S		Northampton line at Market Harboro'.
•	South Sdgs.	1	616	• 2nd Goods	•								1C 2L 1S			Wigston Down Sdgs. Glen Parva Jn.
	Station ..															
•	South Jn. .. (See page 182 for Nuneaton line)	—	507	•	• NB			20		**Through junction to Glen Parva Jn.**						
•	North Jn. .. (See page 72 for Rugby line and page 182 for Nuneaton line)	—	667	•	•			40	40	**Over curve on South Jn. side of North Jn. and through junction on main lines from and to South Jn.**			2L1S1L			Burton.
									10	**Through goods line—Wigston North Jn. to Wigston South Jn.**						
									20	**Through junction to Rugby.**						
									20	**Through junction to Glen Parva Jn.**						
	Leicester London Road															
•	Aylestone Jn.	—	1644	•	•										3S pause 1S	Wigston Up Sidings.


Knighton South Jn. (See page 170 for Burton line)
Knighton North Jn. (See page 170 for Burton line)
Cattle Market Sdgs.
London Road Jn.
Passenger Stn. West (No signals for up passenger lines or down and up goods lines)
Passenger Stn. East (No signals for down passenger lines or down and up goods lines)
North
Engine Shed Sdgs.
Bell Lane
1282
643
710
1046
289
270
211
456
20
15
15
15
Through junction to Burton
Through junction to Burton.
Passenger and goods lines, London Rd. Jn. to Engine Shed Sdgs.
Leicester Passenger Station is signalled as a Terminal Station (see note on page 17).
(* Special working)
Passenger and goods lines, Engine Shed Sdgs. to London Road Jn.
1S 1L
1L 2S
1L2S1L
3L 1S
3L 1S
1L 2S
3L 1S
1L 2S
Rugby.
Glen Parva Jn. direct.
Glen Parva Jn. via Wigston Central Jn.
Down Reception line at Bell Lane.
Freight trains to Burton.
Saffron Lane Jn. from Loco Sdgs.

Description of Block Signalling on Main Lines (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	
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
	Leicester London Road—*cont.*															
	Humberstone Road Stn.															
•	Humberstone Road Jn.	—	1021	•	•										3L 1S	Stopping at Leicester. (To be given at Bell Lane box when Humberstone Road Jn. box is closed).
	Syston															
•	Thurmaston ..	1	1013	•	•								1L 2S	2L 2S		Melton. (To be given at Bell Lane box when Thurmaston box is closed).
•	Wilcox Sdg. (No signals for goods lines)	—	1431													
	Station ..															
•	South Jn. .. (See page 73 for Melton line)	1	676	•	•			20		**Through junction, on main line and over curve to Syston East Jn.**						
								5		**Through junction, down goods to Melton line.**						
				A	2nd Passenger			15		SYSTON SOUTH JN. TO SYSTON NORTH JN.—MAXIMUM PERMISSIBLE SPEED ON 2nd DOWN PASSENGER LINE.						
•	North Jn. .. (See page 73 for Melton line)	—	589	•	•				10	**Through junction and over curve to Syston East Jn.**						

			†	†			† Absolute Block when Sileby Stn. box is closed.					
Sileby												
Station ..	2	964			DRS	41						
Barrow-on-Soar and Quorn												
Mountsorrel Jn. (No signals for goods lines)	1	156	A	A								
Station ..	—	1730			DRS	35					1L 1S 2L 1S	Melton. (To be given at Loughboro' Station box when Barrow-on-Soar Station box is closed).
			A	A								
Loughborough Midland												
Station ..	2	1361			URS	50		1S 1L 1S 2L	1S 1L 1S 2L			Castle Donington. Sawley Jn. via Sheet Stores Jn.
			A	A				2S 1L 1S 1L 1S	2S 1L 1S 1L 1S			Nottingham. Toton, or to Sawley Jn. via Trent Station.
Kegworth												
Hathern ..	2	1013										
			A	A								
Station ..	2	312			DRS	34						
			‡	‡			‡ Absolute Block when Kegworth Stn. box is closed.					
Trent												
Ratcliffe Jn. ..	1	1749						4L	4L			High Level Line.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
	Trent—*cont.*			A	A											
•	Junction .. (See page 94 for Manchester line) (For continuation of High Level Goods lines to Toton, see page 74)	—	1463	•	• •			40 60	40	**Through junction to and from Trent Station.** **Through junction to Sheet Stores Jn.**			4L	5S	5S	Meadow Lane Jn. Main line at Ratcliffe Jn. Goods line at Ratcliffe Jn.
•	Stn South Jn. (See page 94 for Manchester line)	—	780	•	•				10	**Through junction to Sheet Stores Jn.**		1S 2L				Derby.
P	Station ..			† 3rd Passenger	2nd Passenger 3rd Passenger			15	15	**Through station.** † From Long Eaton Jn. (See page 75).						
•	Stn. North Jn. (No signals for up goods line from Long Eaton Jn. to Trent Stn. South Jn. boxes)	—	337	•	•			10 15 15	 15	**Through junction to Derby (via North Curve)** **Through junction to and from Long Eaton.** **Through junction to Nottingham.**		4L				Goods line at Long Eaton Stn.

(See page 75 for Nottingham line and page 108 for North Curve line)													
Long Eaton													
North Erewash Jn. (See page 74 for Nottingham line)	—	931				15	**Through junction to Nottingham.**						
Station ..	—	390	2nd Goods										
Toton													
Junction .. (No signals for down goods line from Long Eaton Stn. forming second down goods line forward to Stanton Gate North) (For High Level Goods lines to Trent Jn., see page 74)	—	1215			2nd Goods	20	**Through junction to High Level goods line.**	1L 3S	1L 3S	2S 1L	2S 1L	Water on No. 1 down goods line at Stanton Gate South Chilwell Sdgs. and Toton Up East Sdgs.	
Centre ..	—	865			TB								
Down Sdgs. North (Signals 2nd down goods line only)	—	394			TB								

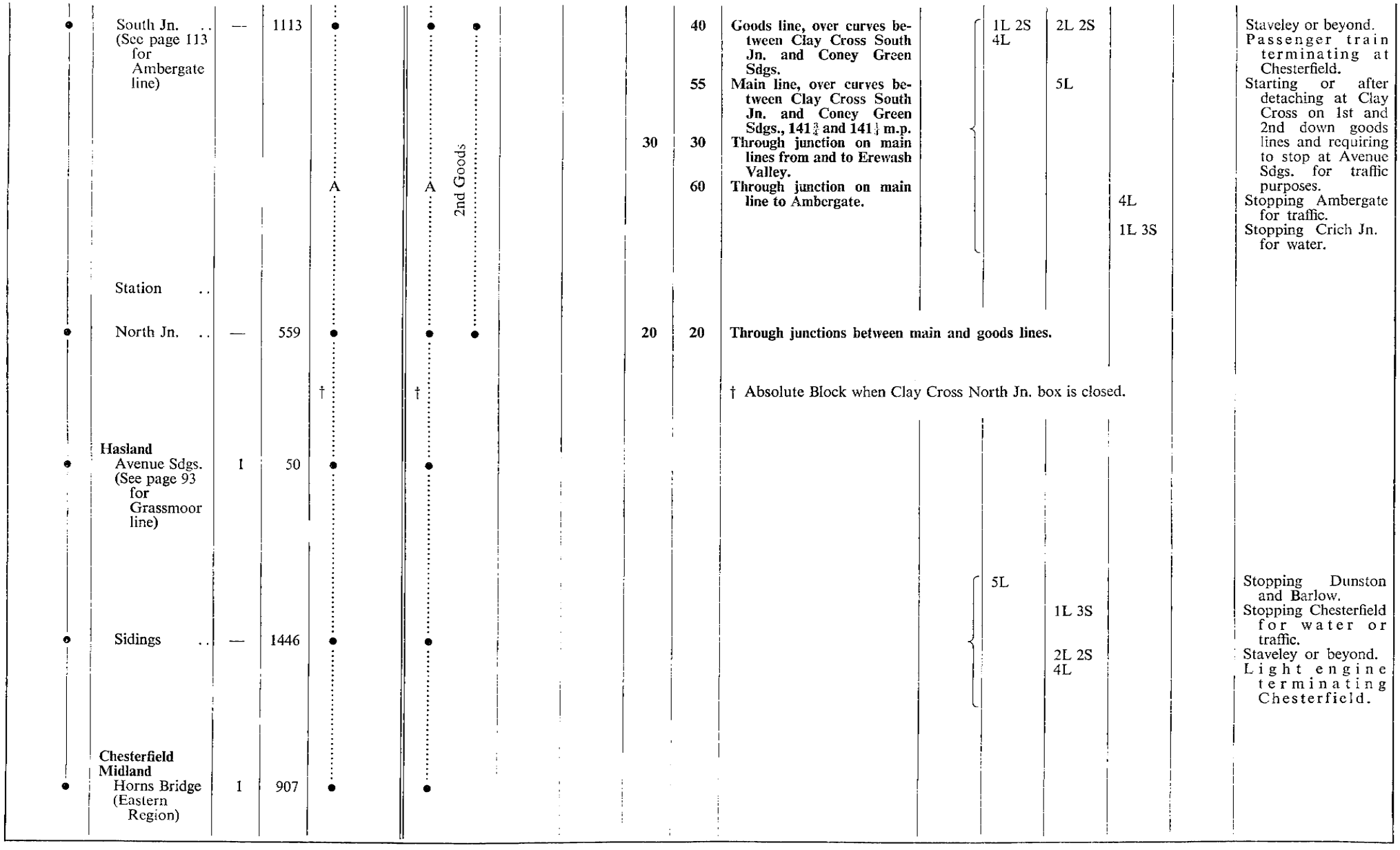
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long 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	
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
	Stapleford and Sandiacre Station ..	—	633										3L 1S			Second down goods to first down goods line.
													5S			Second down goods to main line.
															4L	Up Reception Sdgs
	Stanton Gate South.. ..	1	28			2nd Goods		70		**Main line, over curves at Stanton Gate, 123½ to 124 m.p.**			2L 1S			Mapperley Branch.
													3L 1S			Second down goods to first down goods line.
													5S			Second down goods to main line.
	North (See page 77 for Colliery lines)	—	466						70	**Main line, over curves at Stanton Gate, 124 and 123½ m.p.**				3L 1S	3L 1S	Reception Sdgs. at Stanton Gate.
	Station ..											4L	4L			Bennerley Sdgs.
												5S				Goods line at Bennerley Jn.
														1L 1C	1L 1C	Nottingham Station.
														3S pause	3S pause	Reception lines at Stanton Gate North.
	Trowell Junction .. (See page 65 for Radford line)	1	572						20	**Through junction from main line to Radford and over curve on Radford line.**				1S	1S	
														5S		Goods line at Stanton Gate North.
									10	**Through junction from goods line to Radford.**				4L	4L	Reception Sdgs. at Lenton North Jn.
														3S 1L	3S 1L	Beeston direction via Lenton South Jn.

	Station ..																
	Ilkeston Jn. and Cossall																
•	Ilkeston South Jn. (See page 87 for Ilkeston Town line)	1	888	•	•			15		**Through junction to Ilkeston Town.**	1L 1S 1L 2S	2L 1S 2L 2S			Ambergate Mansfield	
											(The down goods line whistles must be given when passing the down goods home signal.)						
	Station ..																
													1L 1S	2L 1S	Trowell Branch		
													1S1L1S	1S1L1S	Beeston, via Meadow Lane Jn.	Passgr. trains and freight trains not calling at Toton	
													2S 1L	2S 1L	Beeston, via North Erewash Jn.		
•	Bennerley Jn.	—	1496	•	•			70		**Main line, over curves between Bennerley Jn. and Shipley Gate 127¾ to 128¼ m.p.**							
								15	15	**Through junction to and from Bennerley Sdgs.**			1S 2L 1S 1L	1S 2L 1S 1L	Derby Castle Donington		
													3S 1L	3S 1L	Leicester, freight trains only.		
•	Shipley Gate	1	189	•	•	DRS	37		70	**Main line, over curves between Shipley Gate and Bennerley Jn., 128¼ to 127¾ m.p.**							
	Langley Mill and Eastwood																
•	Heanor Jn. ..	—	1721	•	•								4L	4L	Not stopping Stanton Gate or Toton. (To be given on up main only when being diverted to up goods).		
•	Station ..	—	787	•	•							1L 1C			Reception line at Stoneyford Jn.		
											1L 3S	1L 3S			Freight trains requiring water at Codnor Park Stn. Jn.		

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) I in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
	Codnor Park and Ironville															
•	Stoneyford Jn.	1	1327	•	•	2nd Goods										
•	Station Jn. ..	—	1319	•	•	•		60	60	**Through station—over curves on fast lines, 132¼ to 132¾ m.p.**						
								50	50	**Through station—over curves on slow lines, 132¼ to 132¾ m.p.**						
								20	20	**Through junction between fast and slow lines.**						
								75	75	CODNOR PARK STN. JN. TO PYE BRIDGE JN.—MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.						
	Pye Bridge															
•	Codnor Park Junction (See page 114 for Ambergate line)	—	877	•	•			20	20	**Through junction between fast and slow lines.**					5S	Main line at Codnor Park Stn. Jn.
								15		**Through junction and over curve to Ambergate.**						
•	**Riddings Jn... (See page 113 for Ambergate line)**	—	755	•	•				15	**Through junction and over curve to Ambergate.**						
	Station ..							50	50	**Through station—over curves on slow lines.**						

	Junction .. (See page 87 for Kirkby line)	—	874					15	**Through junction to Pinxton.**					
	Coates Park South	—	1201											
	Coates Park North	—	647						CW. Down main, 415 yds. before reaching home signal. (Points worked from Coates Park South and self operative when that box is closed).	150	1L 2S 1L2S1L 1L 3S	2L 2S 2L2S1L		Blackwell East Jn. Tibshelf and Newton. Freight train requiring water at Tibshelf South Jn.
				A	A			5	**Passenger trains when travelling over down goods line through Alfreton Tunnel.**					
	Alfreton and South Normanton Station .. (See page 89 for Colliery line)	1	283			URS	45						2L 2S	Ambergate.
				†	†				† When Alfreton Station box and/or Coates Park North box is/are closed, the up and down goods lines between the next box open, in rear or advance, up to and including Westhouses and Blackwell Station box or Pye Bridge Jn. box, as the case may be, will be worked in accordance with the Absolute Block Regulations.					
	Westhouses and Blackwell Blackwell South Jn. (See page 90 for New Hucknall Colliery line)	—	1409					15	**Through junction to Blackwell Branch.**		5L	5L		Tibshelf Sidings (bottom end).
				†	†			20	**Goods line, over colliery workings and curves between Blackwell South Jn. and Doe Hill, 136 m. 70 ch. to 138 m.p.**				1L 2S	Ambergate.
	Station .. (See page 90 for New Hucknall Colliery line, and page 91 for 2nd down goods line)	—	549											
	Tibshelf South Jn. (See page 91 for Pleasley Jn. line)	—	660					15	**Through junction to Tibshelf and Newton.**					

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	ST. PANCRAS TO CHESTERFIELD HORNS BRIDGE (EXC.) (VIA LEICESTER AND TRENT)—*cont.*															
●	**Doe Hill** Station ..	1	51	●	●				20	**Goods line, over colliery workings and curves between Doe Hill and Blackwell South Jn., 138 m.p. to 136 m. 70 chs.**					2L 1S	Blackwell East Jn.
												2S				Light engine for Hasland.
												3L 1S	3L 1S			Stopping Clay Cross for traffic or terminating there
●	Morton Sdgs. (See page 93 for Pilsley Branch Line)	—	832	●	●							1L 3S	1L 3S			Stopping Chesterfield for water or traffic — Freight trains.
												5L	5L			Stopping Avenue Sdgs.
●	**Clay Cross** Danesmoor Sdgs.	1	741	●	●									1L 2S		Butterley.
															1L 1C	Stopping at Morton Sdgs.
●	Coney Green Sdgs.	—	1606	●	●			40		**Goods line, over curves between Coney Green Sdgs. and Clay Cross South Jn.**					2L 1C	Not stopping Westhouses for water or traffic.
								55		**Main line, over curves between Coney Green Sdgs. and Clay Cross South Jn., 141¼ to 141¾ m.p.**						
										C. Up main, 586 yards before reaching home signal.	160					


South Jn. .. (See page 113 for Ambergate line)
—
1113
Station ..
North Jn. ..
—
559
Hasland
Avenue Sdgs. (See page 93 for Grassmoor line)
1
50
Sidings ..
—
1446
Chesterfield Midland
Horns Bridge (Eastern Region)
1
907
A
†
2nd Goods
40
55
30
30
60
20
20
Goods line, over curves between Clay Cross South Jn. and Coney Green Sdgs.
Main line, over curves between Clay Cross South Jn. and Coney Green Sdgs., 141¾ and 141¼ m.p.
Through junction on main lines from and to Erewash Valley.
Through junction on main line to Ambergate.
Through junctions between main and goods lines.
† Absolute Block when Clay Cross North Jn. box is closed.
1L 2S
4L
5L
2L 2S
4L
1L 3S
2L 2S
4L
Staveley or beyond.
Passenger train terminating at Chesterfield.
Starting or after detaching at Clay Cross on 1st and 2nd down goods lines and requiring to stop at Avenue Sdgs. for traffic purposes.
Stopping Ambergate for traffic.
Stopping Crich Jn. for water.
Stopping Dunston and Barlow.
Stopping Chesterfield for water or traffic.
Staveley or beyond.
Light engine terminating Chesterfield.

Description of Block Signalling on Main Lines (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	
	ST. PANCRAS, NORTH LONDON INCLINE TO CAMDEN ROAD, ST. PANCRAS JN.															
	NORTH LONDON INCLINE TO ST. PANCRAS JN.							5	5	MAXIMUM PERMISSIBLE SPEED						
Electric Token	**St. Pancras** North London Incline (See page 18)	—	—						5	**Through junction.**						
Electric Token	**Camden Road** St. Pancras Jn. (Western Lines)	—	1120													
	KINGS CROSS (L.T.) TO KENTISH TOWN, ISLIP STREET JN.															
	KINGS CROSS (L.T.) TO ISLIP STREET JN.							50	50	MAXIMUM PERMISSIBLE SPEED						
L.T. Regulations	**Kings Cross** Kings Cross (L.T.)	—	—					10	10	**Over curve in St. Pancras Tunnel.** C. Down line, 232 yards before reaching Kings Cross (L.T.) advanced starting signal.	Level					
L.T. Regulations	**Kentish Town** Islip Street Jn. (See page 19)	1	1209					20		**Through junction to fast line.**						

KENTISH TOWN JN., CARLTON ROAD JN. AND ENGINE SHED JN. TO HARRINGAY PARK JN. (EXC.)

KENTISH TOWN JN. TO JUNCTION ROAD JN. (HIGH LEVEL LINE)			15	15	MAXIMUM PERMISSIBLE SPEED
Kentish Town Junction (See page 19)	—	—		15	**Through junction to fast or goods lines.**
				CW. Down to Highgate Road Jn., 70 yards after passing starting signal (siding points).	48
Highgate Road Jn. (See page 49 for Gospel Oak line)	—	782	15	15	**Over curve between the bridge carrying the Highgate Incline over the main line and Highgate Road Jn., also through Highgate Road Jn. in any direction.**
Upper Holloway Junction Road Jn. (See page 48)	—	718		CW. Up to Highgate Road Jn., 253 yards after passing home signal.	100
			15	**Through junction.**	
CARLTON ROAD JN. TO MORTIMER STREET JN. (NORTH CURVE LINE)			10	10	MAXIMUM PERMISSIBLE SPEED
Carlton Road Jn. (See page 20)	—	—	10		**Through junction.**
Mortimer Street Jn. (See below)	—	286		10	**Through junction.**
The direction of the line between Carlton Road Jn. and Mortimer Street Jn. is "Up."					
ENGINE SHED JN. TO JUNCTION ROAD JN.			30	30	MAXIMUM PERMISSIBLE SPEED
JUNCTION ROAD JN. TO HARRINGAY PARK JN.			50	50	MAXIMUM PERMISSIBLE SPEED
Kentish Town Engine Shed Jn. (See page 20)	—	—	10		**Engine Shed Jn. to Mortimer Street Jn.**
Mortimer Street Jn. (See above)	—	269		10	**Mortimer Street Jn. to Engine Shed Jn.**
				10	**Through junction to Carlton Road Jn.**

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	KENTISH TOWN JN., CARLTON ROAD JN. AND ENGINE SHED JN. TO HARRINGAY PARK JN. (EXC.)—*cont.*															
•	**Upper Holloway** Junction .. Road Jn. (See page 47 for Kentish Town High Level line)	—	867							C. Down line, 405 yards before reaching home signal.	100					
								15	15	**Through junction from and to Mortimer Street Jn.**						
									15	**Through junction to Highgate Road Jn.**						
												1L 2S				E.R. line via. Tottenham South.
												1S 1L				E.R. line via. Tottenham North.
•	Station ..	—	654									1L 1S				E.R. line via. Harringay Jn.
														1S 1L		Carlton Road Jn.
														1S 2L		Kentish Town.
	(Up I.B.S. 1,149 yards from Harringay Park Jn. box)													1S 1L 1S		Metropolitan Line.
	Crouch Hill Station (Eastern Region)															
•	**Harringay Stadium** Harringay Park Jn. (Eastern Region)	1	518													

GOSPEL OAK STATION (EXC.) TO KENTISH TOWN, HIGHGATE ROAD JN.

	GOSPEL OAK STATION TO HIGHGATE ROAD JN.						15	15	MAXIMUM PERMISSIBLE SPEED			
•	Gospel Oak Station (Western Lines)	—	—									
•	Highgate Road Jn. (See page 47)	—	393				15		**Through junction.**			

BRENT JN. No. 2 AND CRICKLEWOOD JN. TO ACTON CENTRAL, ACTON WELLS JN. (EXC.)

	BRENT JN. No. 2 TO DUDDING HILL JN.						30	30	MAXIMUM PERMISSIBLE SPEED			
•	Brent Jn. No. 2 (See page 23)	—	—					15	**Through junction.**			
†												
•	Dudding Hill Jn. (See below)	1	65						CW. Up goods to Brent, 137 yards after passing home signal.	140		

† P.B. on up line for trains not conveying passengers, and A.B. on down line

	CRICKLEWOOD JN. TO ACTON WELLS JN.						30	30	MAXIMUM PERMISSIBLE SPEED			
•	**Cricklewood Junction** (See page 22)	—	—					20	**Through junction.**			
A										1S 2L		Battersea, via New Kew.
•	Dudding Hill Jn. (See above)	—	1389				20	20	**Through junction from and to Cricklewood.**	3S 1L 1S 1L	3S 1L	Feltham, via Old Kew Acton (W.R.). Cricklewood West End Sdgs.
A												
•	Neasden Jn. (See page 50 for Neasden South Jn.)	1	7					15	**Through junction to Neasden South Jn.**			
A												

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	BRENT JN. No. 2 AND CRICKLEWOOD JN. TO ACTON CENTRAL, ACTON WELLS JN. (EXC.)—*cont.*															
	Cricklewood—*cont.*															
•	Harlesden Station	—	1567													
A																
•	Acton Canal Wharf	—	1010							C. Up goods, 734 yds. before reaching signal box.	250				1L 1S 1L 2S	Neasden South Jn. Cricklewood.
A																
•	**Acton Central** Acton Wells Jn. (Western Lines)	—	829													
	NEASDEN JN. TO NEASDEN SOUTH JN.															
	NEASDEN JN. TO NEASDEN SOUTH JN.							15	15	MAXIMUM PERMISSIBLE SPEED						
•	Neasden Jn. (See page 49)	—	—						15	**Through junction.**						
A																
•	Neasden South Jn. (See page 194)	—	658					15		**Through junction.**						

FINCHLEY CENTRAL (EXC.) TO EDGWARE

FINCHLEY CENTRAL TO EDGWARE

One engine in steam	Finchley Central Station (L.T.E.)				
	Mill Hill East (L.T.E.) †	1	228	20	20 MAXIMUM PERMISSIBLE SPEED (Freight trains)
	Edgware	3 (distance to end of Branch)	179		

† Track block between Finchley Central and Mill Hill East.

HARPENDEN JN. TO HEMEL HEMPSTEAD STATION

HARPENDEN JN. TO HEMEL HEMPSTEAD STATION

One engine in steam	Harpenden Central Junction .. (See page 25)	—	—	30	30 MAXIMUM PERMISSIBLE SPEED
					12 **Over curve and through junction.**
	Redbourn ..	2	1239		
				12	12 **Over curves between 30 m. 49 ch. and 31 m. 9 ch.**
	Hemel Hempstead Station ..	4	814		

HITCHIN GOODS YARD (EXC.) TO BEDFORD JN.

HITCHIN, GOODS YARD TO BEDFORD JN.

Electric Token	Hitchin Goods Yard (Eastern Region)	—	—	45	45 MAXIMUM PERMISSIBLE SPEED ON MAIN OR SINGLE LINES
	Shefford Henlow Camp Station				
	Station ..	6	353		

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	HITCHIN GOODS YARD (EXC.) TO BEDFORD JN.—*cont.*															
Electric Token	**Southill** Station ..	2	838					**45**	**15**	**Over connection between double and single line.**						
Electric Token	**Cardington Stn.**															
Electric Token	Bedford, No. 1 (Western lines)	6	864					**45**	**15**	**Over connection between double and single line.**						
	Bedford Midland Road L. & N.W. Jn.	—	507													
	Ouse Bridge ..	—	362													
	Junction .. (See page 27)	—	291					**15**		**Through junction.**						
	BEDFORD, OAKLEY JN. TO NORTHAMPTON, HARDINGSTONE JN. (EXC.)															
	OAKLEY JN. TO HARDINGSTONE JN.							**60**	**60**	MAXIMUM PERMISSIBLE SPEED						
	Bedford Midland Road Oakley Jn. .. (See page 28)	—	—						**15**	**Through junction.** CW. Down line, 320 yds. before reaching starting signal.	142					

Electric Token	**Turvey** Station ..	4	833					15	60	**Over connection between double and single line.**		*Drivers must give one long whistle when approaching occupation level crossing between 57 and 57¼ m.p. between Turvey and Olney.*	
Electric Token	**Olney** Station ..	4	455					15	15	**Over connection between single and double line.**	1L 1C		Approaching.
								55	55	**Between Olney and Ravenstone Wood Jn. round curve 61¾ to 62¾ m.p.**			
												Drivers must give one long whistle when approaching occupation level crossing near 61¾ m.p. between Olney and Ravenstone Wood Jn. (Whistle boards provided.)	
	Ravenstone Wood Jn. (See below for Towcester line)	3	1051							C. Down line, 600 yards before reaching home signal.	75	1L 1C	Approaching.
								20		**Through junction to Towcester.**			
	Piddington Station ..	1	869							C. Down line, 720 yards before reaching home signal.	82		
								40	40	**Between Piddington and Hardingstone Jn., round curves, 70 and 70½ m.p.**			
	Northampton Bridge Street Hardingstone Jn. (Western Lines)	5	1012					25		**Through junction.**			

OLNEY, RAVENSTONE WOOD JN. TO FENNY COMPTON STATION (EXC.)

	RAVENSTONE WOOD JN. TO FENNY COMPTON STATION							45	45	MAXIMUM PERMISSIBLE SPEED			
Electric Token	**Olney** Ravenstone Wood Jn. (See above for Oakley Jn. line)	—	—						20	**Through junction.**		1L 1C	Approaching.
Electric Token	**Towcester** Station .. (See page 55 for Blisworth line)	10	1054			CL	44	15	15	**Through junction (any direction).**	3L 1C	1L 1C	From Olney. From Stratford.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	OLNEY, RAVENSTONE WOOD JN. TO FENNY COMPTON STATION (EXC.)—*cont.*															
Electric Token	**Blakesley** Station ..	4	396			CL	26									
	Gatehouse (Public Level Crossing)															
	Byfield Woodford West Jn. (See page 55 for Woodford Halse)	6	110			CL	23		15	**Through junction to Woodford Halse.**		1L 1C		1L 1C 2L 1C		To or from Towcester. Woodford Halse.
	Station † ..	1	418			CL	43									
	Fenny Compton Station .. (Western Region)	6	1518													

† *When Byfield Station box is switched out the token section is Woodford West Jn. to Fenny Compton and the token is of the miniature type.*

BLISWORTH TO TOWCESTER

BLISWORTH TO TOWCESTER

Electric Token	**Blisworth** Station ..	—	—			45	45	MAXIMUM PERMISSIBLE SPEED		
								Up trains must not pass the distant signal at a greater speed than 15 m.p.h. and must not pass the home signal at a greater speed than 5 m.p.h. in order that the train can be brought to a stand at the Station by the application of the hand brake only.	2L 1C	Approaching.
								Drivers must sound the engine whistle when approaching occupation level crossing between 2¾ and 3 mile posts, between Blisworth and Towcester.		
	Towcester Station .. (See page 53)	4	264			15		**Through junction.**	2S 1C	Approaching.

WOODFORD HALSE No. 4 TO BYFIELD, WOODFORD WEST JN.

WOODFORD HALSE No. 4 TO WOODFORD WEST JN.

						15	15	MAXIMUM PERMISSIBLE SPEED		
	Woodford Halse No. 4.. .. (See page 199)	—	—				15	**Through junction.** CW. Up line, 81 yards before reaching starting signal.	Level	
	Byfield Woodford West Jn. (See page 54)	—	842			15		**Through junction.**	2L 1C	Approaching.

HIGHAM FERRERS TO IRCHESTER JN.

HIGHAM FERRERS TO IRCHESTER JN.

Electric Token	**Higham Ferrers** Goods (Token Station) (No Signalman Instrument)	—	—			45	45	MAXIMUM PERMISSIBLE SPEED		
	Station ..									
	Rushden Station									
	Irchester Jn. .. (See page 29)	3	441			10		**Through junction.**		

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	HARDWATER CROSSING (EXC.) TO THORPE STATION (EXC.)															
	HARDWATER CROSSING TO THORPE STATION							60	60	MAXIMUM PERMISSIBLE SPEED						
•	**Castle Ashby** Hardwater Crossing (Western Lines)	—	—									*Drivers must whistle when 1 mile distant from Doddington level crossing.*				
•	**Wellingboro' London Road** Level Crossing	2	587					50		**Wellingboro' to Thorpe (Eastern Region), except where otherwise shown.**						
•	Midland Jn. (See page 57 for Wellingboro' Mid. Rd. Jn. line)	—	300					45 15	45	**Through junction to and from Thorpe.** **Through junction to Wellingboro' Mid. Rd. Jn.**						
												Drivers must whistle when 1 mile distant from Ditchford level crossing.				
•	**Irthlingboro'** Iron Ore Co.'s Siding	3	733													
•	Station (Level Crossing)	—	1466													
	Ringstead & Addington Station											*Drivers must whistle when 1 mile distant from Ringstead level crossing*				
•	**Thrapston Bridge Street** Islip Iron Ore Works Siding	5	795													

	Station (Level Crossing)	—	564										
	Thorpe Station (Level Crossing) (Eastern Region)	2	1049							50	**Thorpe (Eastern Region) to Wellingboro' except where otherwise shown.**		
	WELLINGBOROUGH MIDLAND JN. TO WELLINGBOROUGH JN.												
	MIDLAND JN. TO WELLINGBOROUGH JN.								45	45	MAXIMUM PERMISSIBLE SPEED		
	Wellingborough London Road Midland Jn. . . (See page 56)	—	—							15	**Through junction.** C. Down line, 350 yards before reaching starting signal.	80	
	Wellingborough Midland Road Junction . . (See page 29)	—	1406								CW. Up line, 350 yards before reaching starting signal.	148 (falling)	
									10		**Through junction.**		
	KIMBOLTON STATION TO KETTERING JN.												
	KIMBOLTON STATION TO KETTERING JN.								45	45	MAXIMUM PERMISSIBLE SPEED		
Train Staff and Ticket	**Kimbolton** Station . .	—	—										
Train Staff and Ticket	Raunds Station (Block post but not Staff Stn.)	4	1674										
Train Staff and Ticket	Thrapston Midland Road Station	3	252			CL	40						
									40	40	**Between 3¼ and 3½ m.p.**		
Electric Token	Butlin's Sdgs. . .	5	1568			CL	34		10		**When passing under Bridge No. 4 before descending the incline between Butlin's Sdgs. and Kettering Jn., with freight trains conveying full loading.**		
Electric Token	**Kettering** Junction . . (See page 30)	2	220						20		**Through junction.**		
	LODDINGTON BRANCH, KETTERING												
									30	30	MAXIMUM PERMISSIBLE SPEED		
One engine in steam	**Kettering** Station . . (See page 30)	—	—							10	**From Loddington Branch.**		1L	Siding back of down fast line platform.
One engine in steam	End of Loddington Branch	3	1431										

Description of Block Signalling on Main Lines (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	
	GLENDON SOUTH JN. TO TROWELL JN. (VIA MANTON AND NOTTINGHAM)															
	GLENDON SOUTH JN. TO NOTTINGHAM							90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES						
	NOTTINGHAM TO TROWELL JN.							80	80	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
	Glendon & Rushton South Jn. (See page 31)	—	—						45	**Through junction.**						
●	Sidings ..	—	796			DRS	43					2L 1C 3L 1S		3L 1S		Lloyds Sdgs. Corby Sdgs. Stopping (Kettering, not passenger trains)
●	Storefield ..	—	1280			DRS	42									
	Corby															
●	Geddington ..	1	685			DRS URS	42 40									
●	South ..	1	1409	●	●					C. Down line, 800 yards before reaching home signal.	167					
●	North ..	—	875	●	●											
	Station ..															

•	Lloyds Sdgs. South	—	973											
•	Lloyds Sdgs. North (Up I.B.S. 1263 yards from Gretton Stn. box)	—	873				70	60	**Between Lloyds Sidings North and Lloyds Sidings South boxes.** **Between Lloyds Sidings North and Harringworth, 81 to 84 m.p.** C. Up line, 1425 yards before reaching distant signal.	200				
	Gretton													
•	Station ..	2	1010						C. Up line, 795 yds. before reaching home signal.	200				
•	Harringworth (Down I.B.S. 2 miles 305 yards from Harring-worth Stn. box)	2	166	URS	39		70	70	**Between Harringworth and Lloyds Sdgs. North 84 to 81 m.p.**		1L 3S	2S 1C 3L 1S	Lloyds Sdgs. Corby Sdgs. Water or traffic at Manton.
							75	75	**Between Harringworth and Wing Sdgs. 86 and 86½ m.p.**					
	Manton													
•	Wing Sdgs. (Up I.B.S. 1263 yards from Manton Jn. box)	3	1418	DGL UGL	100 2E & V 100 2E & V				C. Down line, 1 mile 721 yards before reaching home signal.	167				
	Station ..						75	75	**Over curve through station and through junction from and to Glendon South Jn.**					
•	Junction .. (See page 78 for Luffen-ham line)	1	683					25	**Through junction to Luffenham.**					
	(Down I.B.S. 1 mile 432 yards from Manton Jn. box)								C. Down line, 1050 yards before reaching I.B. home signal.	142				

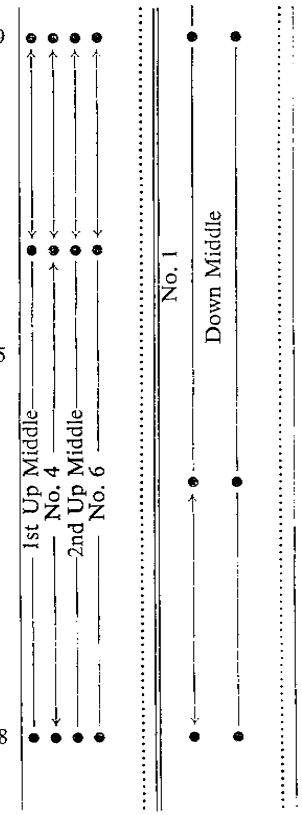
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long 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	
	GLENDON SOUTH JN. TO TROWELL JN. (VIA MANTON AND NOTTINGHAM)—*cont.*															
	Oakham															
•	Egleton ..	2	205			URS	46			C. Down line, 1180 yards before reaching home signal.	142					
	Brooke Crossing (Public Level Crossing)															
	Braunston Crossing (Public Level Crossing)															
•	Level Crossing	1	623													
	Station ..															
•	Junction ..	—	511	•	•	URS	80									
•	Langham Jn.	1	162	•	•							1S 1L				Freight trains not stopping Melton for traffic but prepared to run main line at Brentingby Jn. and take water from Brentingby trough.
	Ashwell															
•	Station ..	1	1340			DRS	50					1L 1S		1L 1S		Syston. Peterboro'.

	Sidings G.F... (770 yards from Ashwell Stn. box.) (See page 78 for Cottesmore Branch) (Down I.B.S. 1 mile 110 yards from Ashwell Stn. box) (Up I.B.S. 1754 yards from Whissendine box)								10	**To Cottesmore Branch.**	
●	Whissendine..	2	511			URS	45				
	Saxby										
●	Wymondham Goods Jn.	1	628	●	●						
●	Station Jn. .. (See page 79 for South Witham line)	—	1611	●	●	●	●	50	50 15	SAXBY STN. JN. TO WEST JN., MAXIMUM PERMISSIBLE SPEED ON SLOW LINES. **Through junction to South Witham.**	
●	West Jn. ..	—	451	●		●		70	70	**Through junction on main lines.**	1S 1L — Not stopping Melton for traffic and prepared to take water from Brentingby trough.
	(Down I.B.S. 1 mile 65 yards from Saxby West Jn. box) (Up I.B.S. 1643 yards from Brentingby Jn. box)										

Description of Block Signalling on Main Lines (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	
	GLENDON SOUTH JN. TO TROWELL JN. (VIA MANTON AND NOTTINGHAM)—*cont.*															
	Melton Mowbray Town Brentingby Crossing (Public Level Crossing)															
•	Brentingby Jn.	2	631	•	•									5S		Slow line at Saxby West Jn. for traffic.
•	Station ..	1	605	•	•											
•	Junction .. (See page 73 for Syston line)	—	948			URS	60	**45** **40**	**45**	**Through junction and round curve, to and from Nottingham. Through junction to Leicester.**						
•	**Holwell** Sidings .. (See page 79 for Eaton Branch line)	1	1136							C. Down line, 1060 yards before reaching home signal (70 yards before reaching Asfordby Tunnel).	200					

	Old Dalby												
•	Grimston ..	1	1399						C. Down line, 1090 yards before reaching home signal (60 yards before reaching Saxelby Tunnel).	200			
•	Station ..	1	1425										
	(Down I.B.S. 1 mile 1660 yards from Old Dalby Stn. box) (Up I.B.S. 1 mile 912 yards from Widmerp'l Stn. box)												
	Plumtree												
•	Widmerpool..	3	1716			DRS URS	41 41		C. Up line, 655 yds. before reaching home 1 signal	200		1S 1L	Freight trains not requiring to stop for water at Brentingby Jn. but prepared to run main line at Melton Station and take water from Brentingby trough.
•	Station ..	2	1586			DRS URS	34 41		C. Up line, 1620 yds. before reaching home signal.	200			
•	Edwalton ..	2	954			DRS URS	38 36		C. Up line, 1360 yds. before reaching home signal.	200			
	The direction of the line from Nottingham, London Road Jn. to Mansfield Jn. is "Up."												
	Nottingham Midland												
•	London Road Jn. (See page 80 for Carlton & N. line)	2	1196	• South Arrival →	• East Departure →	•	•	10	10	**Through junction in any direction and between Nottingham, London Road Jn. and Stn. West box on any line.**		2L 1C	Stopping at Wilford Road.
P*													

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	GLENDON SOUTH JN. TO TROWELL JN. (VIA MANTON AND NOTTINGHAM)—*cont.*															
	Nottingham Midland—*cont.*															
•	Station East (No signals for down and up goods lines)	—	249													
P*																
•	Station "B" (No signals for down passenger lines or down and up goods lines)	—	175													
P*																
•	Station "A" (No signals for up passenger lines for down and up goods lines)															
P*																
•	Station West (No signals for goods lines)	—	298					10	10							



Nottingham Passenger Station is signalled as a Terminal Station (*see note on page* 17).

(* Special Working.)

"*A*" *box. Signals Nos.* 1 *and* 3 *and down middle lines only.*

"*B*" *box. Does not signal Nos.* 1 *and* 3 *and down middle lines.*

Between West and East boxes there are three down passenger lines, namely Nos. 1 *and* 3 *and down middle, and five up passenger lines, namely,* 1*st up middle, Nos.* 4, 5, 2*nd up middle and No.* 6, *all worked under Permissive Block.* (*Special Working.*)

Nos. 1 *and* 3 *are worked in both directions between West and "A" boxes, No.* 4 *line is worked in both directions throughout and the* 1*st and* 2*nd up middle and Nos.* 5 *and* 6 *lines are worked in both directions between "B" and East boxes.*

Between London Road Jn. and East boxes there are South and East arrival lines each worked in both directions, also down South and down East departure lines.

All lines, between Nottingham Stn. West and London Road Jn.

												1L 1C	Lenton North Jn.
												2L 1C	"Up and Down" reception line at Beeston North Jn.
	Wilford Road	—	396			15	**Goods line, Wilford Road to Mansfield Jn.**					4L	Trent, not stopping Beeston Sdgs. for traffic.
												5L	Beeston Sdgs. South End Down Side.
	Mansfield Jn.	—	662		15		**Goods line, Mansfield Jn. to Wilford Road.**						
	(See page 76 for Trent line)				30	30	**Through junction to and from Radford.**	1L 1S	2L 1S	1S 2L	1S 2L		Towards Sneinton Jn.
					30		**Over curve, Mansfield Jn. to Lenton North Jn.**						Trowell Jn. (via Radford).
							The direction of the line from Nottingham, London Road Jn. to Mansfield Jn. is "Up."						
								1S 1L					Conveying traffic for stowing on down goods line at Radford.
	Lenton North Jn.	—	709			30	**Over curve, Lenton North Jn. to Mansfield Jn.**						
	(See page 76 for Trent line)				30	30	**Through junction to and from Nottingham.**	1L 2S 4L					Hucknall.
						20	**Through junction to Beeston.**						Reception Sdg. alongside up line from Mansfield.
										4L			Reception Sdgs.
	Radford Junction .. (See page 80 for Mansfield line)	1	103		35	35	**Through junction and over curve to and from Trowell.**			2L 1C			L.E. for Nottingham Station or beyond.
					35		**Through junction to Mansfield.**						
							CW. Down line, 80 yards after passing signal box. (Siding points on curve to Trowell). — 103						
	Wollaton Colliery Sdgs.	1	885				C. Down line, 700 yards before reaching distant signal. — 98						
							C. Down line, 483 yards before reaching home signal. — 98						
							C. Down line, 396 yards before reaching starting signal (opposite signal box). — 112						
										4L	4L		Reception Sdgs. at Lenton North Jn.
	Trowell Junction .. (See page 40)	3	742				C. Up line, 1170 yds. after passing signal box. — 238			1L 2S	2L 2S		Beeston direction via Lenton South Jn.
										1C	1C		Nottingham Station.
					20		**Over curve and through junction to main line.**						
					10		**Through junction to goods line.**						

Description of Block Signalling on Main Lines (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	
	WELFORD & KILWORTH STATION TO WAKERLEY & BARROWDEN STATION (EXC.)															
	WELFORD & KILWORTH STATION TO WAKERLEY & BARROWDEN STATION							50	50	MAXIMUM PERMISSIBLE SPEED						
•	**Welford & Kilworth** Station (Western Lines)	—	—													
	Husbands Bosworth Crossing (Public level crossing)											*Drivers must whistle when 1 mile distant from Husbands Bosworth level crossing.*				
•	**Lubenham** Thedding-worth Station (Public level crossing)	3	223							C. Up line, 613 yards before reaching home signal.	131	*Drivers must whistle when 1 mile distant from Thedding-worth level crossing.*				
	Scoboro' Crossing (Public level crossing)											*Drivers must whistle when 1 mile distant from Scoboro' level crossing.*				
•	Station	2	495													
•	**Market Harboro'** No. 1 ..	2	1125	•	•				35	**Through junction to Northampton.**						
	(See page 69 for Kel-marsh line)							20	20	**Through junction from and to Rugby Midland.**						

	No. 2 .. (No signals for goods lines)	—	559										
	No. 3 .. (see page 32 for Leicester line)	—	348				20	20	**Through junction to and from Leicester.**		2S 2L		Leicester
	Welham Crossing (Public level crossing)									*Drivers must whistle when* 1 *mile distant from Welham level crossing.*			
	Welham Sidings Ground Frame			NB NB NB									
	Junction .. (See page 70 for Melton Mowbray line)	3 (from Market Harboro' No. 3)	229				20		**Through junction to Melton Mowbray North.**	1L 1S			Via Luffenham.
		— (from Sidings Ground Frame)	824										
	Weston Crossing (Public level crossing)									*Drivers must whistle when* 1 *mile distant from Weston level crossing.*			
	Ashley & Weston Station .. (Public level crossing)	1	1035							*Drivers must whistle when* 1 *mile distant from Ashley & W. level crossing.*			
	Easton Crossing (Public level crossing)									*Drivers must whistle when* 1 *mile distant from Easton level crossing.*			
	Rockingham Station .. (Public level crossing)	4	1708			DRS	28			*Drivers must whistle when* 1 *mile distant from Rockingham level crossing.*			
	Liddington Crossing (Public level crossing)									*Drivers must whistle when* 1 *mile distant from Liddington level crossing.*			

Description of Block Signalling on Main Lines (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	
	WELFORD & KILWORTH STATION TO WAKERLEY & BARROWDEN STATION (EXC.)—*cont.*															
	Rockingham—*cont.* Thorpe-by-Water Crossing (Public level crossing)															*Drivers must whistle when 1 mile distant from Thorpe-by-Water level crossing.*
•	**Seaton** Station .. (See page 69 for Luffenham Jn. and Uppingham lines)	4	267					**20** **15** **15**	**20**	**Through junction to and from Wakerley & B.** **Through junction to Luffenham.** **Through junction to Uppingham.**						
•	**Wakerley & Barrowden** Station .. (Eastern Region)	3	355													
	LAMPORT STATION (EXC.) TO MARKET HARBORO' No. 1															
	LAMPORT STATION TO MARKET HARBORO' No. 1							**50**	**50**	MAXIMUM PERMISSIBLE SPEED						
•	**Lamport** Station .. (Western lines)	—	—													
•	Kelmarsh Station ..	3	1153			URS	21									

	Clipston & Oxendon Station ..	1	385					2S 1L		Leicester, at Market Harboro' No. 3.
	Market Harboro' Little Bowden Crossing	2	1179		**35**	**35**	**Round curve to and from Market Harboro' No. 1.**			
	No. 1 .. (See page 66)	—	948		**35**		**Through junction.**			
	SEATON STATION TO UPPINGHAM STATION									
	SEATON STATION TO UPPINGHAM STATION				**45**	**45**	MAXIMUM PERMISSIBLE SPEED			
Train Staff and ticket	**Seaton** Station .. (See page 68)	—	—			**15**	**Through junction.**			
					40	**40**	**Between ½ and ¾ m.p.**			
Train Staff and ticket	**Uppingham** Station ..	3	1271							
	SEATON STATION TO LUFFENHAM JUNCTION									
	SEATON STATION TO LUFFENHAM JUNCTION				**40**	**40**	MAXIMUM PERMISSIBLE SPEED			
Electric Token	**Seaton** Station .. (See page 68)	—	—			**15**	**Through junction.**			
Electric Token	**Luffenham** Morcott Station									
Electric Token	South Luffenham Crossing (Public level crossing)								*Drivers must whistle when* **1** *mile distant from South Luffenham level crossing.*	
Electric Token	Junction .. (See page 78)	3	1103				CW. Up loop, 55 yards before reaching starting signal	186		
					15		**Through junction.**			

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	WELHAM JN. TO SCALFORD STATION (EXC.)															
	WELHAM JN. TO MELTON MOWBRAY NORTH STATION							45	45	MAXIMUM PERMISSIBLE SPEED						
	MELTON MOWBRAY NORTH STATION TO SCALFORD STATION							50	50	MAXIMUM PERMISSIBLE SPEED						
	WELHAM JN. TO SCALFORD STATION							25	25	MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS ON WHICH HEAVY WEIGHT TROLLEYS ARE WORKED.						
•	**Welham** Junction .. (See page 67)	—	—						20	**Through junction.** C. Down line, 310 yards before reaching starting signal	Level					
•	**Tilton** East Norton	6	46			DRS	31			C. Down line, 2 miles 1663 yards before reaching home signal	120					
										C. Down line, 424 yards before reaching home signal	120					
•	Station	4	147			DRS	39			C. Up line, 737 yards before reaching home signal	114					
•	Marefield Jn. (See page 71 for Leicester line)	1	1568						20	**Through junction to Leicester.** C. Up line, 505 yards before reaching home signal	114					
•	John o'Gaunt	—	1744			URS	38			C. Up line, 3 miles 1543 yards before reaching home 1 signal	120					

	Melton Mowbray (North) Station	7	317		DRS URS	50 65					
	Scalford Station .. (Eastern Region)	3	308								
	MAREFIELD JN. TO LEICESTER, BELGRAVE ROAD STATION										
	MAREFIELD JN. TO BELGRAVE ROAD STATION						30	30	MAXIMUM PERMISSIBLE SPEED		
	Marefield Jn. (See page 70)	—	—					20	**Through junction.** C. Down line, 21 yards after passing box C. Down line, 6 miles 230 yards before reaching Thurnby home signal	180 180	
	Thurnby & S. Station ..	6	1600		DRS URS	36 45			C. Up line, 956 yards before reaching home signal	120	
	Humberstone	2	55						C. Up line, 522 yards before reaching home signal C. Up line, 1066 yards before reaching home signal	100 100	
							20	20	**Over Forest Road Level Crossing**		*Drivers of down trains must whistle when approaching Forest Road level crossing down distant signal.*
	Leicester (Belgrave Road) Station	1	148				Stop		**All trains, except passenger trains, at home signals, whether "On" or "Off"**		
	RUGBY MIDLAND No. 5 TO WIGSTON MAGNA, NORTH JN.										
	RUGBY, No. 5 TO WIGSTON, NORTH JN.						50	50	MAXIMUM PERMISSIBLE SPEED		
	Rugby Midland No. 5 (Western Lines)	—	—				25	25	**Passing No. 5 box from and to Rugby Station.**		
	Wharf (Western Lines)	—	1293								

Description of Block Signalling on Main Lines (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	
	RUGBY MIDLAND No, 5 TO WIGSTON MAGNA, NORTH JN.—*cont.*															
•	**Ullesthorpe** Willey Crossing	5	461											2L 1C 3L 1S		Weedon, Northampton } All freight trains, except those requiring to stop at Rugby for examination or traffic.
•	Station ..	1	765													
•	**Broughton Astley** Leire Halt															
•	Station ..	3	543													
•	Countesthorpe Station	3	672													
•	**Wigston South** Station ..	2	159													
•	Wigston Central Jn. (See page 182)	—	341					**15**	**15**	**Over Wigston Central Curve.**						
•	Wigston North Jn. (See page 34)	—	526					**20**		**Through junction.**						

SYSTON NORTH JN. AND SOUTH JN. TO MELTON JN.

SYSTON NORTH JN. TO SYSTON EAST JN.

	Syston North Jn. (See page 36)	—	—				10	10	MAXIMUM PERMISSIBLE SPEED
A								10	**Through junction.**
	Syston East Jn. (See below)	—	420				10		**Through junction.**

SYSTON SOUTH JN. TO MELTON JN.

Syston						75	75	MAXIMUM PERMISSIBLE SPEED
South Jn. .. (See page 36)	—	—					20	**Through junction to main line.**
							10	**Through junction to goods line.**
						20		**Syston South Jn. to Syston East Jn.**
East Jn. .. (See above)	—	541					20	**Syston East Jn. to Syston South Jn.**
						20	20	**Through junction to and from Melton.**
							10	**Through junction and over curve to Syston North Jn.**
Queniborough	1	462	PL*	31				(* Worked in both directions)
Brooksby								
Rearsby	1	941						
Station ..	1	540						
Frisby .. (Public level crossing)	1	1476						
Asfordby ..	1	505						
Melton Mowbray Town								
Junction .. (See page 62)	1	1668				40		**Through junction.**

	1L 1S	Freight trains to Leicester.
1S 1L		Freight trains not requiring to stop for water at Brentingby Jn. but prepared to run main line at Melton Stn. and take water from Brentingby trough.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	TRENT JN. TO TOTON JN. (HIGH LEVEL GOODS LINES)															
	TRENT JN. TO TOTON JN.							45	45	MAXIMUM PERMISSIBLE SPEED						
	Trent Junction .. (See page 38)	—	—						15	**Through junction**						
	Long Eaton Meadow Lane Jn. (See page 77 for Nottingham line)	1	613						20	**Through junction to Attenboro' Jn.**						
	Toton East Jn. ..	—	855					15		**Through junction to Toton down sdgs.**						
	Junction .. (See page 39)	—	682					15		**Through junction.**						
	LONG EATON, NORTH EREWASH JN. AND TRENT STATION NORTH JN. TO NOTTINGHAM, MANSFIELD JN. AND LENTON NORTH JN.															
	NORTH EREWASH JN. TO LONG EATON JN.							20	20	MAXIMUM PERMISSIBLE SPEED						
	Long Eaton North Erewash Jn. (See page 39)	—	—					15		**Through junction.**						
	Long Eaton Jn. (See below)	—	674						15	**Through junction.**				1S 1L		Freight trains not requiring to go goods line at Long Eaton Station.
	The direction of the line from North Erewash Jn. to Long Eaton Jn. is "Up"															

Trent Station North Jn. (No signals for up goods line between Long Eaton Jn. and Trent Stn. South Jn. boxes) (See page 38)	—	—	†		80	80				
					15	**Through junction.**				
						† To Trent Stn. South Jn. (See page 38)				
Long Eaton Jn. (See above)	—	810			15	**Through junction to Long Eaton.**	3L 1C 4L			Lenton North Jn. direct. Into Beeston Sdgs. not timed goods line from Beeston South Jn.
Attenborough Jn. (See page 77 for Toton line)	—	1175			20	**Through junction to Toton.**				
Attenborough Station ..	—	1438								
Beeston Station ..	1	815								
South Jn. ..	—	753					1S 1L 1S 2L 1S 1L 1S 3S 1L	1S 1L 1S 2L 1S 1L 1S 3S 1L	Castle Donington. Derby. Toton via Meadow Lane Jn. † Long Eaton Stn.	
			NB	NB						
Sidings No. 2 (No signals for main lines)	—	736								
			NB	NB						

(† to be given at Beeston North Jn. when Beeston South Jn. box is closed)

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	NORTH EREWASH JN. AND TRENT STATION NORTH JN. TO NOTTINGHAM, MANSFIELD JN. AND LENTON NORTH JN.—*cont.*															
												1L 1S	1L 1S			Mansfield. (Also applies from reception sidings).
	Beeston—*cont.*											5L	5L			Stopping at Lenton North Jn. signal box.
•	North Jn. ..	—	954									2L 1C	2L 1C			Light Engine for Nottingham Stn. and beyond.
														1L 1C	1L 1C	"Up and down" reception line at Beeston North Jn.
														2L 1C	2L 1C	Not stopping Beeston Sdgs.
														3L 1S	3L 1S	North end down sdgs. at Beeston North Jn.
	Nottingham Midland															
•	Lenton South Jn.	—	1194					15		**Goods line, Lenton South Jn. to Mansfield Jn.**				4L	4L	Up reception lines or up sdg. at Beeston North Jn.
	(See below for Lenton North Jn.)							20		**Through junction to Mansfield.**						
									10	**When propelling wagons from up goods line to Clifton Colliery Branch. The brake on the leading vehicle must be pinned down.**				5L	5L	Centre of up sdgs. at Beeston Sidings No. 2.
														1S 1L	1S 1L	Down sdg. at Beeston South Jn.
•	Mansfield Jn. (See page 65)	—	773						15	**Goods line, Mansfield Jn. to Lenton South Jn.**						
•	Lenton South Jn. (See above)	—	—						20	**Through junction.**						
								20		**Lenton South Jn. to Lenton North Jn.**			1L 1C 1S 1L			Wollaton. Conveying traffic for stowing on Down Goods line at Radford.
									20	**Lenton North Jn. to Lenton South Jn.**						
•	Lenton North Jn. (See page 65)	—	380					20		**Through junction**			1L 2S			Hucknall.

TRENT, ATTENBORO' JN. TO LONG EATON, MEADOW LANE JN.

ATTENBORO' JN. TO MEADOW LANE JN.

Attenborough Jn. (See page 75)	—	—	20	20	MAXIMUM PERMISSIBLE SPEED
				20	Through junction.
Meadow Lane Jn. (See page 74)	—	1412	20		Through junction.

STANTON GATE OLD WORKS BRANCH

One engine in steam

Stanton Gate North (See page 40)	—	—	15	15	MAXIMUM PERMISSIBLE SPEED
Stanton Gate Old Works	—	1672			

STANTON GATE NORTH TO END OF MAPPERLEY COLLIERY BRANCH

STANTON GATE NORTH TO END OF MAPPERLEY BRANCH

Electric Token

One engine in steam

Stanton Gate North (See page 40)	—	—	15	15	MAXIMUM PERMISSIBLE SPEED
Stanton New Works Sdgs.	1	265			
Mapperley Jn. (Foreman's Office) Token Stn.	2	731			
End of Mapperley Branch	2	808			

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	MANTON JN. TO KETTON STATION (EXC.)															
	MANTON JN. TO KETTON STATION							**50**	**50**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
●	**Manton** Junction .. (See page 59)	—	—						**25**	**Through junction.** C. Up line, 700 yards before reaching outer home signal	142					
	Station .. (Down I.B.S. 1 mile 491 yards from Manton Jn. box)									C. Up line, 2 m. 1637 yds. before reaching outer home signal	168					
●	**Luffenham** Junction .. (See page 69 for Seaton line)	4	131			DPL URS	25 80		**15**	**Through junction to Seaton.**						
●	**Ketton** Station (Eastern Region)	2	1075													
	COTTESMORE BRANCH, ASHWELL							**20**	**20**	MAXIMUM PERMISSIBLE SPEED						
One engine in steam ●	**Ashwell** Ashwell Sdgs. G.F. (Staff Station) (See page 61)	—	—						**10**	**From Cottesmore Branch.**						

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Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	NOTTINGHAM, LONDON ROAD JN. TO CARLTON & N. STATION (EXC.)															
	NOTTINGHAM, LONDON ROAD JN. TO CARLTON & N. STATION							50	50	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
	Nottingham Midland															
•	London Road Jn. (See page 63)	—	—	•	•			15	10	**Through junction.** **Goods line, London Road Jn. to Sneinton Jn.**			1L 1C			Goods Yard at Sneinton Jn.
•	Sneinton Jn. . .	—	634	•	•				15	**Goods line, Sneinton Jn. to London Road Jn.**						
	Trent Lane Crossing (Public Level Crossing)															
•	Colwick Crossing	—	1069													
	Carlton and Netherfield															
•	Station . . (Eastern Region)	1	1650													
	RADFORD JN. TO SHIREBROOK (WEST) SIDINGS (EXC.)															
	RADFORD JN. TO SHIREBROOK (WEST) SIDINGS							60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
	Radford															
•	Junction . . (See page 65)	—	—	•	•				35	**Through junction.**				2L 1C		Light Engines for Nottingham Stn. and beyond.
•	North . .	—	418	•	•											
•	Bobber's Mill	—	888	•	•							3L 1S	3L 1S			Stopping Basford Jn. for traffic.

	Basford Vernon Sidings ..	—	1628										
	Station ..					40	40	**Through Station.**					
	Lincoln Street Crossing	—	690							2L 1C			Trains for Bestwood Park Jn.
	Junction .. (See page 84 for Cinder Hill line)	—	735										
	Bulwell Market Station ..	—	1219		URS	40	40	40	**Through Station.**				
	Bulwell Forest Crossing	—	992								1L 2S 4L 5L	Lenton South Jn. Reception Sdgs. at Lenton North Jn. Stopping at Radford	Freight trains.
	Bestwood Park Jn. (See page 84 for Bestwood Colliery line and page 84 for Calverton Colliery Line)	—	1129				15		**Through junction to Calverton Colliery**				
	Hucknall Byron Colliery Sdgs.	1	274						C. Down main, 1480 yds. before reaching home signal.	124			
									CW. Down line, 673 yds. before reaching home signal (Points short distance after passing, and worked by, Colliery Sidings box).	124			
	Station ..							40	**Through station.**				

Description of Block Signalling on Main Lines (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	
	RADFORD JN. TO SHIREBROOK (WEST) SIDINGS (EXC.)—*cont.*															
	Linby															
•	Colliery Sdgs.	1	66													
•	Station ..	—	982							C. Down line, 656 yards before reaching home signal.	79					
	Newstead															
•	Station ..	1	676							C. Down line, 660 yards before reaching home signal.	79					
•	Annesley ..	—	1120							CW. Down line, 884 yds. before reaching home signal. (Points worked by Newstead Stn. box)	79					
	Kirkby-in-Ashfield															
•	Station Jn. .. (See page 88 for Pye Bridge line)	1	1425						25	**Through junction to Pye Bridge.**						
•	Sidings (See page 85 for Colliery line)	—	890									1L 3S	1L 3S			Water at Sutton Jn. North.
•	Sidings North	—	704					40		**Over curves between Kirkby Sdgs. and Mansfield South Jn. 137½ to 139 m.p.** C. Up line, 373 yds. before reaching home signal. (Near Sutton Junction South starting signal).	156	1S 1L 1L 2S 4L				Mansfield Shed. Mansfield East Jn. Stopping at Kings Mill Sdgs.
	Sutton Junction															
•	Station	—	1198													

Sutton Forest Crossing	—	590						C. Up line, 323 yds. before reaching home signal (near crossing).	150				
								C. Up line, 595 yds. before reaching home signal.	150				
											1L 2S 5S		Pye Bridge Kirkby Up Reception Line } ✳
Mansfield Town													
South Jn. .. (See page 86 for Farnsfield line)	1	426				15	40	**Over curves between Mansfield South Jn. and Kirkby Sdgs. North, 139 to 137½ m.p. Through junction to Farnsfield.**			1C 2S		✳To be followed by 1 crow by trains exceeding 1 engine, 48 wagons and 1 brake van. Nottingham, when train exceeds 1 engine, 48 wagons and 1 brake van.
								Drivers must give one long whistle when approaching level crossing near down main distant signal, near 140 m.p.					
North Jn. .. (See page 85 for Farnsfield line)	—	778					15	**Through junction to Farnsfield.**			4L 5L		Lie-by. Coal Yard.
Station South	—	388											
Station North	—	247						C. Up line, 635 yds. before reaching home signal.	130				
Mansfield Woodhouse													
Sherwood Colliery Sdgs. South	—	1682		URS	39						1L 3S		Water at Mansfield.
Sherwood Colliery Sdgs. North	—	485		DRS	55								
Station ..	—	653								1L 2S			Warsop Jn.
Pleasley Jn. .. (See page 92 for Teversall line)	—	1066				15		**Through junction to Teversall**		3L 1S			Teversall or into Sidings.
Shirebrook West													
Sidings .. (Eastern Region)	1	388											

Description of Block Signalling on Main Lines (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	
	BASFORD JN. TO CINDER HILL															
	BASFORD JN. TO CINDER HILL.							15	15	MAXIMUM PERMISSIBLE SPEED.						
One engine in steam ●	**Basford Vernon** Junction .. (See page 81)	—	—													
	Cinder Hill .. (See page 218)	—	908													
	BESTWOOD COLLIERY BRANCH, BULWELL															
	BESTWOOD COLLIERY BRANCH.							10	10	MAXIMUM PERMISSIBLE SPEED.						
One engine in steam ●	**Bulwell Market** Bestwood Park Jn. (See page 81)	—	—													
●	Bestwood Colliery Loaded Sdgs. ground frame (See page 224)	—	1227													
	BULWELL, BESTWOOD PARK JN. TO CALVERTON COLLIERY															
‡ One engine in steam ●	**Bulwell Market** Bestwood Park Jn. (See page 81)	—	—						15	**Through junction.**						
	Calverton Colliery	6	740													

‡ *See local instructions on pages* **352** *and* **353**

KIRKBY COLLIERY BRANCH

KIRKBY COLLIERY BRANCH. | | | | 10 | 10 | MAXIMUM PERMISSIBLE SPEED.

† One engine in steam

Kirkby Sidings (See page 82) — —

Kirkby Colliery Empty Wagon Sidings — 754

† *See local instructions on page* **351**

FARNSFIELD STATION (EXC.) TO MANSFIELD NORTH AND SOUTH JNS.

FARNSFIELD STATION TO MANSFIELD NORTH JN. | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED.

Electric Token

Farnsfield Station .. (Eastern Region) — —

Blidworth Junction .. (See page 86 for Colliery line) 2 1555 DGL 29 15 **Through junction to Blidworth Colliery Branch.**

Station ..

Rufford Jn. (See page 87 for Colliery line) 1 431 CL 45 15 **Through junction to Rufford Colliery Branch** 4L Mansfield Colliery Sidings only.

Mansfield Town Colliery Jn. .. 1 800 15 15 **At signal box when running to or from Colliery Branch or Sidings.** 3L 1S Mansfield Colliery.

East Jn. .. (See page 86) 1 1575 15 15 **Through junction and to 15 ch. beyond junction towards Mansfield Colliery Jn.**

North Jn. .. (See page 83) — 631 15 **Through junction.**

Description of Block Signalling on Main Lines (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	
	FARNSFIELD STATION (EXC.) TO MANSFIELD NORTH AND SOUTH JNS.—*cont.*															
	MANSFIELD EAST JN. TO MANSFIELD SOUTH JN.							30	30	MAXIMUM PERMISSIBLE SPEED						
Electric Token	Mansfield East Jn. (See page 85)	—	—						15	**Through junction.**						
Electric Token	Mansfield South Jn. (See page 83)	—	966					15		**Through junction.**						
	BLIDWORTH COLLIERY BRANCH															
	BLIDWORTH COLLIERY BRANCH							15	15	MAXIMUM PERMISSIBLE SPEED.						
One engine in steam	Blidworth Jn. (See page 85)	—	—						15	**Through junction.**						
One engine in steam	Blidworth Colliery G.F. (Staff Station)	—	730													
One engine in steam	Blidworth Colliery Empty Wagon Sidings	—	1030													

BLIDWORTH, RUFFORD JN. TO RUFFORD COLLIERY (EXC.)

RUFFORD JN. TO RUFFORD COLLIERY.

| | | |

Description of Block Signalling on Main Lines (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	
	PYE BRIDGE JN. TO KIRKBY STATION JN.—*cont.*															
	Kirkby-in-Ashfield Bentinck Colliery Sdgs. (See page 89 for Bentinck Colliery line)	1	678							C. Down line, 888 yards before reaching home signal.	75					
	Station Jn. .. (See page 82)	—	1371							C. Down line, 600 yards before reaching home signal.	60					
								25		**Through junction.**						
	BENTINCK COLLIERY LOADED WAGON SIDINGS AND LANGTON COLLIERY EMPTY WAGON SIDINGS BRANCHES, PINXTON															
One engine in steam	**Pinxton North** Station (Notice Board) (See page 87)	—	—					10	10	MAXIMUM PERMISSIBLE SPEED						
One engine in steam	Bentinck Loaded Wagon Branch Jn. (See page 89 for Langton Colliery line)	—	1540													

One engine in steam	Bentinck Colliery Loaded Wagon Sdgs.	—	1681				
	Bentinck Loaded Wagon Branch Jn. (See page 88)	—	—				
	Langton Colliery Empty Wagon Sdgs.	—	682				
	BENTINCK COLLIERY EMPTY WAGON SIDINGS BRANCH, KIRKBY						
	Kirkby-in-Ashfield			15	15	MAXIMUM PERMISSIBLE SPEED	
One engine in steam	Bentinck Colliery Sdgs. (See page 88)	—	—				
	Bentinck Colliery Empty Wagon Sdgs.	—	776				
	ALFRETON COLLIERY BRANCH						
	Alfreton & South Normanton			15	15	MAXIMUM PERMISSIBLE SPEED	
One engine in steam	Station .. (See page 43)	—	—				
	Colliery Empty Wagon Sdgs.	—	1206				

Description of Block Signalling on Main Lines (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	
	WESTHOUSES AND BLACKWELL STATION AND BLACKWELL SOUTH JN. TO NEW HUCKNALL COLLIERY EMPTY WAGON SIDINGS															
	WESTHOUSES AND BLACKWELL STN. AND BLACKWELL SOUTH JN. TO NEW HUCKNALL COLLIERY							15	15	MAXIMUM PERMISSIBLE SPEED						
	Westhouses and Blackwell Station .. (See page 43)	—	—													
†NB	Blackwell East Jn. (See below)	—	646							† *Single goods line worked in both directions*			2L 1C 4L			New Hucknall Colly. Sdgs. Sorting Sdgs.
	Blackwell South Jn. (See page 43)	—	—						15	**Through junction.**						
TB	Blackwell East Jn. (See above)	—	697							†† *Worked by Pilot Guard without tickets, as necessary.*			2L 1C 4L			New Hucknall Colly. Sdgs. Sorting Sdgs.
Electric Token†† / One engine in steam	"B" Winning Colliery Sdgs.	1	1003													
One engine in steam	New Hucknall Colliery	1	157													
One engine in steam	New Hucknall Colliery	—	—													
One engine in steam	Loaded Wagon Sdgs. (Notice Board)	—	153													
One engine in steam	Empty Wagon Sdgs. (Notice Board)	—	510													

WESTHOUSES AND BLACKWELL STATION TO TIBSHELF EAST JN. (2nd DOWN GOODS LINE)

WESTHOUSES AND BLACKWELL STATION TO TIBSHELF EAST JN.				15	15	MAXIMUM PERMISSIBLE SPEED	
Westhouses and Blackwell Station .. (See page 43)	—	—					
TB Weighing Machine Sdgs. (See below)	—	902					
TB Tibshelf East Jn. (See below)	—	286					

WESTHOUSES AND BLACKWELL, TIBSHELF SOUTH JN. TO MANSFIELD WOODHOUSE, PLEASLEY JN.

TIBSHELF SOUTH JN. TO PLEASLEY JN.				30	30	MAXIMUM PERMISSIBLE SPEED	
Westhouses and Blackwell Tibshelf South Jn. (See page 43)	—	—			15	**Through junction.**	
Weighing Machine Sdgs. (No signals for main lines) (See above)	—	233					
Tibshelf East Jn. (See above) for 2nd down goods line)	—	306				CW. Down line, 375 yards before reaching home signal. (120 yards after passing and worked by Tibshelf South Jn. box).	55
Tibshelf and Newton Station .. (See page 92 for Seely's Colliery line)	—	1732				C. Down line, 610 yards before reaching home signal.	55
						CW. Down line, 420 yards before reaching starting signal.	56

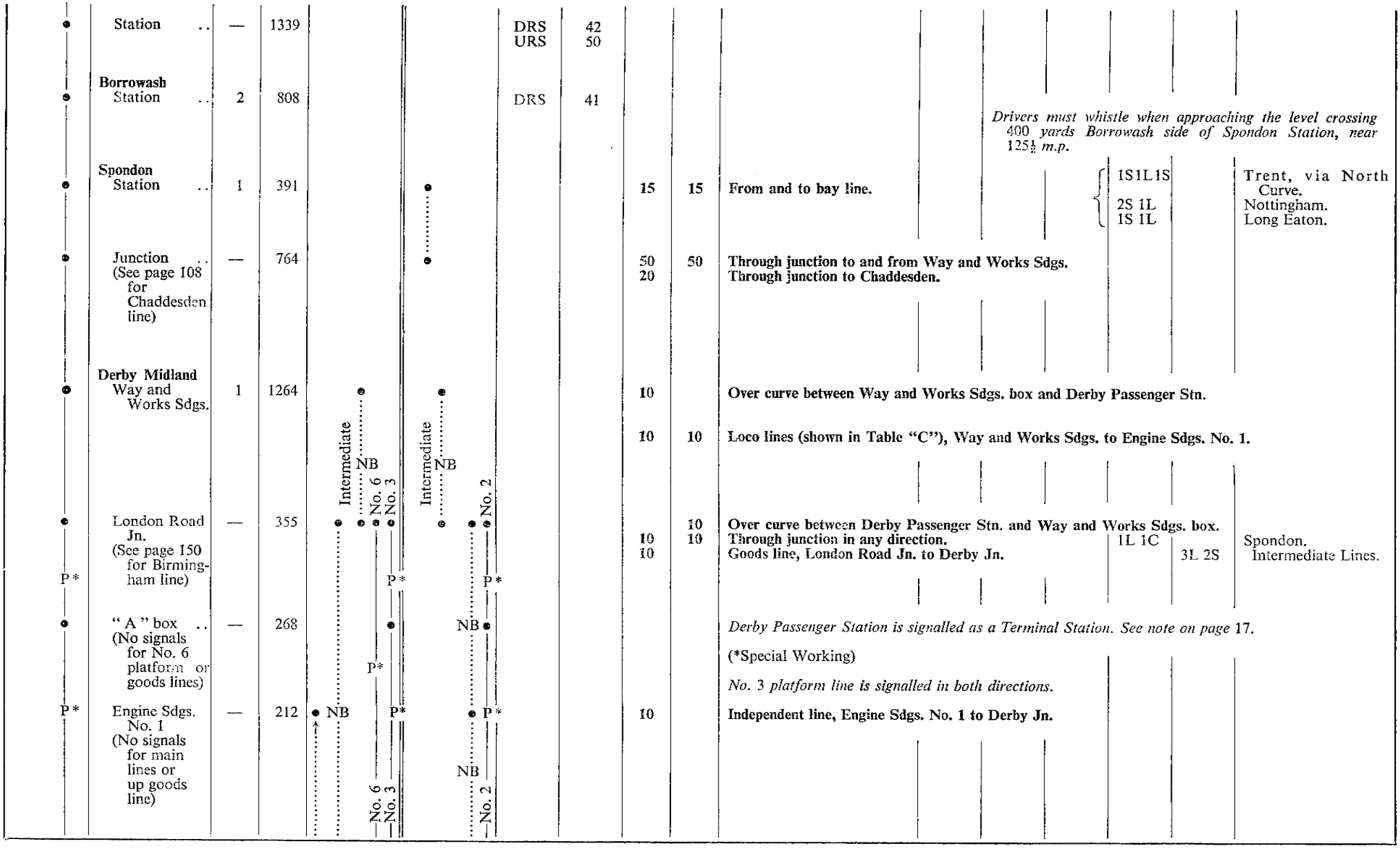
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long 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	
	WESTHOUSES AND BLACKWELL, TIBSHELF SOUTH JN. TO MANSFIELD WOODHOUSE, PLEASLEY JN.—*cont.*															
Electric Token	**Teversall Manor** Skegby Jn. .. (See page 93 for Skegby Branch)	1	1225					15		**Through junction to Teversall.**						
	Station ..							15	15	**Over curve at Butcherwood Sdgs.**						
Electric Token	**Pleasley** East G.F. .. (Token Stn. —No Signalman type instrument)	3	116													
	Station ..							15	15	**Between Pleasley Station and Pleasley Jn. over Pleasley Viaduct and over curve, 144¼ to 144½ m.p.**						
Electric Token	**Mansfield Woodhouse** Pleasley Jn. (See page 83)	2	1367					15		**Through junction**						
	TIBSHELF AND NEWTON STATION TO SEELY'S COLLIERY LOADED WAGON SIDINGS							15	15	MAXIMUM PERMISSIBLE SPEED						
One engine in steam	**Tibshelf and Newton** Station .. (See page 91)	—	—							S. Single line, 215 yards Seely's Colliery side of box. (Normal lie is for sidings).	56				3L 1S	From Tibshelf Colliery Branch.
	Seely's Colliery G.F. (Staff Station)	—	1448					5	5	**When passing over reverse curves, 139 and 139¼ m.p. in any direction.**						

One engine in steam	Seely's Colliery Loaded Wagon Sdgs. (Stop Board)						
	SKEGBY BRANCH, TEVERSALL						
One engine in steam	Skegby Jn. (See page 92)	—	—	15	15	MAXIMUM PERMISSIBLE SPEED	
	End of Skegby Branch	1	1225				
	PILSLEY BRANCH, DOE HILL						
One engine in steam	Morton Sdgs. (See page 44)	—	—	15	15	MAXIMUM PERMISSIBLE SPEED	
	Pilsley Colliery Sdgs.	2	478				
	GRASSMOOR BRANCH, HASLAND						
† One engine in steam	**Hasland** Notice Board situated immediately on Holmewood side of Williamthorpe Level Crossing	—	—	15	15	MAXIMUM PERMISSIBLE SPEED	
Electric token	Grassmoor East	1	719				
Worked as Goods Yard	Avenue Sdgs. (Token Station)	1	650				
	Avenue Sdgs. (See page 45)	—	923				

† *Worked by Pilot Guard without tickets, as necessary.* *See page* 344

Drivers approaching the occupation and footpath crossings between Grassmoor East signal box and Grassmoor Colliery No. 1 *ground frame must give one long whistle.*

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	TRENT STATION SOUTH JN. AND TRENT JN. TO MANCHESTER CENTRAL (VIA DERBY AND CHEADLE HEATH)															
	TRENT STATION SOUTH JN. & TRENT JN. TO CHEADLE HEATH NORTH JN.							80	80	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES						
	CHEADLE HEATH NORTH JN. TO MANCHESTER CENTRAL							70	70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
●	**Trent** Station South Jn. (See page 38)	—	—						10	**Through junction.**						
●	Sheet Stores Jn. (See below)	—	690					15		**Through junction.**						
●	Trent Jn. .. (See page 38)	—	—		●				40	**Through junction.**						
●	Sheet Stores Jn. (See above; and also page 161 for Castle Donington line)	—	811		●			60 15	60 15	**Through junction to and from Trent Jn.** **Through junction to Castle Donington.** **Through junction to Trent.**						
●	**Sawley Jn.** Station .. (See page 108 for North Curve line)	—	933						30	**Through junction to Trent North Curve.**						
●	**Draycott and Breaston** Sawley ..	1	374									1L 2S 3L 1S 4L				Derby North Jn. via Chaddesden. Derby Station via Chaddesden. Chaddesden Sdgs.


Station .. — 1339 DRS 42 URS 50
Borrowash Station .. 2 808 DRS 41
Drivers must whistle when approaching the level crossing 400 yards Borrowash side of Spondon Station, near 125½ m.p.
Spondon Station .. 1 391 15 15 From and to bay line. 1S1L1S 2S 1L 1S 1L Trent, via North Curve. Nottingham. Long Eaton.
Junction .. (See page 108 for Chaddesden line) — 764 50 50 Through junction to and from Way and Works Sdgs. 20 Through junction to Chaddesden.
Derby Midland Way and Works Sdgs. 1 1264 10 Over curve between Way and Works Sdgs. box and Derby Passenger Stn.
10 10 Loco lines (shown in Table "C"), Way and Works Sdgs. to Engine Sdgs. No. 1.
Intermediate NB No. 6 No. 3
Intermediate NB No. 2
London Road Jn. (See page 150 for Birmingham line) — 355 10 10 Over curve between Derby Passenger Stn. and Way and Works Sdgs. box. 10 10 Through junction in any direction. 1L 1C Spondon. 10 Goods line, London Road Jn. to Derby Jn. 3L 2S Intermediate Lines.
P* P* P*
"A" box .. (No signals for No. 6 platform or goods lines) — 268 NB Derby Passenger Station is signalled as a Terminal Station. See note on page 17.
P* (*Special Working)
No. 3 platform line is signalled in both directions.
P* Engine Sdgs. No. 1 (No signals for main lines or up goods line) — 212 NB P* P* 10 Independent line, Engine Sdgs. No. 1 to Derby Jn.
NB
No. 6 No. 3 No. 2

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	TRENT STATION SOUTH JN. AND TRENT JN. TO MANCHESTER CENTRAL (VIA DERBY AND CHEADLE HEATH)—*cont.*															
	Derby Midland—*cont.*															
•	Station North Jn. (No signals for up goods line or Independent line)	—	30					**15**	**15**	**Passenger lines between Derby Stn. North Jn. and Derby Jn.** (*Special Working)						
P*			†	NB	NB					† "Up and down" Independent line between Engine Sdgs. No. 1 and Derby Jn. boxes is worked in both directions under "No Block Regulations".						
•	Junction .. (See page 109 for Chaddesden line)	—	216						**10**	**Goods line, Derby Jn. to London Road Jn.**						
									10	**Independent line, Derby Jn. to Engine Sdgs. No. 1.**						
				A	A			**15**		**Through junction to Chaddesden.**						
•	North Jn. .. (See page 109 for Chaddesden line)	—	519						**15**	**Through junction to Chaddesden on main or goods lines.**		1L 1C 2S pause 1S 5S	1L 1C 2S pause 1S 5S			To Cattle Docks. From Cattle Docks. St. Mary's Yard.
	Nottingham Road Station ..															
												1L 2S	1L 2S			Ripley Branch.
•	St. Mary's Jn. ..	—	1307					**10**	**10**	**Entering or leaving St. Mary's Goods Yard.**				1L 1S 4L	2L 1S 4L	Chaddesden South Jn. direct. To enter North End of Chaddesden Sdgs.
•	Breadsall .. Crossing	1	1045													

Little Eaton Jn. (See page 109 for Ripley line)	—	635			DRS	42	15		Through junction to Ripley.		2L 1S			Wirksworth.
Duffield														
Peckwash Mill Sdgs.	1	291					45		PECKWASH MILL SDGS. TO DUFFIELD JN., MAXIMUM PERMISSIBLE SPEED ON SLOW LINE.					
Junction (See page 110 for Wirksworth line)	—	1421					70 20	70	**Down and up main—through station.** **Through junction to Wirksworth.**					
											1S 1L			Chesterfield, via Toadmoor Tunnel.
											1S 1L 1S			Chesterfield, via Ambergate Stn.
											4L			Codnor Park.
											1L 3S			Freight train stopping for water at Crich Jn. box.
Belper					DRS	55								
Goods	1	1753			UGL	50						1S 1L	2S 1L	Freight train to Derby Jn. direct.
												1L 1S	1L 1S	Freight train to Chaddesden South Jn. direct, or Passenger trains to Derby South Jn.
Station												4L	4L	Stopping Little Eaton Jn. or St. Mary's Jn. for traffic.
Broadholme	1	970					75	75	BROADHOLME TO AMBERGATE SOUTH JN. MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.					
									CW. Down slow, 604 yds. before reaching starting signal.	300				
											1S 1L	1S 1L		Chesterfield, via Toadmoor Tunnel.
Ambergate South Jn. (See page 112 for Toadmoor line)	1	308							CW. Up slow, 176 yards before reaching inner home signal.	346 (falling)	1S 1L 1S	1S 1L 1S		Chesterfield, via Ambergate Stn.
											4L	4L		Codnor Park.
							25	20	**Through junction to and from Station Jn.**					
							40		**Through junction to North Jn. direct via Toadmoor.**					
							20		**Through junction slow to fast line.**					
								20	**Through junction fast to slow line.**					

Description of Block Signalling on Main Lines (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	
	TRENT STATION SOUTH JN. AND TRENT JN. TO MANCHESTER CENTRAL (VIA DERBY AND CHEADLE HEATH)—*cont.*															
	Ambergate—*cont.*															
•	Station Jn. .. (See page 111 for Ambergate North Jn. line)	—	615					25 15	25	**Through junction to and from Manchester and over curve between Station Jn. and West Jn.** **Through junction and over curve to North Jn.**						
•	West Jn. .. (See page 111 for Ambergate North Jn. line)	—	332					25	25 15	**Through junction to and from Manchester.** **Through junction and over curve to North Jn.**				2L 1C 4L		Chesterfield. Codnor Park.
	Whatstandwell Station ..							40	40	**Whatstandwell, between 140 and 140½ m.p.**						
•	Sidings ..	2	230			URS	48									
•	High Peak Jn. (See page 115 for Parsley Hay line)	—	1485			URS	35									
								55	55	**Through Leawood Tunnel between 141¼ and 141¾ m.p.**						
•	**Cromford** Sidings ..	1	516			DRS	65									
	Station ..							50	50	**Between Cromford and Matlock Bath, through Willersley Tunnel.**						
•	**Matlock Bath** Station ..	1	403											2L 1C 4L		Chesterfield. Codnor Park.

	Matlock Station ..	1	570					50	50	**Matlock, between 144½ and 145¼ m.p.**	2L 1C 2C 1L		Freight trains for down main line at Rowsley South Jn. Freight trains requiring assisting engine in rear from Rowsley South Jn.
											(To be given at Matlock Bath Station box when Matlock Station box is closed)		
	Darley Dale Station ..	1	1758					20	20	DARLEY DALE STN. TO CHURCH LANE CROSSING, MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.			
	Church Lane Crossing	—	786										
	Rowsley South Jn. ..	—	1662	TB								4L	Siding alongside down main line.
	Up Sidings .. (Signals up goods line only)	—	280		TB	2nd goods							
	Down Sidings No. 2 (Signals 2nd down goods line only)	—	440	TB	TB								
	Down Sidings No. 1 (Signals 1st and 2nd down goods lines only)	—	20										
	North Jn. ..	—	580 (1291 yards from South Jn. via main lines.)				DRS	24	10	**Main to goods at junction and along up goods to Up Sidings box.**			
	Station							45	45	**Through Station.**			
								50		**Between Rowsley and Tunstead, 150 to 161¼ m.p.**			

Description of Block Signalling on Main Lines (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	
	TRENT STATION SOUTH JN. AND TRENT JN. TO MANCHESTER CENTRAL (VIA DERBY AND CHEADLE HEATH)—*cont.*															
•	**Bakewell** Haddon ..	2	259			DRS	33			C. Down line, 1350 yds. before reaching home signal (near distant signal)	100					
•	Station ..	1	854						50	**Between Bakewell and Rowsley, 153 to 150 m.p.**						
•	Hassop ..	—	1542			DRS	44			C. Down line 580 yards before reaching home signal.	102			3L 1S		Freight trains or light engines for up main at Rowsley North Jn.
•	**Great Longstone** Station															
•	Monsal Dale	2	1490			DRS	55					1L 1S				Buxton. (To be given at Hassop box when Monsal Dale box is closed)
•	**Miller's Dale** Lime Coy's. Sdgs.	2	578	•	•			30	30	MILLER'S DALE LIME COY'S. SDGS. TO MILLER'S DALE STATION. MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.						
								30		**Down main to down slow line at Lime Coy's Sidings.**						
•	Station ..	—	734	•	•				60	**Between Chee Tor Tunnel No. 2 and Bakewell, 160 to 153 m.p.**						
									50	**Between Miller's Dale Jn. and Chee Tor Tunnel No. 2, 160½ to 160 m.p.**						
•	Junction .. (See page 117 for Buxton line)	1	345					35		**Through junction to Manchester.**						
								50		**Through junction to Buxton.**		3L 1S				Stopping at Tunstead, Great Rocks Jn., Peak Forest South or North.
•	Peak Forest Jn. (See page 117 for Buxton line)	—	898			DRS	40		10	**Through junction to Buxton.**						Stopping Chapel for water or traffic.
									60	**Between Tunstead and Miller's Dale Jn., 161¼ to 160½ m.p.**		1L 3S				

	Peak Forest															
●	Tunstead ..	1	168								C. Down line, 600 yards before reaching outer home signal.	90				
											CW. Down line, 200 yds. before reaching starting signal (siding points).	90				
●	Great Rocks Jn.	—	1520	One engine in steam ●	●	DRS URS	34 43				C. Down line, 440 yards before reaching home signal.	90	3L 1S			Stopping Peak Forest for traffic.
●	South ..	—	1221	●	●						C. Down main, 480 yds. before reaching home signal.	90		1L 3S		Stopping Chapel for water or traffic.
											CW. Down line, 133 yards after passing signal box (siding points).	129				
	Station ..															
													1L 1C			Cheadle Heath, not stopping Gowhole.
●	North ..	—	574								C. Up line, 490 yards before reaching home signal.	90	1L2S1L			Marple, not stopping Gowhole.
													1L 2S			Edale.
								50	50		**Through Dove Holes Tunnel.**		4L			Stopping Gowhole.
	Chapel-en-le-Frith Central															
●	Dove Holes Tunnel	2	795			URS URS	16 13				CW. Up line, 50 yards before reaching North end of Dove Holes Tunnel.	90			1L 2S	Buxton (except freight trains stopping Peak Forest).
											CW. Up line, 227 yards before reaching starting signal (siding points).	90				
											C. Up line, 570 yards before reaching home signal.	90	1L 1C	2L 1C	Not stopping Gowhole.	Cheadle Heath. *
													1L2S1L	2L2S1L		Marple.
													1L 2S	2L 2S		Edale.
●	Station ..	1	93	●	●						CW. Up main, 122 yards before reaching home No. 2 signal (siding points at North end of station).	90	4L	4L		Stopping at Gowhole. *
															4L 4L	Stopping at Peak Forest, Great Rocks Jn. or Tunstead.
								70			**Between Chapel-en-le-Frith and Chinley South Jn., over curve, 167¾ to 168 m.p.**					*Trains stopping at Chapel for water or traffic.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	TRENT STATION SOUTH JN. AND TRENT JN. TO MANCHESTER CENTRAL (VIA DERBY AND CHEADLE HEATH)—*cont.*															
	Chapel-en-le-Frith Cen.—*cont.*															
•	Chinley South Jn. (See page 120 for Dore & Totley line)	—	908	•	•				70	**Between Chinley South Jn. and Chapel-en-le-Frith, over curve, 168 and 167¾ m.p.**						
										CW. Up main, 60 yards before reaching starting signal (sand drag).	90					
									10	**Through junction to Sheffield.**						
										C. Up line, 515 yards before reaching home signal.	90					
•	Chinley North Jn. (See page 119 for Dore & Totley line)	—	808	•	•			50	50	CHINLEY NORTH JN. TO NEW MILLS SOUTH JN., MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.						
								75	75	**Main and fast lines, round curve between 168¼ and 169 m.p.**						
								15	15	**Through junction from fast line or slow line to Dore & Totley.**		1L 1C	1L 1C			Stopping at Buxworth Jn. for traffic purposes.
										C. Up fast and up slow, 541 yards before reaching home signals.	90					
												5L	5L	5L	5L	To pass signals for shunting.
												1L 2S	2L 2S			Belle Vue.
•	Chinley Station South Jn.	—	1641	•	• •			30	30	**Slow lines through Station.**		1L 1C	1L 1C			Stopping at Buxworth Jn. for traffic purposes. (When Chinley North Jn. is closed).
												3L 1S	3L 1S			Stockport.

									C. Up fast, 595 yards before reaching outer home signals.	90			
	Station North Jn.	—	346						C. Up slow, 605 yards before reaching outer home signals.	90			
						30	30		**Slow lines, between 170¼ and 170½ m.p.**				
						55	55		**Fast lines, over curve, between 170½ and 171¼ m.p.**				
	Gowhole Buxworth Jn.	1	863						CW. Up slow, 387 yards before reaching starting signal (67 yards after passing box).	90	1L 3S	1L 3S	Freight trains stopping Chapel for water or traffic.
						30	30		**Through junction on slow lines.**				
						20			**Through junction slow to fast.**				
							20		**Through junction fast to slow.**				
									C. Up fast, 542 yards before reaching home signal.	90			
									CW. Up slow, 542 yards before reaching home signal (siding points worked by Gowhole Goods Jn.).	90			
	Goods Jn. .. (No signals for fast lines)	—	917									2L 1S	Edale.
	New Mills South Jn. (See page 120 for Romiley line)	—	1085			15			**Through junction from fast line to Marple line.**				
									C. Up line, 644 yards before reaching outer home signal.	90			
						70	70		**Round curves between 172½ and 173¼ m.p.**				

Description of Block Signalling on Main Lines (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	
	TRENT STATION SOUTH JN. AND TRENT JN. TO MANCHESTER CENTRAL (VIA DERBY AND CHEADLE HEATH)—*cont.*																
●	**Gowhole**—*cont.* Disley ..	1	1372			DGL URS	55 43			C.	Up line, 452 yards before reaching home signal.	90	1L 1S 4L 5L				Northenden. Cheadle Exchange Sdgs. Stopping Cheadle Heath to detach.
								60	60	**Through Disley Tunnel, 174 to 176½ m.p.**							
●	Hazel Grove	3	399			DRS URS	43 52			C.	Up line, 1365 yards before reaching home signal.	100			1L 1S 4L		Edale, not stopping Gowhole. Stopping Gowhole for traffic.
●	Bramhall Moor Lane	1	700			URS (Used from down line also)	48			C.	Up line, 550 yards before reaching home signal.	110					
●	**Cheadle Heath** South Jn. ..	2	953	●	●												
	Station ..																

	North Jn. .. (See page 130 for Cheadle Jn. line)	—	508						CW. Down Liverpool line, 278 yards before reaching home signals (Points worked by Cheadle Heath South Jn. box).	100					
	Heaton Mersey Station Jn. .. (See page 130 for Stockport line)	—	1454					15	**Through junction to Stockport.** C. Up line, 562 yards before reaching home signal.	100			3L 1S		Light Engines for beyond Heaton Mersey East Jn.
	Didsbury Goods Yard ..	1	40		URS	39									
	Station ..														
	Withington and West Didsbury Station ..	—	1678												
	Chorlton-cum-Hardy Junction .. (See page 234 for Fallowfield line)	1	691					20	**Through junction to Fallowfield.**		1L 1S 1L 2S 3S 1L		3L 1S 1S 1L 2S 1L		Up freight trains requiring bank engine from Brinnington Jn. (Signalman to advise Heaton Mersey East Jn.). Stockport. Cheadle Heath. Trafford Park. Manchester (Cen.). Cornbrook only.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	TRENT STATION SOUTH JN. AND TRENT JN. TO MANCHESTER CENTRAL (VIA DERBY AND CHEADLE HEATH)—*cont.*															
	Chorlton-cum-Hardy—*cont.* Station ..	—	902									*Drivers of all Up trains must whistle when approaching Chorlton-cum-Hardy Stn.*				
	(Down I.B.S. 916 yards from Chorlton Station box) (Up I.B.S. 1030 yards from Throstle Nest South Jn. box)															
	Manchester Central Throstle Nest South Jn. (See page 140 for Trafford Park Jn. line)	1	495					15 10 15	15	**Through junction to and from Manchester Cen.** **Through junction to Trafford Park Jn.** **Throstle Nest South Jn. to Throstle Nest East Jn.**						
	The direction of the line from Throstle Nest East Jn. to Manchester Central is "Up."															
Slow	Throstle Nest East Jn. (See page 133 for Liverpool Central line)	—	470	Fast	Fast			15 15	15 15	**Throstle Nest East Jn. to Throstle Nest South Jn.** **Passing Throstle Nest East Jn. box on slow lines.** **Through junction to and from Urmston line and slow lines; to and from Derby line and fast lines and between fast and slow lines.**						

Semi-Automatic Signalling

Slow

Cornbrook West Jn. (See page 139 for Old Trafford Jn. and Cornbrook Jn. East lines)	—	493	N.B. Middle	Fast	Fast		20	20	**Through junction to and from Old Trafford or Oxford Road.**	2S 1L	To or from Middle road and down slow line.
							15	15	**Passing Cornbrook West Jn. on slow lines.**	3S 1L	To or from Middle road and up fast line.
										4S 1L	Up sdgs. to up fast line.
Station ..	1	70				C. Up slow 536 yards before reaching outer home signal.					
						C. Up fast 597 yards before reaching outer home signal.					
							25	25	**Over curves on Viaduct between Cornbrook and Manchester.**		
							10	10	**Curves into and out of station.**		
							8	8	**Light engines over sharp curves especially the curve from slow line to fast line in down direction and vice-versa.**		

The direction of the line from Throstle Nest East Jn. to Manchester Central is "Up".

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	TRENT STATION NORTH JN. TO SAWLEY JN. STATION (VIA NORTH CURVE)															
	TRENT STN. NORTH JN. TO SAWLEY JN. STATION							30	30	MAXIMUM PERMISSIBLE SPEED OVER NORTH CURVE						
●	**Trent** Station North Jn. (See page 38)	—	—						10	**Through junction.**						
●	**Sawley Jn.** Station .. (See page 94)	—	1720					30		**Through junction.**						
	SPONDON JN. TO DERBY NORTH JN. AND DERBY JN. (VIA CHADDESDEN)															
	SPONDON JN. TO DERBY NORTH JN.							20	20	MAXIMUM PERMISSIBLE SPEED						
●	**Spondon** Junction .. (See page 95)	—	—						20	**Through junction.**						
●	Turntable Sdgs. (Chaddesden Sdgs.)	—	530													
●	**Chaddesden** South Jn. ..	—	815									3S pause 2S	3S pause 2S	1L 1C 3S pause 1S		Main line. Chaddesden Sdgs.
●	Derby South Jn.	—	1735					20 15	20	**Through junction to and from Derby North Jn.** **Through junction to Derby Jn.**		1L 1C	1L 1C 2L 1C	Also apply from Chaddesden Sdgs.		Derby North Jn. on main line. Derby North Jn. on goods line.

	Derby North Jn. (See page 96)	—	497			15		Through junction on main or goods line.				
	DERBY SOUTH JN. TO DERBY JN.					15	15	MAXIMUM PERMISSIBLE SPEED				
	Chaddesden Derby South Jn.	—	—				15	Through junction.	1L 1S 2L 1S	1L 1S 2L 1S	1L 1C 3S pause 1S Also apply from Chaddesden Sdgs.	Main line Chaddesden Sdgs. Derby Jn. on main line. Derby Jn. on through goods line.
	Derby Midland Junction .. (See page 96)	—	462			15		Through junction.				
	LITTLE EATON JN. TO RIPLEY STATION											
	LITTLE EATON JN. TO RIPLEY STATION					30	30	MAXIMUM PERMISSIBLE SPEED				
	Little Eaton Junction .. (See page 97)	—	—				15	Through junction.				
Electric Token	Station Crossing	—	609			20		Over curve between Little Eaton and 133 m.p.				
								Drivers must sound the engine whistle when approaching the occupation level crossing near 131½ m.p. leading to Messrs. Dowding's Mill.				
	Village Crossing											
	Coxbench Crossing						20	Over curve between 133 m.p. and Little Eaton.				
	Holbrook Crossing											
	Denby Kilburn	3	909									

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	LITTLE EATON JN. TO RIPLEY STATION—*cont.*															
One Engine in steam / Electric Token	**Denby**—*cont.* South ..	—	740													
	North ..	—	372													
	Station ..															
	Marehay Crossing	1	377					20	20	**Over curve near Marehay Crossing.**						
	Ripley Station ..	1	647													
	DUFFIELD JN. TO WIRKSWORTH STATION															
	DUFFIELD JN. TO WIRKSWORTH STATION							35	35	MAXIMUM PERMISSIBLE SPEED						
Token	**Duffield** Junction (See page 97)	—	—						20	**Through junction.**						
	Wirksworth Shottle															

Drivers must sound the engine whistle when approaching the occupation level crossing situated near 136¼ m.p. between Shottle Station and the site of the Old Cattle Arches Bridge.

Electric	Idridgehay Crossing										
	Gorsey Bank Crossing										
	Station † .. (Token Station)	8	676								† "No Signalmen" type instrument—See "Local Instructions" on page 356
	WIRKSWORTH INCLINE BRANCH										
One engine in steam	**Wirksworth** Station .. (Staff Station)	—	—			**20**	**20**	MAXIMUM PERMISSIBLE SPEED			
One engine in steam	End of Incline Branch	—	930								
	AMBERGATE STATION JN. AND WEST JN. TO NORTH JN.										
	AMBERGATE STATION JN. TO NORTH JN.					**15**	**15**	MAXIMUM PERMISSIBLE SPEED			
	Ambergate Station Jn. .. (See page 98)	—	—				**15**	**Through junction.**			
	North Jn. .. (See below and page 112)	—	463			**15**		**Through junction.**			
	AMBERGATE WEST JN. TO NORTH JN.					**15**	**15**	MAXIMUM PERMISSIBLE SPEED			
	Ambergate West Jn. .. (See page 98)	—	—				**15**	**Through junction.**	4L		Ambergate Goods Yard.
	North Jn. .. (See above and page 112)	—	464			**15**		**Through junction.**			

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	AMBERGATE SOUTH JN. TO CLAY CROSS SOUTH JN. (VIA TOADMOOR TUNNEL)															
	AMBERGATE SOUTH JN. TO CLAY CROSS SOUTH JN. (VIA TOADMOOR TUNNEL)							75	75	MAXIMUM PERMISSIBLE SPEED						
●	Ambergate South Jn. .. (See page 97)	—	—						40	**Through junction from North Jn. direct to up fast line.**						
									20	**Through junction from North Jn. direct to up slow line.**						
●	North Jn. .. (See page 111 for Ambergate Station Jn. and West Jn. lines)	—	1020					40	40	**Through junction to and from South Jn. direct.**						
									15	**Through junction and over curve to Station and West Jns.**						
●	Crich Jn. .. (See page 113 for Codnor Park line)	—	533			DRS	60	20		**Through junction to Codnor Park.**				5S		Up reception line.
●	**Wingfield** Station ..	3	80			DRS	45									
●	Shirland Sdgs. (See page 114 for Shirland Branch)	—	1674													

	(Up I.B.S. 1092 yards from Stretton Stn. box)								S. Up main. Trailing points from up loop. (Normal lie is for up main).	324 (falling)	2S		Light Engine for Hasland.
											3L 1C		Stopping Clay Cross for traffic. } Not passenger trains.
	Stretton												
●	Station ..	2	1375		DGL UGL URS	95 120 26			S. Down loop. Trailing points in down loop. (Normal lie is for run - off, protecting main line).	342	1L 3S		Stopping Chesterfield for water or traffic. } Not passenger trains.
											5L		Stopping Avenue Sdgs.
												1S1L1S	Belper, via Ambergate Stn.
												2S 1L	Rowsley.
	Clay Cross											4L	Stopping Ambergate for traffic.
●	South Jn. .. (See page 45)	2	559				60		**Through junction.**			1L 3S	Stopping Ambergate for water.

AMBERGATE, CRICH JN. TO PYE BRIDGE, RIDDINGS JN. AND CODNOR PARK JN.

	CRICH JN. TO RIDDINGS JN.						50	50	MAXIMUM PERMISSIBLE SPEED				
	Ambergate												
●	Crich Jn. .. (See page 112)	—	—					20	**Through junction.**				
●	Buckland Hollow	1	31						C. Down line, 1235 yds. before reaching home signal.	120			
	Butterley												
●	Station ..	2	98										
											1L 2S		Codnor Park.
●	Swanwick Sdgs. (See page 114 for Swanwick Branch)	—	1041						C. Up line, 912 yards before reaching home signal.	110	1L2S1L 4L		Mansfield. Stopping Pye Bridge for traffic.
												1S1L1S	Belper, via Ambergate Station.
	Pye Bridge											2S 1L	Rowsley.
●	Ironville Jn. .. (See page 114)	1	1352				15		**Through junction to Codnor Park Jn.**			1L 3S	Freight train requiring water at Belper.
							15		**Over curves between Ironville Jn. and Riddings Jn.**			4L	Stopping Ambergate for traffic.
●	Riddings Jn... (See page 42)	—	717					15	**Over curves between Riddings Jn. and Ironville Jn.**				
							15		**Through junction.**				

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	AMBERGATE, CRICH JN. TO PYE BRIDGE, RIDDINGS JN. AND CODNOR PARK JN.—*cont.*															
	IRONVILLE JN. TO CODNOR PARK JN.							15	15	MAXIMUM PERMISSIBLE SPEED						
•	Ironville Jn. (See page 113)	—	—						15	**Through junction.**						
•	Codnor Park Jn. (See page 42)	—	604							CW. Up line, 265 yards before reaching starting signal.	90					
								15		**Through junction.**						
	SWANWICK BRANCH, BUTTERLEY							10	10	MAXIMUM PERMISSIBLE SPEED						
One engine in steam •	**Butterley** Swanwick Sdgs. (See page 113)	—	—													
	End of Branch	—	1670													
	SHIRLAND BRANCH, WINGFIELD							10	10	MAXIMUM PERMISSIBLE SPEED						
One engine in steam •	**Wingfield** Shirland Sdgs. (See page 112)	—	—													
	End of Branch	1	50													

HIGH PEAK JN. TO PARSLEY HAY STATION

						20	20	MAXIMUM PERMISSIBLE SPEED (Except as shown below †)
One engine in steam	**Whatstandwell** High Peak Jn. (See page 98)	—	—			15	15	**Between High Peak Jn. and 21¼ m.p.**
Stationary Engine	**Cromford** Goods (Staff Station)	—	1294					
Stationary Engine	Sheep Pasture Top (Goods) (Staff Station)	—	1655					
One engine in steam	Steeplehouse (Goods)							
Stationary Engine	Bottom of Middleton (Staff Station)	1	572					
Stationary Engine	Middleton Top (Goods) (Staff Station)	—	770	UGL (at junction with Hopton Quarry Branch)	35	†30 Unrestricted		**Between 20 and 19½ m.p.** **Between board near 19½ m.p. and 19 m.p.**
Train Staff and Ticket	Hopton Top (Goods) (Staff Station)	1	968	UGL DRS	43 23			
Train Staff and Ticket	**Longcliffe** Station (Staff Station)	2	86	UGL	34			
	Minninglow (Goods)					5	5	**Round Gotham Curve, between 13¾ and 13½ m.p.**
Train Staff and Ticket	**Friden** Goods (Staff Station)	5	559	DGL	63			
Train Staff and Ticket	**Parsley Hay** Station (See page 116)	2	826			15		**Through junction.**

* Inclines (Double lines) worked by Stationary Engines.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	CLIFTON YARD (EXC.) TO HINDLOW, BRIGGS' SIDINGS (EXC.)															
	CLIFTON YARD TO BRIGGS' SIDINGS							**45**	**45**	MAXIMUM PERMISSIBLE SPEED						
	Clifton Yard .. (Western lines)	—	—									*Drivers must whistle when 1 mile distant from Clifton Station level crossing.* *Drivers must whistle when 1 mile distant from Clifton Road level crossing.*				
	Ashbourne No. 1 ..	1	689													
	No. 2 ..	—	453					**25**	**25**	**Through junction of down and up lines.**						
								40		**Ashbourne to Parsley Hay, except through Stations.**						
								15		**Ashbourne to Parsley Hay, through Stations.**						
	Thorpe Cloud Station															
	Tissington Station															
Electric Token	Alsop-en-le-Dale Station	6	1605			CL	27									
	Parsley Hay Hartington Station	4	1256			CL	27									
	Station .. (See page 115 for Cromford line)	1	1420						**40**	**Parsley Hay to Ashbourne, except through Stations.**						
									15	**Parsley Hay to Ashbourne, through Stations.**						
									15	**Through junction to Friden.**						
	Hindlow Briggs' Sidings (Western lines)	4	886													

PEAK FOREST JN. AND MILLER'S DALE JN. TO BUXTON (MID.) STATION AND BUXTON JN. No. 1

PEAK FOREST JN. TO BUXTON JN.

Peak Forest Jn. (See page 100)	—	—				10	10	MAXIMUM PERMISSIBLE SPEED			
							10	**Through junction.** CW. Up line 440 yards before reaching home signal. (Points worked from Buxton Jn. box)	93		
Buxton Jn. .. (See below)	—	630				10		**Through junction.**			

MILLER'S DALE JN. TO BUXTON STATION

Miller's Dale Junction .. (See page 100)	—	—				50	50	MAXIMUM PERMISSIBLE SPEED			
							15	**Through junction.**			
Blackwell Mill Halt											
Buxton Jn. .. (See above)	—	1066					10	**Through junction to Peak Forest.**		1L 2S	Buxton Jn. No. 1.
Topley Pike ..	—	893						CW. Down line. 151 yards before reaching home signal.	100		
Buxton Ashwood Dale (Western Lines)	1	378						C. Down line, 400 yards before reaching home signal.	100		
East Jn. .. (Western Lines) (See page 118)	1	931				40		**Between 164 m.p. and Station, except where otherwise shown.** C. Down line, 1197 yds. before reaching home signal.	81		
						10		**Through junction to Buxton Jn. No. 1.**			
Station (Mid.) (Western Lines)	—	186				40		**Between Buxton Station and 164 m.p. except where otherwise shown.**		1L 1S	Peak Forest Jn.
						15	15	**Through connections at entrance to Station.**			

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	PEAK FOREST JN. AND MILLER'S DALE JN. TO BUXTON (MID) STATION AND BUXTON JN. No. 1—*cont.*															
	BUXTON EAST JN. TO BUXTON JN. No. 1							**10**	**10**	MAXIMUM PERMISSIBLE SPEED						
●	**Buxton** East Jn. .. (Western Lines) (See page 117)	—	—						**10**	**Through junction.**						
●	Junction No. 1 (Western Lines)	—	343							CW. Down line, 330 yards before reaching home signal (Points worked by Buxton East Jn. box).	66					
								10		**Through junction.**						
	DORE AND TOTLEY, TOTLEY TUNNEL EAST (EXC.) TO CHINLEY NORTH JN. AND SOUTH JN.															
	DORE AND TOTLEY, TOTLEY TUNNEL EAST TO CHINLEY EAST JN.							**70**	**70**	MAXIMUM PERMISSIBLE SPEED						
●	**Dore and Totley** Totley Tunnel East (Eastern Region)	—	—													
●	**Grindleford** Station ..	4	499			URS	40									
●	Hathersage Station ..	1	975			DRS URS	33 43	**60**	**60**	**Round curves between 159¾ and 160½ m.p.**				1L 1C 1L 2S		Freight trains stopping Queens Road. Dronfield.

	Bamford Station ..	1	1424		DRS 37 URS 43									
	Hope Station ..	1	1294		DRS 32 URS 38			C. Down line, 460 yards before reaching home signal.	100					
	Earle's Sdgs.	1	166		DGL 56			C. Down line, 720 yards before reaching home signal.	100					
	Norman's Bank	1	482					C. Down line, 800 yards before reaching home signal.	100			1L 3S		Water at Hathersage. Cheadle Heath } * Marple } * Not stopping Gowhole for traffic.
	Edale Station ..	2	1336		DRS 47 URS 42			C. Down line, 570 yards before reaching home signal.	100	1L 1C 1L 2S 1L 1S 4L 1L 3S				Peak Forest, not stopping Chapel for water or traffic. Stopping Gowhole for traffic. Stopping Chapel for water or traffic.
	Cowburn Tunnel West	3	873		URS 40			C. Down line, 2 miles 1405 yards before reaching home signal. C. Up line, 475 yards before reaching home signal.	100 100					
	Chinley East Jn. (See page 120)	—	1628			15		**Chinley East Jn. to Chinley North Jn.**						
	Chinley North Jn. (See page 102)	—	533					CW. Up line, 85 yds. before reaching starting signal (172 yds. after passing box).	90					
							15	**Chinley North Jn. to Chinley East Jn.**						
						15		**Through junction to slow line.**						
						10		**Through junction to fast line.**						

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	DORE AND TOTLEY, TOTLEY TUNNEL EAST (EXC.) TO CHINLEY NORTH JN. AND SOUTH JN.—*cont.*															
	CHINLEY EAST JN. TO CHINLEY SOUTH JN.							15	15	MAXIMUM PERMISSIBLE SPEED						
	Chapel-en-le-Frith Central															
•	Chinley East Jn. (See page 119)	—	—						15	**Through junction.**						
•	Chinley South Jn. (See page 102)	—	599							CW. Down line, 548 yards before reaching home signal (Points are 33 yards on Sheffield side of, and worked by, Chinley East Jn. box).	250					
								15		**Through junction.**						
	GOWHOLE, NEW MILLS SOUTH JN. TO ASHBURYS EAST JN. (VIA BELLE VUE)															
	NEW MILLS SOUTH JN. TO ROMILEY JN.							60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
	ROMILEY JN. TO ASHBURYS EAST JN.							50	50	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
	Gowhole															
•	New Mills South Jn. (See page 103)	—	—	•					15	**Through junction to up fast line.**						
								20		**New Mills South Jn. to New Mills Jn.**						
•	New Mills Goods Jn.	—	811	•		URS	38			C. Up line, 475 yards before reaching home signal.	87					

	New Mills Central														
•	Junction ..	—	816		URS	28		20	New Mills Jn. to New Mills South Jn.		1L 1S 1L 2S				Stockport. Woodley.
	(See page 123 for Hayfield line)						20	20	**Through junction in any direction.**				2S 1L		Peak Forest.
									C. Up line, 549 yards before reaching home signal.	106					
	Marple														
•	Strines Station	1	677						C. Up line, 600 yards before reaching home signal.	100					
	(Down I.B.S. 1 mile, 453 yards from Strines Stn. box)														
	(Up I.B.S. 1 mile, 169 yards from Marple Stn. box)														
							45	45	**Round curve through Marple South Tunnel.**						
•	Station ..	2	387												
•	Wharf Jn. ..	—	890				50	50	**Through junction to and from Marple.**		1L 1S 1L 2S				Stockport. Woodley.
	(See page 125 for Macclesfield line)							15	**Through junction to Macclesfield.**						
	(Down I.B.S. 915 yards from Marple Wharf Jn. box)														
	(Up I.B.S. 976 yards from Romiley Jn. box)														
	Romiley										1L 2S				Godley.
													1L 1S		Hayfield.
													2S 1L		Peak Forest, not stopping Gowhole.
•	Junction ..	1	236						C. Down line, 520 yds. before reaching home signals.	150			4S 1L		Stopping Gowhole.
	(See page 125 for Glazebrook line and page 128 for Hyde Jn. line)												3S 1L		Hathersage, not stopping Gowhole.
							25		**Through junction to Stockport.**						
							20	20	**Through junction to and from Bredbury.**						
							30	30	**Through junction and round curve to and from Woodley Jn.**						
									C. Up line, 597 yards before reaching home signal.	94					

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	GOWHOLE, NEW MILLS SOUTH JN. TO ASHBURYS EAST JN. (VIA BELLE VUE)—*cont.*															
•	**Bredbury** Station ..	—	1709											1L 2S		Macclesfield.
•	Lingard Lane Colliery Sdgs.	—	1675							C. Up line, 711 yards before reaching home signal.	70					
•	**Reddish North** Junction .. (See page 130 for Brinnington Jn. line)	—	1232					45	15	**Through junction from Bredbury.** **Through junction to Stockport.**		1S 1L 2S 1L 3S 1L 4S 1L 5S 1L 6S		1L 3S		Manchester (London Rd.) Ardwick Goods Yard Central Lines via Midland Jn. Ashton Road Engines for Gorton Loco. Western Lines via Manchester (London Road). Water at Marple.
•	Station ..	1	216							C. Down line, 1088 yds. before reaching home signal. C. Up line, 952 yards before reaching home signal.	110 108					
•	**Belle Vue** Station ..	1	385			DRS URS	25 43							1L 2S		Stockport.

Engine Shed ..	—	1439				C. Down line, 478 yds. before reaching home signal.	511
				15		**Belle Vue Engine Shed to Ashburys East Jn.**	
Ashburys East Jn. .. (See page 229)	—	353		15	15	**Ashburys East Jn. to Belle Vue Engine Shed. Through junction.**	

HAYFIELD STATION TO NEW MILLS JN.

HAYFIELD STATION TO NEW MILLS JN.				35	35	MAXIMUM PERMISSIBLE SPEED.	
New Mills Central ..	—	—					
Hayfield Station						*Drivers of all trains must whistle when approaching Wyld's Crossing and also the level crossing near Watford Bridge Print Works.*	
Slack's Crossing							
Birch Vale Station							
Tunnel End ..	2	543		4	4	**Receiving or delivering token.** CW. Up line, near home signal.	106
Junction .. (See page 121)	—	690		20		CW. Up line, Junction end of tunnel. **Through junction.**	106

Electric Token

Description of Block Signalling on Main Lines (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	
	MACCLESFIELD CENTRAL (EXC.) TO MARPLE, WHARF JN.															
	MACCLESFIELD CENTRAL AND MARPLE WHARF JN.							**50**	**50**	MAXIMUM PERMISSIBLE SPEED						
•	**Macclesfield** Central .. (Western lines)	—	—					**15**	**15**	**Between Macclesfield Central and ½ m.p.**						
•	Goods Jn. .. (Western lines)	—	1017							C. Down line, 1 mile 106 yards before reaching Bollington down distant signal	77	1S 1L		1S 1L		All trains on approaching Goods Jn. box.
•	**Bollington** Station ..	1	1412													
•	HigherPoynton Station	4	357							C. Up line, 1537 yards before reaching home signal.	218					
	Middlewood (Higher) Station									C. Up line, 1 mile 1329 yards before reaching home signal	116					
	High Lane Station															
•	**Rose Hill** Station ..	3	666							C. Up line, 550 yards before reaching 1st home signal	121					
	(Up I. B. S., 754 yards from Marple Wharf Jn.)															

	Marple Wharf Jn. .. (See page 121)	—	1714					15		CW. Up line, 652 yards before reaching Intermediate Block home signal **Through junction**	220	1L 1S 1L 2S			Stockport. Woodley.
	ROMILEY JN. TO GLAZEBROOK EAST JN.														
	ROMILEY JN. TO GLAZEBROOK EAST JN.							60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES					
	Romiley Junction .. (See page 121)	—	—						25	**Through junction.** C. Up line, 1705 yards before reaching home signal.	71				
	Stockport **Tiviot Dale** Bredbury Jn. (See page 129 for Woodley Jn. line)	1	582					25 30	25	**Through junction to and from Romiley.** **Round curve through Brinnington Tunnel.** C. Up line, 1060 yards before reaching home signals.	80	2S 2L 3S 1L 4L		1L 1S 1L 2S	Main line at Georges Road. Detaching at Portwood Sdgs. Via Chorlton Jn. Hyde direction. Macclesfield direct'n
	Brinnington Jn. (See page 130 for Reddish Jn. line)	1	20	Portwood Down Loops	No. 1 No. 2	80 60		30 25 20	30 25 20	**Round curve through Brinnington tunnel.** **Through junction to Reddish.** **Over Portwood Viaduct.**		1L 3S		2S 1L	Water at Heaton Mersey West Jn. (Signalman to advise Heaton Mersey West Jn. box.) Engines proceeding to Woodley Jn. or Romiley Jn. for turning purposes (Signalman to advise Bredbury Jn. box).
	Station	—	1003	Platform Lines	DPL UPL	19 16		20	20	**Through Station.**				3L 1S 1S 2L	Up freight trains requiring bank engine. For Godley direction, exceeding 60 wagons.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	ROMILEY JN. TO GLAZEBROOK EAST JN.—*cont.*															
										C. Down line, 390 yards before reaching home signal.	72					
•	**Heaton Mersey** Georges Road Jn.	—	1175	NB	Reception NB			20	20	**Passing box.** C. Up main, 460 yards before reaching home signal.	218					
								20		**Goods lines, Georges Road Jn. to Heaton Mersey West Jn.**						
◦	East Jn. .. (See page 130 for Heaton Mersey Stn. Jn. line)	—	920	NB Goods NB Goods NB	Goods NB Goods NB			20		**Through junction to Heaton Mersey Stn. Jn.**						
										Drivers of all down main line trains to whistle when passing the sidings at Heaton Mersey and Cheadle Exchange as a warning to Shunters and others engaged on sidings next to main line.						
									20	**Goods lines, Heaton Mersey West Jn. to Georges Road Jn.**						
•	West Jn. ..	—	778					15	15	**Over River Mersey bridge No. 72, 35¾ and 36 m.p. (Not applicable to diesel multiple-unit trains).**						
•	Cheadle Jn. .. (See page 131 for Cheadle Heath line)	—	462						20	**Through junction to Cheadle Heath.**				3S 1L		Cheadle Heath.
	Stockport Tiviot Dale															
◦	Cheadle West	—	677									1L 2S 1L 1S 4S 1L				Altrincham direct'n. Broadheath direct'n. Liverpool direction.
•	Cheadle Stn...	—	738			DRS URS	50 32									

	Northenden Junction .. (See page 131 for Cheadle Goods Yard line) (Down I.B.S. 1 mile, 394 yards from Northenden Jn. box) (Up I.B.S. 1 mile 7 yards from Baguley Stn. box)	1	660					25	**Through junction to Edgeley Jn.**			1L 2S 4S 1L		Cheadle Heath line or Cheadle Exchange Sdgs. Heaton Mersey Sdgs.
	Baguley Station ..	2	595									1L 3S		Water at Heaton Mersey West Jn. (Signalman to advise Heaton Mersey West Jn. box).
	Skelton Jn. .. (See page 131 for Broadheath No. 1 and Deansgate Jn. lines)	1	276		DGL	58	**35** **15** **40**	35	**Through junction to and from West Timperley.** **Through junction to Deansgate Jn.** **Through junction to Broadheath No.1.**		1L 2S 1L 1S 4S 1L			Altrincham. Broadheath. West Timperley.
	West Timperley Stn.	—	1390								3S 1L			Trains calling at Partington Jn. (Signalman to advise Partington Jn. box).
	Partington Carrington Sdgs.	1	1033									2S 1L		Cheshire District or calling Skelton Jn. Sdgs.
											1L 2S			Wigan Branch.
	Junction ..	—	855						CW. Down line, 295 yards before reaching starting signal.	135	3S 1L 4S 1L			Avoiding line at Padgate Jn. Calling or terminating at Glazebrook Sdgs.
												4S 2L		From Ship Canal lines.

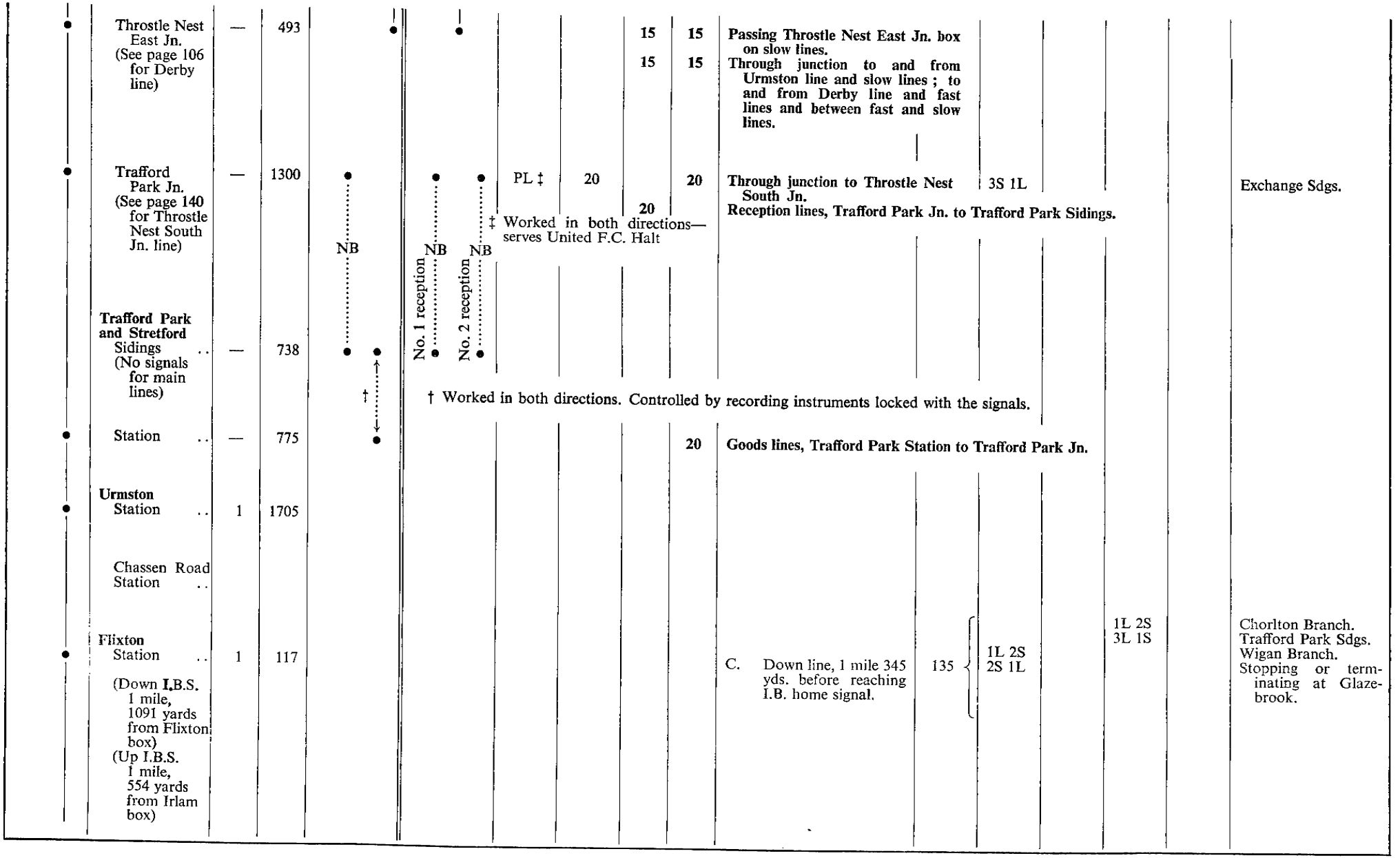
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	ROMILEY JN. TO GLAZEBROOK EAST JN.—*cont.*															
	Partington–*cont.*															
•	Station ..	—	1360							C. Up main, 608 yards before reaching home signal.	135					
	Glazebrook									C. Up goods, 885 yards before reaching outer home signal.	135					
•	Cadishead Station	1	147	• NB												
•	East Jn. .. (See page 134)	—	1154	•				30	20	**Goods line, Glazebrook East Jn. to Cadishead. Through junction.**						
	ROMILEY JN. TO GUIDE BRIDGE, HYDE JN.															
	ROMILEY JN. TO HYDE JN.							60	60	MAXIMUM PERMISSIBLE SPEED.						
•	**Romiley** Junction .. (See page 121)	—	—						30	**Over curve and through junction.**						
•	**Woodley** Junction .. (See page 129 for Bredbury Jn. line)	1	291						10	**Through junction to Stockport.**				1L 2S		Macclesfield.
•	Apethorne Jn. (See page 129 for Godley Jn. line)	—	661					25		**Through junction to Godley.**						
•	**Hyde Central** Station ..	1	246			DRS	25	40		**Hyde Cen. Station to Hyde Jn.**				1L 2S		Stockport.

●	**Guide Bridge** Hyde Jn. .. (See page 228)	1	392				15	40	**Hyde Jn. to Hyde Cen. Station Through Junction.**				
	GODLEY JN. TO WOODLEY, APETHORNE JN.												
	GODLEY JN. TO APETHORNE JN.						60	60	MAXIMUM PERMISSIBLE SPEED.				
●	**Godley** Junction .. (See page 227)	—	—					25	**Through junction.**				
●	Brookfold Lane	—	410		UGL	70			C. Up line, 1832 yards before reaching home signal.	100		1S 1L	Drivers of bank engines assisting freight trains to Godley, must, when their engines are clear of the Western Crossover Road, whistle to indicate to the Signalman that they are ready to return to Stockport.
●	**Woodley** Apethorne Jn. (See page 128)	1	1744				25		**Through junction.**				
	WOODLEY JN. TO STOCKPORT, BREDBURY JN.												
	WOODLEY JN. TO BREDBURY JN.						60	60	MAXIMUM PERMISSIBLE SPEED				
●	**Woodley** Junction .. (See page 128)	—	—					10	**Through junction.** C. Up line, 590 yards before reaching outer home signal. C. Up line, 1267 yards before reaching outer home signal.	61 71			
●	**Stockport Tiviot Dale** Bredbury Jn. (See page 125)	1	120								2S 2L 3S 1L 4L		Main line, Georges Road. Detaching at Portwood Sdgs. Via Chorlton Jn.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	STOCKPORT, BRINNINGTON JN. TO REDDISH JN.															
	BRINNINGTON JN. TO REDDISH JN.							25	25	MAXIMUM PERMISSIBLE SPEED						
●	**Stockport Tiviot Dale** Brinnington Jn. (See page 125)	—	—						25	**Through junction.**				1L 3S		Water at Heaton Mersey West Jn. (Signalman to advise Heaton Mersey West Jn box).
●	**Reddish North** Junction .. (See page 122)	1	441							CW. Up line, 453 yards before reaching starting signal.	Level					
								15		**Through junction.**						
	HEATON MERSEY EAST JN. TO HEATON MERSEY STATION JN.															
	HEATON MERSEY EAST JN. TO HEATON MERSEY STN. JN.							30	30	MAXIMUM PERMISSIBLE SPEED						
●	**Heaton Mersey** East Jn. .. (See page 126)	—	—						20	**Through junction.**						
●	Station Jn. .. (See page 105)	—	1461					15		**Through junction.**				3L 1S		Light engines for beyond Heaton Mersey East Jn.
	CHEADLE HEATH NORTH JN. TO CHEADLE JN.															
	CHEADLE HEATH NORTH JN. TO CHEADLE JN.							30	30	MAXIMUM PERMISSIBLE SPEED						
●	**Cheadle Heath** North Jn. .. (See page 105)	—	—													

	Cheadle Jn. .. (See page 126)	—	812				20		CW. Up line, 391 yards before reaching starting signal. **Through junction.**	132	3S 1L 4S 1L			Main line. Sidings.
	CHEADLE GOODS YARD (EXC.) TO NORTHENDEN JN.													
	CHEADLE GOODS YARD TO NORTHENDEN JN.						60	60	MAXIMUM PERMISSIBLE SPEED					
	Cheadle Goods Yard .. (Western Lines)	—	—											
	Northenden Junction .. (See page 127)	1	825				25		**Through junction.**					
	BAGULEY, SKELTON JN. TO BROADHEATH No. 1 (EXC.)													
	SKELTON JN. TO BROADHEATH No. 1						60	60	MAXIMUM PERMISSIBLE SPEED					
	Baguley Skelton Jn. .. (See page 127)	—	—					25	**Through junction.** C. Up line, 664 yards before reaching home signal.	108				
	Broadheath No. 1 .. .. (Western Lines)	—	946											
	BAGULEY, SKELTON JN. TO ALTRINCHAM, DEANSGATE JN. (EXC.)													
	SKELTON JN. TO DEANSGATE JN.						20	20	MAXIMUM PERMISSIBLE SPEED					
	Baguley Skelton Jn. .. (See page 127)	—	—					15	**Through junction.** CW. Up line, 550 yards before reaching home signal. (Points worked by Deansgate Jn. box.)	Level				
	Altrincham Deansgate Jn. (Western Lines)	—	600											

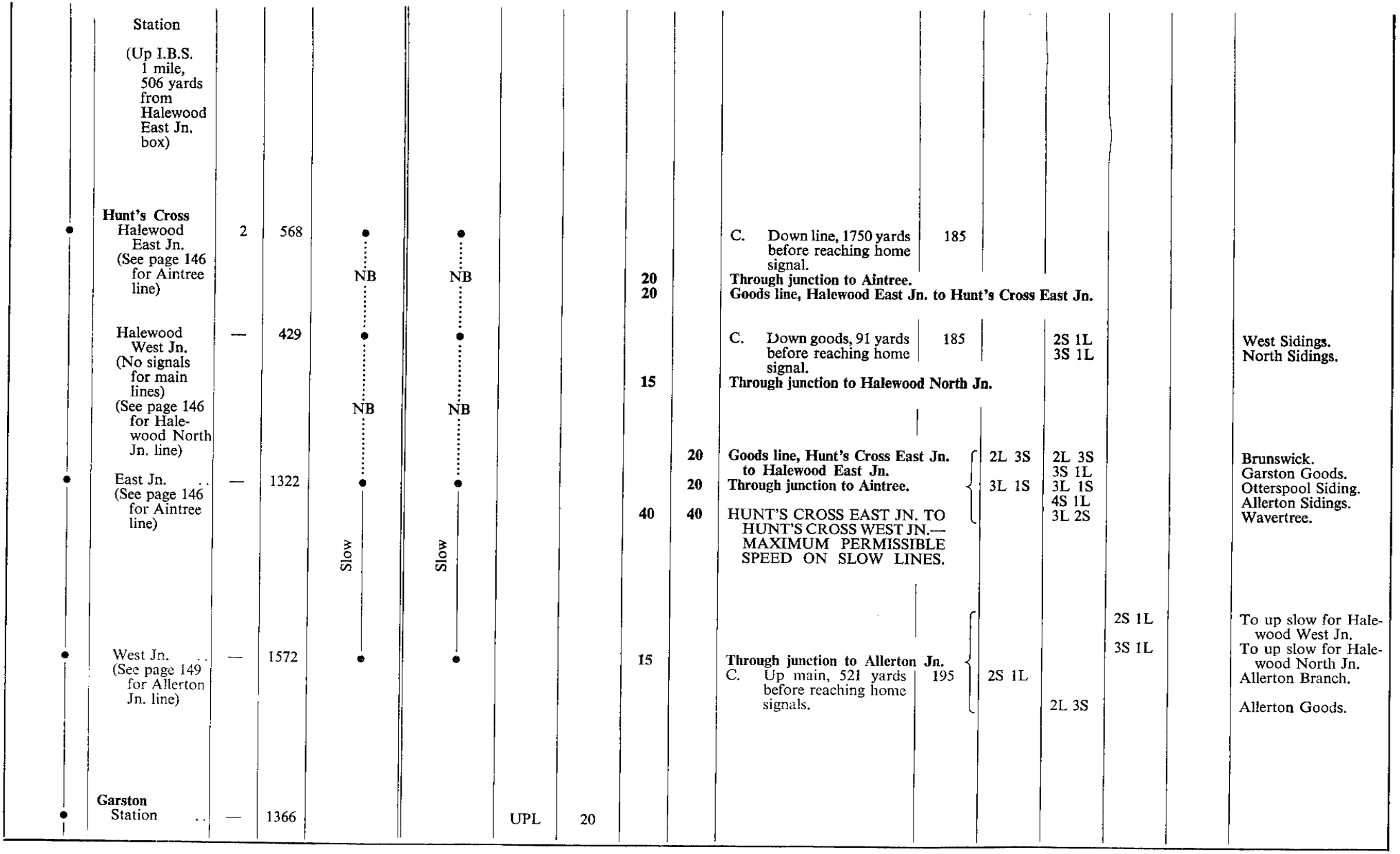
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long 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 CENTRAL TO LIVERPOOL CENTRAL (VIA WARRINGTON AND WIDNES NORTH)															
	MANCHESTER CENTRAL TO LIVERPOOL CENTRAL (VIA WARRINGTON & WIDNES NORTH)							75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
Semi-automatic Signalling — Fast	**Manchester Cen.** Station ..	—	—	NB Middle Slow	Slow			10	10	**Over curves out of and into Station.**						
								8	8	**Light engines over sharp curves, especially the curve from slow line to fast line in down direction and vice-versa.**						
								25	25	**Over curves on viaduct between Manchester and Cornbrook.**						
										C. Up slow line, 536 yds. before reaching outer home signal.	100					
										C. Up fast line 597 yards before reaching outer home signal.	100					
													2S 1L			To or from Middle road and down slow line.
	Cornbrook West Jn.	1	70					20	20	**Through junction to and from Old Trafford or Oxford Road.**				3S 1L		To or from Middle road and up fast line.
Fast	(See page 139 for Old Trafford Jn. and Cornbrook Jn. East lines)			Slow	Slow			15	15	**Passing Cornbrook West Jn. on slow lines.**				4S 1L		Up sdgs. to up fast line.


Throstle Nest East Jn. (See page 106 for Derby line)
—
493
15
15
Passing Throstle Nest East Jn. box on slow lines.
15
15
Through junction to and from Urmston line and slow lines; to and from Derby line and fast lines and between fast and slow lines.
Trafford Park Jn. (See page 140 for Throstle Nest South Jn. line)
—
1300
PL ‡
20
20
Through junction to Throstle Nest South Jn.
3S 1L
Exchange Sdgs.
20
Reception lines, Trafford Park Jn. to Trafford Park Sidings.
‡ Worked in both directions—serves United F.C. Halt
NB
NB
NB
No. 1 reception
No. 2 reception
Trafford Park and Stretford Sidings (No signals for main lines)
—
738
†
† Worked in both directions. Controlled by recording instruments locked with the signals.
Station
—
775
20
Goods lines, Trafford Park Station to Trafford Park Jn.
Urmston Station
1
1705
Chassen Road Station
Flixton Station
1
117
(Down I.B.S. 1 mile, 1091 yards from Flixton box)
(Up I.B.S. 1 mile, 554 yards from Irlam box)
C. Down line, 1 mile 345 yds. before reaching I.B. home signal.
135
1L 2S
2S 1L
1L 2S
3L 1S
Chorlton Branch.
Trafford Park Sdgs.
Wigan Branch.
Stopping or terminating at Glazebrook.

Description of Block Signalling on Main Lines (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 CENTRAL TO LIVERPOOL CENTRAL (VIA WARRINGTON AND WIDNES NORTH)—*cont.*															
•	**Irlam** Station ..	2	687							C. Up line, 1085 yards before reaching I.B. home signal. C. Up line, 600 yards before reaching home signal.	135 1320					
•	**Glazebrook** East Jn. .. (See page 128 for Stockport line)	—	1397						**30**	**Through junction to Stockport.**				4S 1L		Bottom Sdgs.
	Station ..											1L 2S				Avoiding line at Padgate Jn.
•	West Jn. .. (See page 140 for Wigan line)	—	787					**20**		**Through junction to Wigan.**		1S 2L 1S 1L		2S 1L		Risley Goods Sdgs. Risley Platform. Manchester.
•	**Dam Lane Jn. (See page 140 for Wigan line)**	—	1037						**15**	**Through junction to Wigan.**		1L 2S				Avoiding line at Padgate Jn.

Risley Moss ..	—	1553							S. Up line, 710 yards before reaching home signal. (Lead from Risley Sdgs.).	240		
Risley East ..	—	1509	●	●	●							
Risley Station			†	†	†				† Platform lines. Worked in both directions.			
Risley West ..	—	557	●	●	●							
									C. Up line, 950 yards before reaching home signal.	Level		
Padgate Station ..	1	712				DRS (Long Barn Siding)	50					
Junction .. (See page 145 for Sankey Jn. via avoiding line)	—	838					30	30	Through junction to and from Warrington Central.		2L 3S 2S 2L 3S 1L 1S 1L 4S 1L 2S 1L	Risley platform. Risley Goods Sdg. Wigan. Stockport. Glazebrook Sdgs. Manchester.
Warrington Cen. Workshops ..	—	1027	●		●		20		Goods line, Warrington Workshops to Worrington Station.			
Sidings .. (No signals for main lines)	—	977	●		●							
Station ..	—	400	●		●			20	Goods line, Warrington Station to Warrington Workshops.			
Bewsey ..	—	890										
Sankey Jn. .. (See page 145 for Padgate Jn. via avoiding line)	—	1146					30	30	Through junction to and from Warrington Central.			
Sankey Stn. ..	1	877										

Description of Block Signalling on Main Lines (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 CENTRAL TO LIVERPOOL CENTRAL (VIA WARRINGTON AND WIDNES NORTH)—*cont.*															
•	**Widnes North** East Jn. (See page 145 for Widnes Central line) (Down I.B.S. 1336 yards from Widnes East Jn. box.) (Up I.B.S. 1 mile, 424 yards from Widnes North Stn. box)	1	1404			DGL	104	**30**		**Through junction to Widnes Central.**				**1L 2S**		Via Warrington Central.
										C. Down line, 910 yards before reaching I.B. home signal.	230					
•	Station ..	1	1528			DRS URS	40 53			C. Down line, 1660 yards before reaching home signal.	300					
•	**Hough Green** Junction .. (See page 145 for Widnes Central line) (Down I.B.S. 1 mile, 72 yards from Hough Green Jn. box)	1	813						**30**	**Through junction to Widnes Central.**		2S 1L 3L 1S				Halewood West Jn. Halewood North Jn.
										C. Up line, 1060 yards before reaching home 1 signal.	185					



Station														
(Up I.B.S. 1 mile, 506 yards from Halewood East Jn. box)														
Hunt's Cross														
Halewood East Jn. (See page 146 for Aintree line)	2	568	NB	NB			20		C. Down line, 1750 yards before reaching home signal.	185				
							20		**Through junction to Aintree.**					
									Goods line, Halewood East Jn. to Hunt's Cross East Jn.					
Halewood West Jn. (No signals for main lines) (See page 146 for Halewood North Jn. line)	—	429	NB	NB			15		C. Down goods, 91 yards before reaching home signal.	185		2S 1L 3S 1L		West Sidings. North Sidings.
									Through junction to Halewood North Jn.					
								20	**Goods line, Hunt's Cross East Jn. to Halewood East Jn.**		2L 3S	2L 3S 3S 1L		Brunswick. Garston Goods.
East Jn. .. (See page 146 for Aintree line)	—	1322	Slow	Slow			20		**Through junction to Aintree.**		3L 1S	3L 1S 4S 1L		Otterspool Siding. Allerton Sidings.
							40	40	HUNT'S CROSS EAST JN. TO HUNT'S CROSS WEST JN.—MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.			3L 2S		Wavertree.
													2S 1L	To up slow for Halewood West Jn.
West Jn. .. (See page 149 for Allerton Jn. line)	—	1572					15		**Through junction to Allerton Jn.**				3S 1L	To up slow for Halewood North Jn.
									C. Up main, 521 yards before reaching home signals.	195	2S 1L			Allerton Branch.
												2L 3S		Allerton Goods.
Garston Station ..	—	1366			UPL	20								

Description of Block Signalling on Main Lines (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 CENTRAL TO LIVERPOOL CENTRAL (VIA WARRINGTON AND WIDNES NORTH)—*cont.*															
	Cressington & G. Station ..	—	971					55	55	**Round curve.**				4L 2S 1L 2S 2L		Halewood North Jn. Halewood West Jn. Allerton.
	(Down I.B.S. 1043 yards from Cressingt'n Stn. box)											1S 1L				Fruit or fish trains direct to Liverpool Central.
												1S 1L	2S			Brunswick.
	Mersey Road Station															
	(Up I.B.S. 995 yards from Otterspool Stn. box)															
	Otterspool	1	484			DGL	60	10	10	**To and from down goods loop.**						
	(†Down I.B.S. (controlled from Brunswick) 1 mile, 50 yards from Brunswick box).									† See Local Instructions on page 360.						
	St. Michael's Station															

	(Up I.B.S. 1 mile 321 yards from Brunswick box).											
•	**Brunswick** Brunswick	2	19	* Middle Road •		DGL	21	5 40	40	**Approaching Brunswick for down goods loop.** **Round curve.** * See Local Instructions on page 360.		*All down and up trains to whistle when passing round curve at Brunswick as a warning to Shunters and others engaged on sidings next to main lines.*
•	**Liverpool Cen.** Station ..	1	782	* Middle Road •				10	10	**Entering or leaving station.**		

BRANCHES — MANCHESTER CENTRAL TO LIVERPOOL CENTRAL

CORNBROOK JN. EAST (EXC.) TO CORNBROOK WEST JN.

	CORNBROOK JN. EAST TO CORNBROOK WEST JN.							20	20	MAXIMUM PERMISSIBLE SPEED		
•	Cornbrook Jn. East (Western Lines)	—	—									
•	Cornbrook West Jn. (See page 132)	—	153					20		**Through junction.**		

MANCHESTER CENTRAL, CORNBROOK WEST JN. TO OLD TRAFFORD JN. (EXC.)

	CORNBROOK WEST JN. TO OLD TRAFFORD JN.							25	25	MAXIMUM PERMISSIBLE SPEED		
•	**Manchester Cen.** Cornbrook West Jn. (See page 132)	—	—						20	**Through junction.** C. Up line, 260 yards before reaching home signal.	132	
•	**Old Trafford** Junction .. (Western Lines)	—	437									

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	THROSTLE NEST SOUTH JN. TO TRAFFORD PARK JN.															
	THROSTLE NEST SOUTH JN. TO TRAFFORD PARK JN.							**20**	**20**	MAXIMUM PERMISSIBLE SPEED.						
•	Throstle Nest South Jn. (See page 106)	—	—						**10**	**Through junction.**						
								10	**10**	**Over curve.**						
•	Trafford Park Jn. (See page 133)	—	1050			DGL	32	**20**		**Through junction.**						
	GLAZEBROOK WEST JN. AND DAM LANE JN. TO WIGAN CENTRAL STATION															
	GLAZEBROOK WEST JN. AND DAM LANE JN. TO WIGAN CENTRAL STATION							**45**	**45**	MAXIMUM PERMISSIBLE SPEED						
•	Dam Lane Jn. (See page 134)	—	—					**15**		**Through junction.** C. Up line, 340 yards before reaching starting signal.	454					
•	**Culcheth** Glazebrook Moss Jn. (See below)	—	844							C.W. Down line, 261 yards before reaching starting signal.	1155					
									15	**Through junction.**						
	The direction of the line from Dam Lane Jn. to Glazebrook Moss Jn. is "up"															
•	**Glazebrook** West Jn. .. (See page 134)	—	—						**20**	**Through junction.**						
										C. Down line, 410 yards before reaching starting signal.	1155					

Culcheth Glazebrook Moss Jn. (See above)	—	956			15	15	**Through junction in any direction.**		
Newchurch Halt (See page 142 for Risley Factory line)	1	1740							
Station ..	—	1675							
Lowton St. Mary's Station ..									
Junction .. (See page 143 for St. Helens line)	2	28			25		**Through junction to St. Helens.**	3S 1L	4S 1L 4S 2L 1S 1L 1S 1S 1L 2S 1L 2S	Freight trains for bottom sidings, Glazebrook. Freight trains for up loop, Glazebrook. Stockport. Manchester. Warrington. West Leigh Sdgs.
West Leigh and Bedford Station ..										
Bickershaw Jn.	1	1012								
Bickershaw and Abram Station ..	1	1447								

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	GLAZEBROOK WEST JN. AND DAM LANE JN. TO WIGAN CENTRAL STATION—*cont.*															
	Hindley South Station .. (See page 144 for Amberswood Jn. East line, page 145 for Amberswood Jn. West line and page 143 for Bickershaw Jn. line)	1	656							CW. Down main, 232 yards before reaching inner home signal (at junction from Hindley Green).	179					
								10		**Through junction to Amberswood Jn. East or Amberswood Jn. West.**						
									10	**Through junction to Hindley Green**						
	Lower Ince Station ..	1	846							CW. Down line, 181 yards before reaching starting signal.	230					
One engine in steam	**Wigan Central** Goods Yard ..	—	508					4	4	**Receiving or delivering train staff.**						
One engine in steam	Station ..	—	833													
	NEWCHURCH HALT TO RISLEY FACTORY															
	NEWCHURCH HALT TO RISLEY FACTORY							15	15	MAXIMUM PERMISSIBLE SPEED						
Electric Token	Newchurch Halt (See page 140)	—	—									*Drivers of all trains must whistle when approaching the level crossing situated on Factory side of the connection between the single branch line and the Factory railway.*				
Electric Token	Risley Factory	1	579													

LOWTON ST. MARY'S JN. TO ST. HELENS CENTRAL

LOWTON ST. MARY'S JN. TO ST. HELENS CENTRAL

Lowton St. Mary's Junction .. (See page 141)	—	—		45	45	MAXIMUM PERMISSIBLE SPEED		4S 1L	Freight trains for bottom sidings, Glazebrook.
					25	**Through junction.**		4S 2L	Freight trains for up loop, Glazebrook.
						CW. Down line, 730 yards before reaching starting signal.	500	1S1L1S	Stockport.
								1S1L2S	Manchester.
								1L 2S	Warrington.
Edge Green and Golborne Colliery Sidings	2	457				C. Down line, 1773 yards before reaching outer home signal.	118		
Haydock Park Racecourse	—	1402							
Ashton-in-Makerfield	—	1261							
				30	30	**Between 5½ m.p. and St. Helens Central Station.**			
St. Helens Central ..	4	648		15	15	**Entrance to St. Helens Gas Works, Forster's Siding and St. Helens Yard.**			
				4	4	**Receiving or delivering token.**			

Electric Token

HINDLEY GREEN, BICKERSHAW JN. (EXC.) TO HINDLEY SOUTH STATION

BICKERSHAW JN. TO HINDLEY SOUTH STATION

Hindley Green Bickershaw Jn. (Western Lines)	—	—		15	15	MAXIMUM PERMISSIBLE SPEED			
Hindley South Station .. (See page 142)	—	1396		10		**Through junction.**			

Description of Block Signalling on Main Lines (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	
	HINDLEY SOUTH STATION TO AMBERSWOOD JN. EAST (EXC.)															
	HINDLEY SOUTH STATION TO AMBERSWOOD JN. EAST							**15**	**15**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.						
●	**Hindley South** Station .. (See page 142)	—	—	Through siding NB	Through siding NB				**10**	**Through junction.**						
●	Amberswood Jn. East (Western Lines)	—	912							CW. Down main line, 435 yards before reaching outer home signal. (Points worked by Hindley South Stn. box).	76					
										CW. Down through siding, 363 yards before reaching home signal. (Points worked by Hindley South Stn. box.)	76					
	AMBERSWOOD JN. WEST (EXC.) TO HINDLEY SOUTH STATION															
	AMBERSWOOD JN. WEST AND HINDLEY SOUTH STN.							**15**	**15**	MAXIMUM PERMISSIBLE SPEED						
● † NB	Amberswood Jn. West (Western Lines)	—	—													

Hindley South Station .. (See page 142)	—	912				10		**Through junction.**				
(† Designated " Down through No. 1 siding " and " Up through No. 2 siding.")												
PADGATE JN. TO SANKEY JN. (VIA WARRINGTON AVOIDING LINE)												
PADGATE JN. TO SANKEY JN. (VIA WARRINGTON AVOIDING LINE)						75	75	MAXIMUM PERMISSIBLE SPEED				
Padgate Junction .. (See page 135)	—	—										
Sankey Jn. .. (See page 135)	2	320										
WIDNES EAST JN. TO HOUGH GREEN JN. (VIA WIDNES CENTRAL)												
WIDNES EAST JN. TO HOUGH GREEN JN. (VIA WIDNES CENTRAL)						45	45	MAXIMUM PERMISSIBLE SPEED				
Widnes East (See page 136)	—	—					30	**Through junction.** C. Up line, 758 yds. before reaching outer home signal.	74		1L 2S	Via Warrington Central.
(Up I.B.S. 830 yards from Tanhouse Lane box)						25	25	**Over curve between Johnson's Crossing and Tanhouse Lane, 1¼ and 1¾ m.p.s.**				
Widnes Central Tanhouse Lane Stn. Station ..	2	51										
Moor Lane .. (See page 146 for Ditton Marsh Branch)	1	788				30	30	**Between 3½ and 5 m.p.**				
Hough Green Junction .. (See page 136)	1	893				30		**Through junction.**		2S 1L 3L 1S		Halewood West Jn. Halewood North Jn.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	DITTON MARSH BRANCH, WIDNES															
	DITTON MARSH BRANCH							8	8	MAXIMUM PERMISSIBLE SPEED						
One engine in steam	**Widnes Central** Moor Lane (See page 145)	—	—													
	End of Branch	1	654													
	HALEWOOD EAST JN. AND HUNT'S CROSS EAST JN. TO AINTREE, CHESHIRE LINES JN. (EXC.)															
	HUNT'S CROSS EAST JN. TO AINTREE							60	60	MAXIMUM PERMISSIBLE SPEED						
•	**Hunt's Cross** East Jn. (See page 137)	—	—					20		**Through junction.**		3L 1S				Otterspool Siding.
•	Halewood North Jn. (See below)	—	1303						20	**Through junction.**						
	(The direction of the line from Hunt's Cross East Jn. to Halewood North Jn. is "up")															
•	Halewood East Jn. (See page 137)	—	—	• NB	• NB			50	20	**Through junction.** **Main line, Halewood East Jn. to Halewood North Jn.** **Goods line, Halewood East Jn. to Halewood North Jn.**						
	Halewood West Jn. (No signals for main lines) (See page 137)	—	429	• NB	• NB			15	15	**Through junction.** C. Up goods. 865 yards before reaching home signal.	350				2S 2L	From Halewood North Jn.

Halewood North Jn. (See above)	—	1180 (via goods lines) (1532 yards from Halewood East Jn. via main lines)				50	**Main line, Halewood North Jn. to Halewood East Jn.**				
						20	**Goods line, Halewood North Jn. to Halewood East Jn.**				
						20	**Through junction to Hunt's Cross East Jn.**				
Knotty Ash and Stanley Gateacre Stn.	1	240									
Station ..	2	1356						1L 1S 3S 1L 4S 1L			Huskisson and Walton, main line. Down goods line, Walton. Langton Branch.
West Derby Station ..	1	65			40	40	**Round curves at West Derby Station, 12¾ and 13¼ m.p.**				
Clubmoor Stn.											
Walton Sidings Fazakerley South Jn. (See page 148 for Huskisson Branch line)	1	1647			20		**Through junction to Walton.**		1L 1S 2L 3S 1L 2S		Halewood East Jn. main line. Goods line, Halewood. Hunt's Cross.
Fazakerley North Jn. (See page 148 for Huskisson Branch line and page 149 for Langton Dock Branch line)	—	1544			15	20	**Through junction to Walton.** **Through junction to Langton Dock.**	2S 1L			Langton Branch.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	HALEWOOD EAST JN. AND HUNT'S CROSS EAST JN. TO AINTREE, CHESHIRE LINES JN. (EXC.)—*cont.*															
	West Derby Warbreck Stn.															
•	**Aintree Central** Station ..	—	1696													
•	Southport Jn.	—	643					15	15	**Through junction.**						
•	Cheshire Lines Jn. (Central Lines)	—	153													
										(The direction of the line from Southport Jn. to Cheshire Lines Jn. is "up")						
	WALTON SIDINGS, FAZAKERLEY SOUTH AND NORTH JNS. TO HUSKISSON STATION															
	FAZAKERLEY SOUTH AND NORTH JNS. TO HUSKISSON STATION							30	30	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.						
	Walton Sidings								20	**Through junction.**						
•	Fazakerley North Jn. (See page 147)	—	—													
•	Fazakerley West Jn. (See below)	—	1143					30		**Through junction.**						
	Walton Sidings								20	**Through junction.**						
•	Fazakerley South Jn. (See page 147)	—	—	• NB	• Arrival NB			20	20	**Goods line, between Fazakerley South Jn. and Fazakerley West Jn.**				1S 1L 1S 2L 1S 3L		Up main. Up branch. Up goods.
•	Fazakerley West Jn. (See above)	—	1374	•	•			30	30	**Through junction.** C. Up line, 1 mile 496 yards before reaching home signal. (Between Nos. 42 and 43 tunnels).	200	3L 1S 3L 2S 3L 3S				Down main. Down branch. Up reversible road to down main.

											C.	Up line, 1 mile 738 yards before reaching home signal. (Between Nos. 45 and 46 bridges).	80			
A																
•	**Huskisson** Station ..	1	1484													
	WALTON SIDINGS, FAZAKERLEY NORTH JN. TO LANGTON DOCK															
	FAZAKERLEY NORTH JN. TO LANGTON DOCK							45	45	MAXIMUM PERMISSIBLE SPEED						
•	**Walton Sidings** Fazakerley North Jn. (See page 147)	—	—						15	**Through junction.**				2S 1L		Fazakerley South.
										C.	Down line, 36 yards in advance of home signal for Linacre Gas Works Sdg. G.F.	80			
†	Linacre Gas Works Sdg. G.F.									C.	Up line, 279 yards before reaching home signal for Linacre Gas Works Sdg. G.F.	64				
	Langton Dock Goods Yard	2	286													
	† Worked under special instructions exhibited at Fazakerley North Jn. box.															
	HUNT'S CROSS WEST JN. TO ALLERTON JN. (EXC.)															
	HUNT'S CROSS WEST JN. TO ALLERTON JN.							20	20	MAXIMUM PERMISSIBLE SPEED.						
•	**Hunt's Cross** West Jn. .. (See page 137)	—	—						15	**Through junction.**				2S 1L 2L 3S		From Allerton Branch to main line. From Allerton Goods to slow line.
A																
•	**Allerton** Junction .. (Western Lines)	—	713					15		**Through junction.**						

Description of Block Signalling on Main Lines (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	
	DERBY, LONDON ROAD JN. TO BLACKWELL STATION (EXC.) (VIA SELLY OAK)															
	DERBY, LONDON ROAD JN. TO BLACKWELL STATION							75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES						
•	**Derby Midland** London Road Jn. (See page 95)	—	—	•	•			10 10 60	10	**Through junction in any direction.** **Goods line—London Road Jn. to L. & N.W. Jn.** **Main line—London Road Jn. to Sunny Hill, over curves 0 to 1½ m.p.**		3L 1S 1L 2S 1L 4S 3S pause 1S	2L 1S 3L 1S 2L 2S 2L 4S 3S pause 3S			Chellaston. C.E.A. Sidings at Stenson Jn. Repton. Egginton. N.S. Turntable. Carriage and Wagon Works.
•	**Pear Tree and Normanton** L. & N.W. Jn.	—	1690	•	•				10	**Goods line—L. & N.W. Jn. to London Road Jn.**						
	Station ..															
•	Melbourne Jn. (See page 161 for Chellaston Jn. line)	—	733	•	•			30		**Through junction to Chellaston.**						
•	Sunny Hill ..	—	940	•	•				60	**Main line—Sunny Hill to London Road Jn. over curves 1½ to 0 m.p.**						

	Repton and Willington															
•	Stenson Jn. ..	2	1157	•	•					S. Down main, 690 yds. before reaching home 2 signal. Trailing points from down goods. (Normal lie is for down main).	Level			1L 1C		Freight trains for beyond Derby North Jn.
	(See page 161 for Chellaston Jn. line and page 162 for Tutbury line)									S. Up goods, 204 yds. after passing starting signals. (Normal lie is for run-off, protecting main line).	Level			1L 2S		Freight trains for Chaddesden.
								60		**Main line between 4 and 5 m.p.**						
									30	**Through junction to Chellaston Jn.**						
								30		**Through junction to Tutbury.**						
										S. Up line, junction trailing points, 915 yds. before reaching home 2 signal. (Normal lie is for Tutbury line).	572					
												1L 1S				Leicester line.
												1L1S1C				Leicester line, requiring water at Wetmore.
•	Station ..	1	780			URS	45					1L 3S				Birmingham line, requiring water at Wetmore.
	(Up I.B.S., 1 mile, 620 yards from Clay Mills Jn. box)											5S				Down goods line at Clay Mills Jn.
	(Down I.B.S., 1 mile, 593 yards from Repton and Willington Station box)															
	Burton-on-Trent															
•	Clay Mills Jn.	2	1195	•	•			15		**Goods line, Clay Mills Jn. to Branston Jn.**				1L 2S	1L 2S	Chellaston Jn.
•	Wetmore Sdgs. (See page 163 for English Grain Cos. Branch)	—	1653	•	•											
•	North Stafford Jn. (See page 164 for Marston Jn. line)	—	663	•	•				20	**Through junction to Dove Jn.** U. Up goods. Trailing points from New Dixie Sidings.	Level					

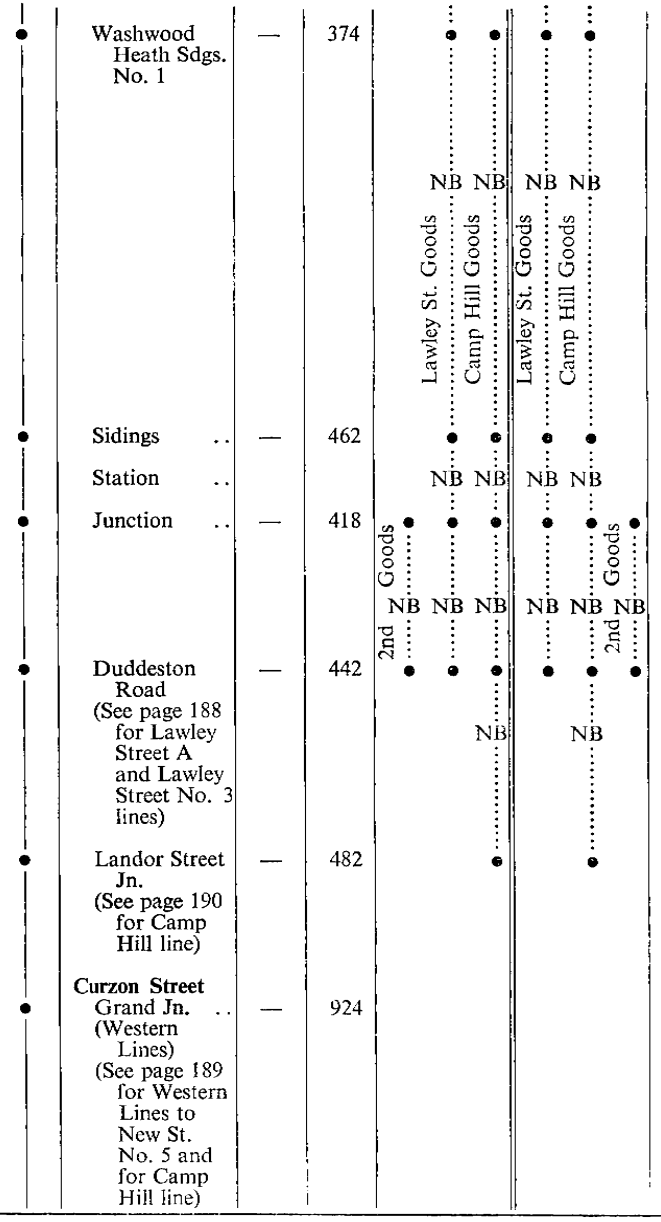
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long 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	
	DERBY, LONDON ROAD JN. TO BLACKWELL STATION (EXC.) (VIA SELLY OAK)—*cont.*															
	Burton-on-Trent—*cont.*															
•	Horninglow Bridge (See page 166 for Guild Street Branch and page 167 for Horninglow Branch)	—	678	•	•					C. Down goods. Fouling point with No. 1 Siding road. U. Down goods. Trailing points from down sidings. S. Down goods, 200 yds. after passing signal box. (Normal lie of points is for down goods, bolt locked from box).	Level Level Level					
•	Station North	—	484	•	•			30		**Main line, Burton Station North to Burton Station South.**						
•	Station South	—	613	•	•					S. Up goods. Trailing points from up Garden Carriage Sidings. (Normal lie of points is for up goods).	Level					
									30	**Main line, Burton Station South to Burton Station North.**						
•	Leicester Jn... (See page 167 for Dallow Lane Branch and page 174 for Leicester line)	—	435	•	•			15		**Through junction to Leicester.**						
									15	**Through junction to Dallow Lane Branch.**						

●	Branston Jn.. (See page 175 for Leicester line) (Down I.B.S., 1 mile, 277 yards from Branston Jn. box) (Up I.B.S., 1 mile, 405 yards from Barton and Walton Stn box)	—	1633		● †				15 15	**Goods line, Branston Jn. to Clay Mills Jn.** **Through junction to Leicester.**		1L 2S	1L 2S		Western Lines at Wichnor Jn.
										S. Down main. Trailing points from Wichnor end of down goods line. (Normal lie of points is for down main).	Level				
										† Down goods line terminates at Down I.B.S.					
	Barton and Walton													2S	Light engine to Burton Motive Power Depot.
●	Station ..	2	735			DGL URS	60 70			S. Down main. Trailing points from Wichnor end of down goods loop. (Normal lie of points is for down main).	1117			5S 1L 1S 1L 2S	Up goods line at Branston Jn. North Stafford line. Leicester.
●	Wichnor Jn.. (See page 180 for Lichfield line)	1	841		●			15		**Through junction to Lichfield.**					
●	Wichnor Sdgs. (also signals down and up Lichfield lines, see page 180) (Up I.B.S., 1 mile, 1176 yards from Elford Stn. box) (Down I.B.S. 1 mile, 942 yards from Wichnor Sdgs. box)	—	646		●										

Description of Block Signalling on Main Lines (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	
	DERBY, LONDON ROAD JN. TO BLACKWELL STATION (EXC.) (VIA SELLY OAK)—*cont.*															
	Barton and Walton—*cont.*															
•	Elford ..	3	43			DGL (With 2 E. & V.)	140			U. Down main. Trailing points from Tamworth end of down goods loop.	600					
	(No. 1 Down I.B.S. 990 yds. from Elford Stn. box)															
	(Up I.B.S. 2 miles 212 yards from Tamworth High Level box)															
	(No. 2 Down I.B.S.1 mile 1737 yards from Elford Stn. box)															
	Tamworth															
•	High Level .. (See page 181 for Low Level line)	4	461			DRS	66									
•	Kettlebrook Sdgs.	—	1256			DRS	51									
	Wilnecote															
•	Perrin & Harrison's Sdgs.	—	1496									1L 1S				Via Whitacre Jn.
	Station ..															

Whateley Sdgs.	1	1100			DRS 48 URS 44							
Cliff Sdgs. ..	—	1144										
Kingsbury Branch Sdgs. (See page 181 for Kingsbury Branch)	—	1540			DRS 68 URS 51							
Station Jn. .. (See page 181 for slow lines via Whitacre)	1	176				60 30	70	**Through junction to and from Water Orton (fast lines).** **Through junction to Whitacre (slow line).**	1L 1S 1L 2S 1L 3S 3L 1C			† St. Andrews Jn. † Sutton Park or Water Orton Sdgs. Water at Whitacre † Lawley St. or Duddeston Sdgs. † Via fast lines.
Water Orton Station Jn. .. (See page 181 for slow lines via Whitacre)	3	1606	•	•		60	60 30	**Through junction from and to Kingsbury (fast lines).** **Through junction to Whitacre (slow line).**				
Sidings .. (Signals up goods line only)	—	616	•									
Junction .. (See page 187 for Walsall line)	—	506	•	•		15	8	**Through junction to Walsall.** **Water Orton Jn. to Water Orton Station Jn. on up goods, up arrival and up departure lines.**				
Castle Bromwich Junction .. (See page 187 for Walsall line)	1	1012	•	•			15	**Through junction to Walsall.**	5L			Stopping Bromford Bridge Stn.

Description of Block Signalling on Main Lines (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	
	DERBY, LONDON ROAD JN. TO BLACKWELL STATION (EXC.) (VIA SELLY OAK)—*cont.*															
	Saltley															
•	Bromford Bridge (*The up and down goods lines through the platforms at Bromford Bridge are worked in accordance with the Absolute Block Regulations for trains conveying passengers*)	1	1144	•	•			10	10	**Between main passenger lines and goods lines alongside Bromford Bridge platforms.**						
•	Washwood Heath Jn.	—	1034	•	•	(2nd Goods)										
	Washwood Heath Sdgs. No. 3 (Signals 2nd down goods line only)	—	418			NB										
	Washwood Heath Sdgs. No. 2 (Signals down goods lines only)	—	550		NB	NB										



Washwood Heath Sdgs. No. 1	—	374				1L 1S	2L 1S	Walsall.
						2L 2S	2L 2S	Via Whitacre, not stopping at Water Orton Sdgs.
						4L	4L	Stopping at Water Orton Sdgs. for traffic.
						5L	5L	Stopping Bromford Bridge Station.
						3S pause 2S	3S pause 2S	Entering Washwood Heath Down Sdgs.
			1S pause 1S	1S pause 1S				Entering Down Pilot Sdgs.

See page 362 for Local Instructions in respect of working over the up and down Lawley St. goods lines between Duddeston Road and Washwood Heath Sdgs. No. 1; up and down Camp Hill goods lines between Landor St. Jn. and Washwood Heath Sdgs. No. 1; and 2nd down goods line between Saltley Jn. and Duddeston Road.

Sidings ..	—	462						
Station ..						3L 1C	3L 1C	Washwood Heath Sidings (only trains from Lawley St. and Duddeston Sidings).
Junction ..	—	418			40	**Main line, Saltley Jn. to Grand Jn.**		
						4L 1S	4L 1S	Pilot Sidings on down side at Washwood Heath No. 1.
Duddeston Road (See page 188 for Lawley Street A and Lawley Street No. 3 lines)	—	442	3L 1C 1L1S1L	3L 1C 1L1S1L				Exchange Sidings via St. Andrew's Jn. W.R. at Bordesley Jn.
						1L 1C		Duddeston Sdgs. for traffic.
						4L		Lawley St. Yard ●
Landor Street Jn. (See page 190 for Camp Hill line)	—	482			15	**Through junction to Camp Hill.**	2L 3S	Washwood Heath Up Sidings. ● ● From New Street direction.
Curzon Street								
Grand Jn. .. (Western Lines) (See page 189 for Western Lines to New St. No. 5 and for Camp Hill line)	—	924			40 20 30	**Main line, Grand Jn. to Saltley Jn.** **Through junction to St. Andrew's Jn.** **Grand Jn. to North end (Station end) of New Street Tunnel.**		

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	DERBY, LONDON ROAD JN. TO BLACKWELL STATION (EXC.) (VIA SELLY OAK)—*cont.*															
	Curzon Street—*cont.*															
•	Proof House Jn. (Western Lines)	—	512					15		**Through junction to Western Lines.**						
									30	North end (Station end) of New Street Tunnel to Grand Jn.						
	Birmingham New Street							10		**All lines between North end (Station end) of New Street Tunnel and the South end (Station end) of Suffolk Street Tunnel.**		*Drivers of trains departing from New Street Station must not whistle for the signal. The Inspector on duty will indicate on the electric bell to the Signalmen when trains are ready to depart.*				
•	No. 2 ‡ .. (Western Lines)	—	1064	•	•											
P				P	P											
•	No. 4.. .. (Western Lines)	—	180	•	•					‡ The connecting line between Birmingham New Street No. 2 and No. 1 boxes is worked in accordance with Absolute Block Regulations.						
P																
•	No. 5.. .. (Western Lines) (See page 189 for Western Lines to Grand Jn.)	—	214											1L 1C 2L 1C		Western side. • Midland side. • Entering Suffolk St. Tunnel.
									10	**All lines between South end (Station end) of Suffolk Street Tunnel and North end (Station end) of New Street Tunnel.**						
									20	**Through Suffolk Street Tunnel.**						
	Selly Oak															
•	Church Road Jn. (See page 192 for Birmingham Central line)	—	1738							C. Down line from New Street, 521 yds. before reaching outer home signal.	80					
									30	**Through Church Rd. and to West end (Bristol end) of Suffolk Street Tunnel.**						
									15	**Through junction to Birmingham Central.**						
								40	40	**Between Church Road Jn. and 44 m.p.**						
								50		**Between 44 and 47½ m.p.**						
•	Station ..	2	556									1L 1S 2L 1C		1L 3S		Kings Heath. Kings Norton Sdgs. Water at Church Road Jn.

	Bournville Station .. (See page 191 for Lifford Station Jn. line)	1	214				10		**Through junction to Lifford Station Jn.**					
									S. Up line junction trailing points from Lifford, 75 yds. after passing up outer home from Kings Norton and outer home from Lifford (Normal lie is for main line).	132 (falling)				
									C. Down line, 380 yds. before reaching advanced starting signal.	132				
	Kings Norton Station Jn. .. (See page 191 for Camp Hill line)	1	214						C. Down main, 440 yds. before reaching outer home signal.	132	1L 1S 1L 2S			Redditch. Halesowen.
								50	**Between 47½ and 44 m.p.**					
							35	35	**Between 47½ m.p. and North end of Kings Norton Station**					
								25	**Through junction to Camp Hill.**					
												2L 1C	2L 1C	Kings Heath not stopping Kings Norton. ●
	Northfield .. Station	1	327									3L 1C	3L 1C	Selly Oak not stopping Kings Norton. ● Only for freight trains from Halesowen Branch.
	Halesowen Jn. (See page 192 for Halesowen line)	1	226				50	50	HALESOWEN JN. TO BARNT GREEN M.L. JN. MAXIMUM PERMISSIBLE SPEED ON SLOW LINES					
							10		**Through junction to Halesowen.**					
												1L 2S		Passenger train via Camp Hill.
	Barnt Green Main Line Jn. (See page 193 for Redditch line)	2	597				15		**Through junction and over curve to Redditch.**			3L 1C		Freight train via Selly Oak.
												4L		Freight train stopping Kings Norton for traffic.
	Station .. (Up I.B.S. 1033 yards from Blackwell Stn. box)													
	Blackwell Station .. (Western Region)	1	917											

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	WORTHINGTON, NEW LOUNT SIDINGS TO PEAR TREE & N., MELBOURNE JN.															
	NEW LOUNT SDGS. TO CHELLASTON JN.							20	20	MAXIMUM PERMISSIBLE SPEED						
	CHELLASTON JN. TO MELBOURNE JN.							50	50	MAXIMUM PERMISSIBLE SPEED—FREIGHT TRAINS						
								30	30	MAXIMUM PERMISSIBLE SPEED—PASSENGER TRAINS						
One engine in steam	**Worthington** New Lount Sdgs.	—	—													
	Station ..	1	723													
Electric Token	Tonge and Breedon Stn. (G.F.) †															
	† Subsidiary Token Instrument provided (see Local Instructions on page 364).															
Electric Token	**Chellaston** Melbourne ..	3	1273													
A																
	Kings Newton	—	950													
A																
	Quarry ..	—	1485							S. Up line, 416 yards before reaching home signal.	Level					
A												3L 1S				C.E.A. Sidings at Stenson Jn.
	Junction .. (See page 161)	—	1520					20		**Through Chellaston (West) Jn. to Stenson Jn.**		1S 1L		2S 1L		Egginton.
														1S 1L		Nottingham. Long Eaton.

	Station ..	—	1223							
	Pear Tree and Normanton Sinfin Sdgs. G.F. (769 yards from Melbourne Jn.)			†						
	Melbourne Jn. (See page 150)	2	998			30		**Through junction.**		

† Goods line worked in both directions under "One Engine in Steam" Regulations.

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

SHEET STORES JN. TO STENSON JN.

					50	50	MAXIMUM PERMISSIBLE SPEED—FREIGHT TRAINS.			
					30	30	MAXIMUM PERMISSIBLE SPEED—PASSENGER TRAINS.			
	Trent Sheet Stores Jn. (See page 94)	—	—			15	**Through junction.**			
	Lock Lane Crossing	—	1105					1L 2S 1S 1L		Derby. Castle Donington C.E.A. Sdgs.
	Castle Donington Station ..	2	1504							
	Weston-on-Trent	2	1622					3L 1S		C.E.A. Sidings at Stenson Jn.
	Chellaston Jn. (See page 160 for Worthington and Melbourne Jn. lines)	1	1319				S. Down main, 869 yds. before reaching down home 2 signal to Melbourne Jn. or starting signal to Stenson Jn. at junction with down goods from Melbourne. (Normal lie is for Melbourne). (Controlled from ground frame).	1173	1S 1L	2S 1L 1S 1L	Egginton. Nottingham. Long Eaton.
*PF					20	20	**Through Chellaston (West) Jn. to and from Stenson Jn.**			
	Repton and Willington Stenson Jn. (See page 151)	4	305			30	**Through junction**			

(* See Local Instructions on page 364)

Description of Block Signalling on Main Lines (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	
	REPTON & W., STENSON JN. TO TUTBURY, FAULD SIDINGS (EXC.)															
	STENSON JN. TO TUTBURY, FAULD SDGS.							60	60	MAXIMUM PERMISSIBLE SPEED.						
	Repton and Willington													1L 1C		Freight trains for beyond Derby North Jn.
•	Stenson Jn. .. (See page 151)	—	—						40	**Through junction.**				1L 2S		Freight trains for Chaddesden.
										C. Down to Stoke, 643 yards before reaching Findern level crossing home signal, at fouling point with up main line from Bristol.	188					
	Findern Crossing (Public level crossing)															Drivers must whistle when 1 mile distant from Findern level crossing.
•	Willington Crossing (Public level crossing)	1	882													
	Derby Road Crossing (Public level crossing)															Drivers must whistle when 1 mile distant from Derby Road level crossing.
	Egginton															
•	Goods .. (Public level crossing)	1	1050													Drivers must whistle when 1 mile distant from Egginton Goods level crossing, during the time the box is switched out.

	Hilton Crossing (Public level crossing)								Drivers must whistle when 1 mile distant from Hilton level crossing.
●	Junction .. (See page 165 for Dove Jn. line and page 217 for Derby Friargate line)	—	1356	15	15	**Through junction to Derby Friargate** **Through junction to Dove Jn.**		1L 3S.	Freight train requiring water at Derby Friargate.
	Tutbury								
●	Marston Jn. (See page 164 for Burton-on-Trent line)	1	408	50	50 25	**Through junction from and to Egginton Jn.** **Through junction to Burton-on-Trent**			
	Marston Crossing (Public level crossing)								Drivers must whistle when 1 mile distant from Marston level crossing.
●	Crossing (Public level crossing)	·1	820						
●	Yard	—	278						
●	Fauld Sidings (Western Lines)	—	1344						
	ENGLISH GRAIN CO's BRANCH, BURTON								
	Burton-on-Trent			**10**	**10**	MAXIMUM PERMISSIBLE SPEED			
One engine in steam ●	Wetmore Sdgs. (See page 151)	—	—						
.....	End of Branch	—	550						

Description of Block Signalling on Main Lines (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	
	BURTON, NORTH STAFFORD JN. TO TUTBURY, MARSTON JN. AND EGGINTON JN.															
	NORTH STAFFORD JN. TO STRETTON JN.							45	45	MAXIMUM PERMISSIBLE SPEED						
	STRETTON JN. TO MARSTON JN.							50	50							
	Burton-on-Trent															
●	North Stafford Jn. (See page 151)	—	—						20	**Through junction.**						
●	Horninglow ..	—	400													
●	Stretton Jn. .. (See page 165 for Hawkins Lane Jn. line and page 167 for Dallow Lane Branch)	—	838						15	**Through junction to Hawkins Lane Jn. or Shobnall Jn.**						
	Stretton and Clay Mills Station ..															
●	Dove Jn. .. (See below)	1	1231					15		**Through junction to Egginton Jn.**						
	Tutbury															
●	Marston Jn. (See page 163)	—	1528					25		**Through junction.**						
	DOVE JN. TO EGGINTON JN.							60	60	MAXIMUM PERMISSIBLE SPEED						
	Stretton and Clay Mills															
●	Dove Jn. .. (See above)	—	—					15		**Through junction.**						

	Egginton Junction .. (See page 163)	1	792		15	**Through junction.**	

(The direction of the line from Dove Jn. to Egginton Jn. is "up")

BURTON, HAWKINS LANE JN. TO STRETTON JN.

HAWKINS LANE JN. TO STRETTON JN.

				30	30	MAXIMUM PERMISSIBLE SPEED	
	Burton-on-Trent Hawkins Lane Jn. (See below for Burton Goods Yard line, and page 166 for Salt's Engine Shed line)	—	—		15	**Through junction.**	
NB							
	Hawkins Lane Sdgs.	—	210				
A							
	Stretton Jn. (See page 164)	—	1523			CW. Up goods to Hawkins Lane Jn., 380 yards before reaching starting signal.	237
				15		**Through junction.**	

BURTON, HAWKINS LANE JN. TO BURTON GOODS YARD

HAWKINS LANE JN. TO BURTON GOODS YARD

				20	20	MAXIMUM PERMISSIBLE SPEED	
	Burton-on-Trent Hawkins Lane Jn. (See above)	—	—		15	**Through junction.**	
NB							
	Goods Yard ..	—	170				

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	BURTON, HAWKINS LANE JN. TO SALT'S ENGINE SHED (HAY BRANCH)															
	HAWKINS LANE JN. TO SALT'S ENGINE SHED							20	20	MAXIMUM PERMISSIBLE SPEED						
•	**Burton-on-Trent** Hawkins Lane Jn. (See page 165)	—	—						15	**Through junction.**						
NB																
•	Anderstaff Lane	—	366													
NB																
•	Salt's Engine Shed	—	140													
	BURTON, HORNINGLOW BRIDGE TO ALLSOPP'S CROSSING (GUILD STREET BRANCH)															
	HORNINGLOW BRIDGE TO ALLSOPP'S CROSSING							10	10	MAXIMUM PERMISSIBLE SPEED						
•	**Burton-on-Trent** Horninglow Bridge (See page 152)	—	—													
NB																
•	Allsopp's Crossing	—	433													

HORNINGLOW BRANCH, BURTON

				10	10	MAXIMUM PERMISSIBLE SPEED
One engine in steam	**Burton-on-Trent** Horninglow Bridge (See page 152)	—	—			
	Derby Street Crossing					
	Horninglow Wharf	—	1004			

BURTON, LEICESTER JN. TO STRETTON JN. (DALLOW LANE BRANCH)

LEICESTER JN. TO STRETTON JN.

				20	20	MAXIMUM PERMISSIBLE SPEED
	Burton-on-Trent Leicester Jn... (See page 152)	—	—		15	**Through junction.**
TB						
	Wellington Street Jn. (See page 168 for Bond End and Shobnall Maltings Branches)	—	512	15 20	15 10	**Through junction from and to Leicester Jn.** **Through junction to Bond End Branch.** **Through junction Shobnall Maltings.**
TB						
	Shobnall Jn...	—	247			
TB						
				(The direction of the line from Leicester Jn. to Shobnall Jn. is " Up ")		
	Allsopp's Sdgs. (See page 168 for Allsopp's Maltings Branch)	—	740			
NB						
	Stretton Jn... (See page 164)	1	770	15		**Through junction.**

Description of Block Signalling on Main Lines (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	
	BURTON, WELLINGTON STREET JN. TO SHOBNALL MALTINGS															
	WELLINGTON STREET JN. TO SHOBNALL MALTINGS							10	10	MAXIMUM PERMISSIBLE SPEED						
Electric Token	**Burton-on-Trent** Wellington Street Jn. (See page 167)	—	—					10		**Through junction.**						
Electric Token	Shobnall Maltings (Bass & Co. Private Siding)	—	734													
	(The direction of the line from Wellington Street Jn. to Shobnall Maltings is "Up")															
	BURTON, ALLSOPP'S SIDINGS TO ALLSOPP'S MALTINGS															
	ALLSOPP'S SIDINGS TO ALLSOPP'S MALTINGS							10	10	MAXIMUM PERMISSIBLE SPEED						
One engine in steam	**Burton-on-Trent** Allsopp's Sdgs. (See page 167)	—	—													
One engine in steam	Allsopp's Maltings	—	770													
	BURTON, WELLINGTON STREET JN. TO BRANSTON ROAD (BOND END BRANCH)															
	WELLINGTON STREET JN. TO BRANSTON ROAD							20	20	MAXIMUM PERMISSIBLE SPEED						
TB	**Burton-on-Trent** Wellington Street Jn. (See page 167)	—	—						15	**Through junction.**						

	Dale Street Jn.	—	435			
TB						
	Uxbridge Street Jn. (See below for Duke Street Branch)	—	418	15		Through junction to Duke Street.
TB						
	Branston Road	—	437			
	End of Branch	—	210			

BURTON, UXBRIDGE STREET JN. TO DUKE STREET

	UXBRIDGE ST. JN. TO DUKE STREET			10	10	MAXIMUM PERMISSIBLE SPEED
	Burton-on-Trent Uxbridge Street Jn. (See above)	—	—		10	**Through junction.**
TB						
	James Street Jn. (See page 170 for Shobnall Branch Extension)	—	262	10		**Through junction to Shobnall Branch Extension.**
TB						
	Park Street No. 1	—	137			
TB						
	New Street No. 1	—	150			
TB						
	Duke Street . .	—	80			

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	SHOBNALL BRANCH EXTENSION, BURTON							**10**	**10**	MAXIMUM PERMISSIBLE SPEED						
One engine in steam	**Burton-on-Trent James Street Jn.** (See page 169)	—	—						**10**	**Through junction.**						
	Park Street No. 2	—	267													
	New Street No. 2	—	198													
	End of Branch	—	222													
	LEICESTER, KNIGHTON SOUTH AND NORTH JNS. TO BURTON, LEICESTER JN. AND BRANSTON JN.															
	KNIGHTON SOUTH JN. TO SAFFRON LANE JN.							**50**	**50**	MAXIMUM PERMISSIBLE SPEED						
	Knighton South Jn. (See page 35)	—	—					**20**	**20**	**Through junction.** **Knighton South Jn. to Saffron Lane Jn.—passenger trains.**				4L		Shunting Siding.
	Saffron Lane Jn. (See below)	—	602						**20**	**Saffron Lane Jn. to Knighton South Jn.—passenger trains.**						
	KNIGHTON NORTH JN. TO BURTON LEICESTER JN.							**50**	**50**	MAXIMUM PERMISSIBLE SPEED						
	Leicester London Road Knighton North Jn. (See page 35)	—	—						**15**	**Through junction.**						

•	Saffron Lane Jn. (See above)	—	324					15	15	**Through junction and over curve from and to Leicester.**				
•	Saffron Lane Crossing	—	348											
	Kirkby Muxloe													
•	Station ..	4	626									2L 1C		Freight trains not requiring to stop Desford Jn. Sdgs. for traffic.
													1L 2S	Freight trains to Knighton South Jn.
	Desford													
•	Junction .. (See page 175 for West Bridge line)	1	1062						15	**Through junction to West Bridge.**			4L	B.E.A. Sidings at Saffron Lane Crossing.
•	Station ..	—	1310											
	Bagworth and Ellistown													
•	Desford Colliery Sdgs	1	1595			URS	52			C. Down line, 941 yards before reaching home 1 signal.	134			
•	Station ..	2	781							C. Down line, 700 yards before reaching home 1 signal.	71			
										CW. Down line, 406 yards before reaching home 2 signal. (Self acting when box is closed).	71			
										CW. Down line, 293 yards before reaching starting signal (sidings points).	71			

Description of Block Signalling on Main Lines (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	
	LEICESTER, KNIGHTON SOUTH AND NORTH JNS. TO BURTON, LEICESTER JN. AND BRANSTON JN.—*cont.*																
	Bagworth and Ellistown—*cont.*																
•	Ellistown Colliery Sdgs.	—	1357														
•	Cliff Hill Sdgs.	—	1263							C.	Up line, 360 yards before reaching home signal.	190					
•	Bardon Hill (Level Crossing)	—	1149														
•	**Coalville Town** Junction .. (See page 178 for Charnwood Forest Jn. line)	—	1537			DRS	50		25	**Through junction to Charnwood Forest Jn.**							
•	No. 1.. ..	—	448														
•	Station Crossing	—	623														
•	Mantle Lane East	—	524							CW.	Up line, 529 yards before reaching outer home signal. (Points worked by Mantle Lane West box.)	193					

•	Mantle Lane West	—	917			DRS	40							
•	Swannington	—	720											
•	**Ashby-de-la-Zouch** Station .. (See page 175 for Burton Road Crossing line)	3	1254								1L 2S		Swadlincote.	
	Moira Station ..													
•	East Jn. .. (See page 177 for Nuneaton line)	2	953					15		**Through junction to Nuneaton.**				
•	West Jn. .. (See page 177 for Nuneaton line)	—	1020						25	**Through junction to Nuneaton.**				
•	Woodville Jn. (See page 178 for Swadlincote line)	—	659					15		**Through junction to Swadlincote.** C. Up line, 592 yards before reaching home signal. 136				
•	**Gresley** Station .. (See page 179 for Netherseal Branch)	1	782							CW. Up line, 650 yards before reaching home signal. (Points worked from Coton Park box and operative only when that box is open). 149	1S 1L		Drakelow C.E.A. Sdgs.	

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	LEICESTER, KNIGHTON SOUTH AND NORTH JNS. TO BURTON, LEICESTER JN. AND BRANSTON JN.—*cont.*															
	Gresley—*cont.*															
●	Coton Park ..	—	1109													
●	Swadlincote Jn. (See page 179 for Swadlincote line and page 180 for Bretby Branch)	—	1672						15	**Through junction to Swadlincote.** C. Up line, 1070 yards before reaching home signal.	131	1L 1S 1L1S1L		1L 2S		Branston Sidings. North Stafford Line. Freight trains to Moira South Jn.
●	**Burton-on-Trent** Drakelow ..	1	416													
●	Birmingham Curve Jn. (See below for Branston Jn. line)	1	40					20		**Through junction to Branston Jn.**				1L 1S		Swadlincote.
●	Leicester Jn... (See page 152)	—	858					15		**Through junction**				1S 1L		Drakelow C.E.A. Sdgs.
	BIRMINGHAM CURVE JN. TO BRANSTON JN.							20	20	MAXIMUM PERMISSIBLE SPEED						
● TB	Birmingham Curve Jn. (See above)	—	—						20	**Through junction.**						

	Branston Sdgs.	—	613						
NB									
	Branston Jn. (See page 153)	—	705			15		**Through junction.**	
	LEICESTER, WEST BRIDGE TO DESFORD JN.								
	WEST BRIDGE TO DESFORD JN.					30	30	MAXIMUM PERMISSIBLE SPEED	
	Leicester West Bridge (Staff Station)	—	—			10	10	**Between West Bridge and Soar Lane.**	*Drivers of up trains approaching the Hospital Lane level crossing about 400 yards on the Desford Jn. side of West Bridge home signal, near 5¼ m.p., must give one long whistle to intimate their approach to the Staff on duty.*
						10	10	**Between West Bridge and Goods Branch.**	
One engine in steam	Glenfield								
	Desford Junction .. (See page 171)	5	1385			15		**Through junction.**	
	ASHBY STATION TO BURTON ROAD CROSSING								
	ASHBY STATION TO BURTON ROAD CROSSING					20	20	MAXIMUM PERMISSIBLE SPEED	
	Ashby-de-la-Zouch Station .. (See page 175)	—	—				15	**Through junction.**	
One engine in steam	Tamworth Road Crossing								
	High Street Crossing								
	Burton Road Crossing	—	681						

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	NUNEATON. ABBEY JN. TO MOIRA WEST AND EAST JNS.															
	ABBEY JN. TO MOIRA WEST JN.							45	45	MAXIMUM PERMISSIBLE SPEED						
	Nuneaton Abbey Street Abbey Jn. (See page 184)	—	—						20	**Through junction.**						
	Weddington Jn. (See page 186 for Ashby Jn. line)	—	1298					15	15	**Through junction from and to Abbey Jn.**		2S 1L				Freight trains having work to do at Market Bosworth.
									30	**Through junction to Ashby Jn.**		1L 2S				Charnwood Forest Jn.
								30		**Weddington Jn. to Shackerstone Jn. —passenger trains.**						
	Stoke Golding	3	386													
	Market Bosworth Station ..	3	1244													
Electric Token	Shackerstone Jn. .. (See page 177 for Shepshed line)	2	1089						30	**Shackerstone Jn. to Weddington Jn.—passenger trains.**				3S 1C		Assistant engine required at Weddington Jn. or Abbey Street.
								20		**Through junction to Shepshed.**				2S 1L		Freight trains having work to do at Market Bosworth.
														1L 2S		Nuneaton (Abbey Street) Station.
Electric Token	**Measham** Snarestone Stn.															
Electric Token	Station ..	4	1046													

Drivers must whistle when approaching the occupation level crossing about 200 *yards on the Measham side of Snarestone Station between* 5 *and* 5¼ *m.p. in daylight only.*

	Donisthorpe Station ..	2	260									
	Moira South Jn. (See below)	1	192				15		**Through junction to Moira East Jn.**			
	Moira West Jn. (See page 173)	—	565				25		**Through junction.**			
	MOIRA SOUTH JN. TO MOIRA EAST JN.						20	20	MAXIMUM PERMISSIBLE SPEED			
	Moira South Jn. .. (See above)	—	—					15	**Through junction.**			
	East Jn. .. (See page 173)	—	970				15		**Through junction.**			

MARKET BOSWORTH, SHACKERSTONE JN. TO SHEPSHED STATION

	SHACKERSTONE JN. TO SHEPSHED STATION						30	30	MAXIMUM PERMISSIBLE SPEED		3S 1C	Assistant engine required at Weddington Jn. or Abbey Street.
Electric Token	**Market Bosworth** Shackerstone Jn. .. (See page 176)	—	—					20	**Through junction.**		2S 1L	Freight trains having work to do at Market Bosworth.
											1L 2S	Nuneaton (Abbey Street) Station.
	Hugglescote Station ..	4	1575		CL	60						
	Charnwood Forest Jn. (See page 178 for Coalville Jn. line)	—	1325		CL	60	20	20	**Through junction to and from Shepshed.**	2S 3C 1L 1S		Coalville Sidings. Coalville Jn.
	Coalville East ..	—	1483									
	Shepshed Station ..	5	1497		CL (Worked in both directions)	60						

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	HUGGLESCOTE, CHARNWOOD FOREST JN. TO COALVILLE JN.															
	CHARNWOOD FOREST JN. TO COALVILLE JN.							30	30	MAXIMUM PERMISSIBLE SPEED						
●	**Hugglescote** Charnwood Forest Jn. (See page 177)	—	—					20	20	**Through junction.**						
								20		**Charnwood Forest Jn. to Coalville Jn.—passenger trains.**						
●	**Coalville Town** Coalville Jn. (See page 172)	—	871					25	20	**Coalville Jn. to Charnwood Forest Jn.—passenger trains.** **Through junction.**						
	MOIRA, WOODVILLE JN. TO SWADLINCOTE JN. (VIA WOODVILLE)															
	WOODVILLE JN. TO SWADLINCOTE JN.							45	45	MAXIMUM PERMISSIBLE SPEED						
Electric Token ●	**Moira** Woodville Jn. (See page 173)	—	—					15	15	**Through junction.** **Between Woodville Jn. and Boothorpe Sdgs., 121¼ to 123¾ m.p.**						
●	Swain's Park Crossing (See page 179 for Gresley Colliery Branch)	—	743													
	Swadlincote Woodville Goods Jn. (G.F.) (Staff Station for Goods Branch) (See page 179)	1	241					10	10	**Through junction (any direction).**						
									15	**Between Boothorpe Sdgs. and Woodville Jn., 123¾ to 121¼ m.p.**						

Electric token	Woodville Passenger Stn.	1	788			CL	15			CW. Swadlincote Jn. end of up loop, 180 yds. before reaching starting signal.	80
	Station ..										
	West ..	1	1584					15		**Between Swadlincote West and Swadlincote Jn., 127 to 128¼ m.p.**	
	Junction .. (See page 174)	2	376					15	15	**Between Swadlincote Jn. and Swadlincote West, 128¼ to 127 m.p. Through junction.**	
	MOIRA, SWAIN'S PARK CROSSING TO GRESLEY COLLIERY SIDINGS										
One engine in steam	**Moira** Swain's Park Crossing (See page 178)	—	—					15	15	MAXIMUM PERMISSIBLE SPEED	
	Gresley Colliery Sdgs.	—	823								
	WOODVILLE GOODS JN. TO WOODVILLE GOODS STATION							15	15	MAXIMUM PERMISSIBLE SPEED.	
One engine in steam	Woodville Goods Jn. (G.F.) (Staff Station) (See page 178)	—	—						10	**Through junction.**	
	Woodville Goods Stn.	—	1584								
	(Woodville Goods Jn. becomes a block post for trains proceeding on to the Woodville Goods Branch. Special Instructions are exhibited at the Ground Frame)										
	NETHERSEAL BRANCH, GRESLEY										
One engine in steam	**Gresley** Station .. (See page 173)	—	—					15	15	MAXIMUM PERMISSIBLE SPEED	
	End of Branch	2	163								

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	BRETBY BRANCH, SWADLINCOTE															
One engine in steam	**Swadlincote** Junction .. (See page 174)	—	—					**15**	**15**	MAXIMUM PERMISSIBLE SPEED						
	End of Branch	2	1050													
	ALREWAS STATION (EXC.) TO BARTON & WALTON, WICHNOR JN.															
	ALREWAS STATION TO WICHNOR JN.							**60**	**60**	MAXIMUM PERMISSIBLE SPEED						
	Alrewas Station .. (Western Lines)	—	—													
	Barton and Walton Wichnor Sidings (also signals down and up Bristol main and down Bristol goods lines) (See page 153)	1	239													
	Wichnor Jn. (See page 153)	—	646					**15**		**Through junction.**						
	The direction of the line from Wichnor Sidings to Wichnor Jn. is "up"															

TAMWORTH, HIGH LEVEL TO LOW LEVEL

| | | |

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	WIGSTON MAGNA, SOUTH AND NORTH JNS. TO WHITACRE JN.															
	WIGSTON SOUTH JN. TO GLEN PARVA JN.							30	30	MAXIMUM PERMISSIBLE SPEED						
•	**Wigston Magna South Jn.** (See page 34)	—	—						20	**Through junction.**						
•	Central Jn. (See page 72)	—	342					15	15	**Over Wigston Central curve.** C. Up main, 353 yards before reaching home signal (from Nuneaton).	170					
•	Glen Parva Jn. (See below)	—	717					20		**Through junction.**						
	WIGSTON NORTH JN. TO WHITACRE JN.							75	75	MAXIMUM PERMISSIBLE SPEED						
•	Wigston North Jn. (See page 34)	—	—					30	20	**Through junction. Wigston North Jn. to Glen Parva Station.**		2L 1C				From Wigston North Jn. direct.
												3L 1C				From Wigston South Jn. or Wigston North Jn. via Central Jn.
•	Glen Parva Jn. (See above)	—	1142						20	**Through junction to Central Jn.**				3L 1S		Wigston North Jn. via Central Jn.
														1L 2S		Wigston South Jn.

	Blaby Station												
											3L 1S		Wigston North Jn. via Central Jn.
											1L 2S		Wigston South Jn. except trains shown below :—
											1L2S1C		Freight trains for Wigston South Jn. consisting of not more than 44 wagons or equivalent.
	Narborough Station .. (See page 185 for Enderby Branch)	2	1559		DRS	31	**10**	**To Enderby Branch.**			3L 1C		Freight trains consisting of not more than 44 wagons or equivalent for Blaby Sdgs. or Wigston North Jn. via Central Jn.
	Croft Sidings ..	1	1308		DRS	60							
	Station ..												
	Stoney Stanton Sdgs.	1	1747										
	Elmesthorpe Station	—	1540		DRS URS	43 43							
	Hinckley Station ..	3	100		DRS	40		C. Up line, 770 yards before reaching home signal.	160	1L 1S			Western Lines at Nuneaton Midland Jn. (to be given at Narboro. Stn. when Hinckley Stn. box is closed).
	Nutts Lane ..	1	327					C. Up line, 640 yards before reaching home signal.	188				

Description of Block Signalling on Main Lines (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	
	WIGSTON MAGNA, SOUTH AND NORTH JNS. TO WHITACRE JN.—*cont.*															
	Nuneaton Abbey Street															
•	Midland Jn. .. (See page 185 for Nuneaton No. 1 line)	2	154					20	20	**Through junction in any direction.**						
•	Abbey Jn. .. (See page 186 for Down Sdgs. line and page 176 for Moira line)	1	1038					30	30 20	**Through junction from and to Midland Jn.** **Through junction to Moira or Down Sidings.**						
	Station ..															
	Stockingford Station ..															
•	Stockingford (See page 186 for Stockingford Branch)	1	1452							C. Down line, 530 yards before reaching distant signal. C. Down line, 560 yards before reaching home signal.	135 126					
•	Tunnel Sdgs.	—	1606			DRS	48	30	30	**Through Arley Tunnel.**						

	Arley and Fillongley Colliery Sdgs.	2	550		URS	44			C. Up line, 494 yards before reaching home signal.	109	2S pause 3S	Hams Hall.
	Station ..	—	1100						C. Up line, 560 yards before reaching home signal.	132		
	Shustoke Station ..	2	1012									
	Whitacre Junction .. (See page 181)	1	924			30			**Over curve and through junction.**		1L 1S 1L 2S 3L 1S	St. Andrews Jn. Sutton Park or Water Orton Sdgs. Lawley Street or Duddeston Sdgs.
	ENDERBY BRANCH, NARBOROUGH					20	20	MAXIMUM PERMISSIBLE SPEED				
One engine in steam	**Narborough** Station .. (See page 183)	—	—				10	**From Enderby Branch.**				
	End of Branch	2	688									
	NUNEATON MIDLAND JN. TO NUNEATON No. 1 (EXC.)											
	NUNEATON MIDLAND JN. TO NUNEATON No. 1					20	20	MAXIMUM PERMISSIBLE SPEED				
	Nuneaton Midland Jn. (See page 184)	—	—				20	**Through junction.** S. Down line, 270 yards after passing signal box, 665 yds. before reaching Nuneaton No. 1 home signal. (Normal lie is for down line).		369		
	Nuneaton T.V. No. 1 .. (Western Lines)	—	1190									

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	NUNEATON DOWN SIDINGS (EXC.) TO ABBEY JN.															
	NUNEATON DOWN SIDINGS (EXC.) TO ABBEY JN.							15	15	MAXIMUM PERMISSIBLE SPEED						
•	**Nuneaton T.V.** Down Sidings (Western Lines)	—	—													
†																
•	**Nuneaton Abbey St.** Abbey Jn. .. (See page 184)	—	1010					15		**Through junction.**						
	† A.B. on up goods line, P.B. on down goods line.															
	NUNEATON, ASHBY JN. (EXC.) TO WEDDINGTON JN.															
	ASHBY JN. TO WEDDINGTON JN.							30	30	MAXIMUM PERMISSIBLE SPEED						
•	**Nuneaton T.V.** Ashby Jn. .. (Western Lines)	—	—													
										C. Down line, 692 yards before reaching home signal.	Level	2S 1L				Freight trains having work to do at Market Bosworth. Charnwood Forest Jn.
•	Weddington Jn. (See page 174)	—	880									1L 2S				
									15	**Through junction.**						
	STOCKINGFORD BRANCH							15	15	MAXIMUM PERMISSIBLE SPEED						
One engine in steam ..... •	**Stockingford** Sidings .. (See page 184)	—	—					5	5	**Between ½ m.p. and Stockingford Colliery.**						
	End of Branch	2	1233													

CASTLE BROMWICH JN. AND WATER ORTON JN. TO WALSALL, LICHFIELD ROAD JN. (EXC.)

CASTLE BROMWICH JN. TO PARK LANE JN.

								60	60	MAXIMUM PERMISSIBLE SPEED				
●	**Castle Bromwich Junction** (See page 155)	—	—						15	**Through junction.**				
								45	45	**Round curve, 0 and ¾ m.p.**				
●	Park Lane Jn. (See below)	1	578							C. Down line, 716 yards before reaching home signal.	153			
								20		**Through junction.**				

WATER ORTON JN. TO LICHFIELD ROAD JN.

								60	60	MAXIMUM PERMISSIBLE SPEED				
●	**Water Orton Junction** (See page 155)	—	—						15	**Through junction.**				
●	Park Lane Jn. (See above)	—	1502							C. Down line, 759 yards before reaching home signal.	145			
									20	**Through junction to Castle Bromwich.**				
	Penns Station									C. Down line, 1263 yds. before reaching station.	150			
●	**Sutton Park Station**	4	170			UPL	29						1L 1S 1L1S1L 3L 1C	Water Orton. St. Andrews Jn. Lawley Street or Duddeston Sdgs.
	Streetly Station													
○	**Aldridge Junction** (See page 188 for Walsall Wood Branch)	4	1342					15		**Through junction to Walsall Wood Branch.**	2S 1S 1L 5S 3S 2L			Ryecroft Shed. Walsall, Midland Yard. Walsall, No. 1 Slow Line. Bushbury Line not calling at Walsall.
●	**Walsall Lichfield Road Jn.** (Western Lines)	2	—											

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	WALSALL WOOD BRANCH, ALDRIDGE															
	WALSALL WOOD BRANCH							**30**	**30**	MAXIMUM PERMISSIBLE SPEED						
One engine in steam ●	**Aldridge** Junction (See page 187)	—	—						**15**	**Through junction.**		*Firemen of trains detained at the down branch starting signal must return to Aldridge Jn. box for the Staff.*				
	End of Branch	2	352					**5**	**5**	**Between 47½ and 48 m.p.** (Notices worded "Caution" erected)						
	SALTLEY, DUDDESTON ROAD TO LAWLEY STREET "A"															
	DUDDESTON ROAD TO LAWLEY ST. "A"							**15**	**15**	MAXIMUM PERMISSIBLE SPEED						
●	**Saltley** Duddeston Road	—	—													
†.....	(See page 157)									† Worked under special instructions						
●	Lawley Street "A"	—	275													
	SALTLEY, DUDDESTON ROAD TO LAWLEY STREET No. 3															
	DUDDESTON ROAD TO LAWLEY ST. No. 3							**15**	**15**	MAXIMUM PERMISSIBLE SPEED						
●	**Saltley** Duddeston Road	—	—													
†.....	(See page 157)									† Worked under Special Instructions.						
●	Lawley Street No. 3	—	324													

SALTLEY, ST. ANDREWS JN. TO CURZON STREET, GRAND JN.

ST. ANDREWS JN. TO GRAND JN.

				20	20	MAXIMUM PERMISSIBLE SPEED
St. Andrews Jn. (See page 190)	—	—		5	15	**Through junction.** **Over curve between St. Andrews Jn. and Exchange Sidings.**
Exchange Sdgs. (Western Lines)	—	528			5	**Over curve between Exchange Sidings and St. Andrews Jn.**
Grand Jn. (Western Lines) (See page 157)	—	637		20		**Through junction.**

CURZON STREET, GRAND JN. TO BIRMINGHAM NEW STREET No. 5 (VIA WESTERN LINES) (SEE PAGE 157 FOR MIDLAND LINES)

GRAND JN. TO NEW STREET No. 5

				30	30	MAXIMUM PERMISSIBLE SPEED ON WESTERN MAIN LINES	
Curzon Street Grand Jn.	—	—					
Proof House Jn.	—	512			20	**Through junction to Overhead line.**	
					15	**Through junction to Midland line.**	
Birmingham New Street No. 1 ‡	—	971		10		**All lines between the North end (Station end) of New Street Tunnel and the South end (Station end) of Suffolk Street Tunnel.**	1L 1C 2L 1C	Western side Midland side } • When entering tunnel.
No. 5	—	455		10		**All lines between South end (Station end) of Suffolk Street Tunnel and North end (Station end) of New Street Tunnel.**	1L 1C 2L 1C	Western side Midland side } • When entering tunnel.

No. 4 Up

No. 5 Down

‡ The connecting line between Birmingham New Street No. 1 and No. 2 boxes is worked in accordance with Absolute Block Regulations.

Drivers of trains departing from New Street Station must NOT whistle for the signal. The Inspector on duty will indicate on the electric bell to the Signalmen when trains are ready to depart.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	BIRMINGHAM NEW STREET No. 6 TO BIRMINGHAM NEW STREET No. 5 (PLATFORMS 1A AND 2A)															
	NEW STREET No. 6 TO No. 5							10	10	MAXIMUM PERMISSIBLE SPEED						
	Birmingham New Street															
●	No. 6.. .. (Western Lines)	—	—									*Drivers of trains departing from New Street Station must NOT whistle for the signal. The Inspector on duty will indicate on the electric bell to the Signalmen when trains are ready to depart.*				
P																
●	No. 5.. .. (Western Lines)	—	146													
	SALTLEY, LANDOR STREET JN. TO KINGS NORTON STATION JN. AND BOURNVILLE STATION (VIA CAMP HILL)															
	LANDOR STREET JN. TO KINGS NORTON STATION JN.							60	60	MAXIMUM PERMISSIBLE SPEED						
	Saltley															
●	Landor Street Jn. (See page 157)	—	—						15	**Through junction.**						
●	Brick Yard Crossing	—	352													
●	St. Andrews Jn. (See page 189 for Grand Jn. line)	—	362					15	15	**Through junction from and to Saltley.**						
									20	**Through junction to Grand Jn.**						
														1L 1C		Duddeston Sidings for traffic.
	Kings Heath															
●	Bordesley Jn. (See page 192 for Bordesley South W.R.)	—	716					10		**Through junction to Bordesley W.R.**				2L 3S		Washwood Heath Up Sidings.
														4L		Lawley St. Yard

•	Camp Hill ..	—	1276						CW.	Down line, 613 yards before reaching starting signal.	300		
	(Down I.B.S. 1320 yards from Camp Hill Station box)											1L 1S 1L 2S 1L2S1L 3L 1C 5L	Redditch. Selly Oak. Halesowen. Kings Norton Sdgs. Lifford for traffic.
	(Up I.B.S. 863 yards from Kings Heath Stn. box)												
•	Station ..	1	1628						C.	Down line, 147 yards before reaching distant signal.	108	1L 1C 1L 1S 2S 1L 2S 2L 2L 3S 4L	Duddeston Sdgs. for traffic. New St. Station or Exchange Sdgs. Walsall. Leicester. Washwood Heath Up Sdgs. Lawley St. Yard.
•	Hazelwell ..	—	1562			DRS URS	44 44						
	Kings Norton												
•	Lifford Station Jn. (See below for Bournville line)	1	44					10		**Through junction to Bournville.**			
•	Station Jn. .. (See page 159)	—	1353					25		**Through junction.**			
•	Lifford Station Jn. (See above)	—	—					10	10	**Through junction.** **Over curve between Lifford Station Jn. and Bournville Station.**			
	Bournville												
•	Station .. (See page 159)	—	1100						C.	Up branch to Lifford 70 yards after passing the junction.	160		
								10	10	**Over curve between Bournville Station and Lifford Station Jn.** **Through junction.**			

Description of Block Signalling on Main Lines (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	
	BORDESLEY JN. TO BORDESLEY SOUTH (EXC.)															
●	Bordesley Jn. (See page 190)	—	—						10	**Through junction**				1L 1C 2L 3S 4L		Duddeston Sdgs. for traffic. Washwood Heath Up Sdgs. Lawley Street Yard
●	Bordesley South (Western Region)	—	440													
	BIRMINGHAM CENTRAL TO CHURCH ROAD JN.															
	BIRMINGHAM CENTRAL TO CHURCH RD. JN.							15	15	MAXIMUM PERMISSIBLE SPEED.						
●	**Selly Oak** Birmingham Central	—	—													
●	Church Road Jn. (See page 158)	—	1300					15		**Through junction.**						
	NORTHFIELD, HALESOWEN JN. TO HALESOWEN STATION															
	HALESOWEN JN. TO HALESOWEN STN.							20	20	MAXIMUM PERMISSIBLE SPEED						
Electric Token ●	**Northfield** Halesowen Jn. (See page 159)	—	—	● NB					10	**Through junction.**						
								10	10	**Over curve near Halesowen Jn.**						

	Longbridge East	—	474					CW. Single line, 336 yards before reaching down home signal. (At fouling point with up slow line at Halesowen Jn.). (Points worked by Halesowen Jn.)	80
	Station ..					5	5	**Between up loop and main line.**	
	West	—	380					CW. Down line, 315 yards before reaching home signal. (Points worked by Longbridge East.)	60
						10	10	**Between main line and up loop line.**	
Electric Token	Rubery Stn.	1	40		CL	16		CW. Down loop, 240 yds. before reaching starting signal (near box).	60
						10	10	**Over loop lines at Rubery.**	
						10	10	**Over large viaduct (Dowery Dell) between Rubery and Hunnington.**	
	Hunnington Station								
	Halesowen Station .. (Western Region)	4	616			10	10	**Over curves near Halesowen Station.**	

BARNT GREEN MAIN LINE JN. TO REDDITCH NORTH (EXC.)

	BARNT GREEN M.L. JN. TO REDDITCH NORTH.					35	35	MAXIMUM PERMISSIBLE SPEED.	
	Barnt Green Main Line Jn. (See page 159)	—	—				15	**Through junction.**	
						15		**Over the curves between Main Line Jn. and Single Line Jn.**	
	Station ..								
	Single Line Jn.	—	867				15	**Over the curves between Single Line Jn. and Main Line Jn.**	
Electric Token								CW. Up line, 273 yards before reaching starting (slotted) signal. (Just past signal box).	74
						30	30	**Between Barnt Green and Redditch, 52 to 53¼ m.p.**	
	Alvechurch Station (Western Region)								
						20	20	**Between 56 m.p. and Redditch**	
	Redditch North .. (Western Region)	4	330						

Description of Block Signalling on Main Lines (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	
	MARYLEBONE STATION TO HEATH, HOLMEWOOD COLLIERY (EXC.) (VIA HIGH WYCOMBE)															
	MARYLEBONE STATION AND NORTHOLT JN. EAST							70	70	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES						
	NORTHOLT JN. EAST AND ASHENDON JN.							90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES						
	ASHENDON JN. AND NOTTINGHAM VICTORIA							75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
	NOTTINGHAM VICTORIA AND HEATH							70	70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
	Marylebone Station ..	—	—						15	**Entering station upon passing Station Box.**						
Automatic and Semi-automatic signalling	Goods Yard	—	381						10	**Fast to slow line. Speed restriction lamp illuminated at night.**		3L 1S 5S 1L				Northolt slow line. Neasden down goods arrival.
									35	**Trains continuing on fast line. Speed restriction lamp illuminated at night.** C. Down line, London end of St. John's Wood Tunnel, 1034 yards before reaching signal D.23	196					
								40	40	**Between Wellington Place (London end of St. John's Wood Tunnel) and Canfield Place.** C. Down line, Hillgrove Road, London End of Hampstead Tunnel, 910 yards before reaching signal D.34.	100					
	Canfield Place	1	815							C. Down line, 530 yards before reaching signal D.45.	95					
								50	50	**Between Canfield Place and Willesden Green.**						
	Neasden South Jn. .. (See page 207 for Aylesbury line, and page 50 for Neasden Jn. line)	3	376							C. Up line, 563 yards before reaching signal U.61.	95			2S 1L 3S 1L		Goods Yard at Marylebone. Coal Yard at Marylebone.
										C. Up line, 605 yards before reaching signal U.73.	90					
										CW. Down Goods, 231 yards before reaching Neasden North home signal No. 60.	220					

							45	45	**Through junction to and from Wembley Hill.**			
							15		**Through junction to Neasden Jn.**			
	North Jn. .. (See page 210 for Brent North and Wembley Exhibition Loop lines)	—	641				25		**Fast to slow line.**			
							15		**Through junction to Wembley Exhibition Loop line.**			
							10		**Through junction to Brent North.**			
	Wembley Hill Station	—	1651						C. Down slow, 620 yards before reaching outer home signal.	140		
	Blind Lane ..	—	901									
	Sudbury Hill Sudbury & Harrow Rd. Station	—	1545		DPL UPL	41 40						
	Sudbury Hill Station	—	1666		DPL UPL	39 40						
	Northolt Park Station											
	South Ruislip Northolt Jn. East	2	994						C. Up slow, 621 yards before reaching starting signal.	108	1S 1L 2S 1L 3S 1L	Main line at Blind Lane. Slow line at Blind Lane. Up goods at Neasden.
							25		**Round curve under Western Region line.**			
							25		**Through junction to fast and slow lines (through facing and trailing junctions).**			
								35	**Through junction from fast and slow lines (through facing and trailing junctions).**			
Western Region	Northolt Jn. West	—	704					25	**Main to slow line.**			
									U. Up main, 1450 yards past West Ruislip signal box.	430 (falling)		
	West Ruislip Station ..	1	990				25	25	**To and from main and slow lines.**			

Description of Block Signalling on Main Lines (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	
	MARYLEBONE STATION TO HEATH, HOLMEWOOD COLLIERY (EXC.) (VIA HIGH WYCOMBE)—*cont.*															
Western Region	**Denham** East	2	396					20		**Main to slow line.**						
								25	25	**Down slow to down main line and up main to up slow line.**						
								25		**Slow to main line.**						
	Station ..	—	902					25	25	**Down slow to down main line and up main to up slow line.**						
	Denham Golf Club Halt															
	(Down IBS, 1 mile 335 yards from Denham Station box)									C. Down line, 770 yards before reaching Intermediate Block home signal.	175					
	Gerrards Cross Station ..	3	44			DPL UPL	80 80			C. Down line, 1010 yards before reaching home signal.	175	1L 3S		1L 1S		Freight trains requiring water at High Wycombe. Marylebone direction at Northolt Jn.
	(Down IBS, 2 miles 1004 yards from Gerrards Cross box)							25	25	**Down main line to down platform loop and up platform loop to up main line.**						
	(Up IBS, 1 mile 1715 yards from Beaconsfield box)							25	25	**Down platform loop to down main line and up main line to up platform loop.**						
	Seer Green and Jordans Halt															

Western Region

Beaconsfield Station ..	3	1672			DPL	65	25	25	**Down main line to down platform loop and up platform loop to up main line.**
					UPL	65	25	25	**Down platform loop to down main line and up main line to up platform loop.**
(Down IBS, 2 miles 565 yards from Beaconsfield box) (Up IBS, 2 miles 407 yards from High Wycombe South box)									U. Down line, 180 yards past Beaconsfield box. 460 (falling)
High Wycombe South ..	4	1386					35	35	**Round reverse curves between 16¼ m.p. at South end of up platform and 17¼ m.p. Speed restriction lamp illuminated at night.**
							20	20	**Down fast to down platform line and up platform line to up fast line.**
							35		**Slow to fast line.**
							10	10	**Bay to up fast and down fast to bay.**
Middle ..	—	792					15	20	**Down platform line to down fast line and up fast line to up platform line.**
North ..	—	550							
West Wycombe	1	1034					45	45	**Round curve between South end of platform and 18¾ m.p.**
Saunderton Station ..	2	1650							C. Up line, 1 mile 1445 yards before reaching home signal. 167 1L 3S — Freight trains requiring water at High Wycombe.
							60		**23 m. 30 chs. to 23 m. 70 chs.**
Princes Risborough South ..	2	1606			URS	47	20	20	**Down fast line to down platform line and up platform line to up fast line.**
					URS	47			
North ..	—	462					25	25	**Down platform line to down fast line and up fast line to up platform line.**
							15		**Down fast line to Aylesbury branch.**
							10		**Bay platform to Aylesbury branch.**
							15		**Over scissors crossover between down fast and down platform line.**
								15	**Up fast line to up platform line (junction near box)**
Ilmer Halt									

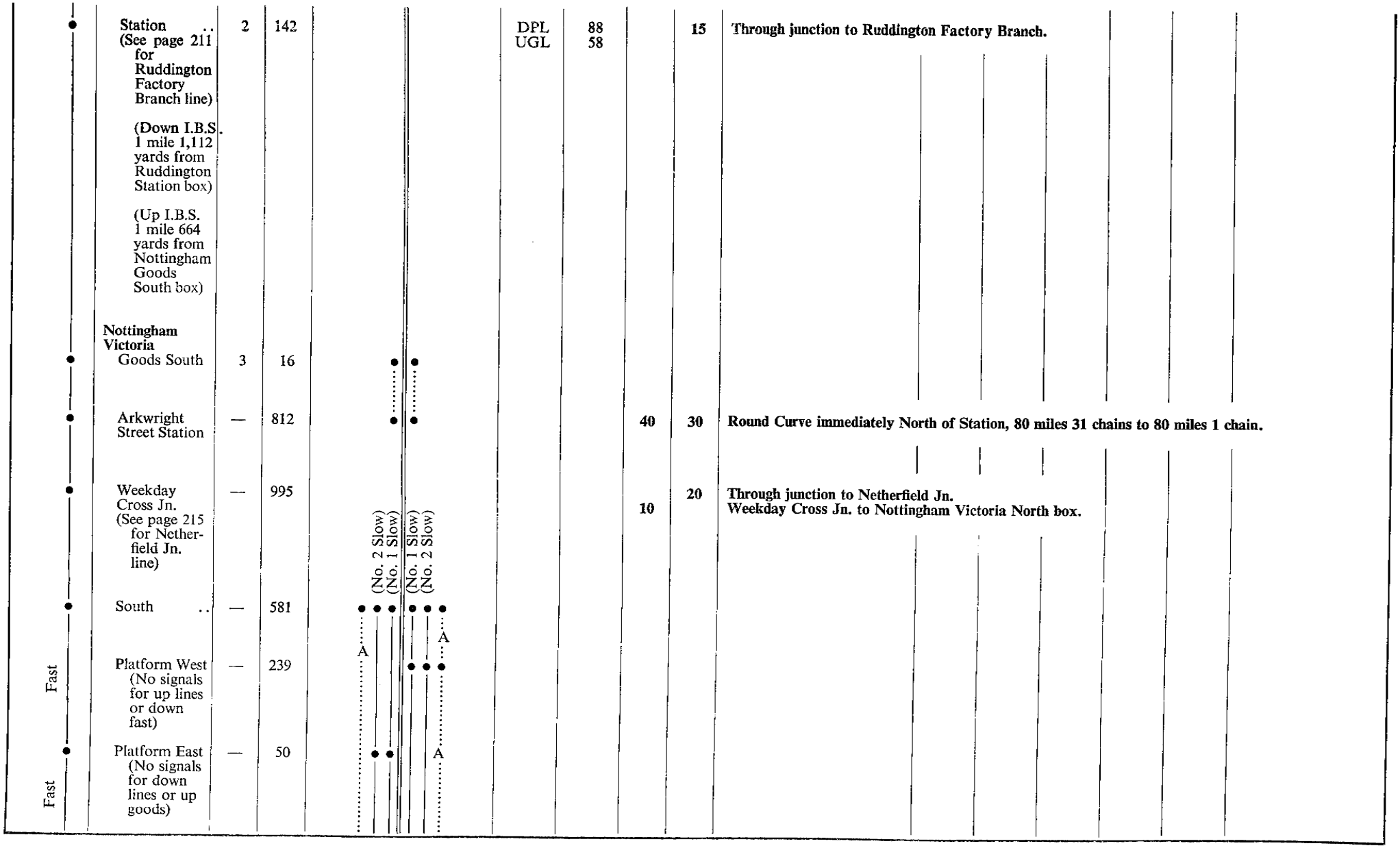
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long 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	
	MARLYEBONE STATION TO HEATH, HOLMEWOOD COLLIERY (EXC.) (VIA HIGH WYCOMBE)—*cont.*															
Western Region	**Haddenham Station** ..	5	704			DPL UPL	40 45	15 15	15 15	**Down fast line to down platform loop and up fast line to up platform loop.** **Down platform loop to down fast line and up platform loop to up fast line.**						
	Ashendon Jn.	3	1694					50		**Through junction**						
	Akeman Street	3	669			URS	50									
	Grendon Underwood Jn. (See page 209 for Aylesbury line)	2	998					60	50	**Through junction.**		1L 3S				Freight trains requiring water at Brackley.
	Calvert Station .. (See page 210 for Claydon Jn. line)	1	1577			URS	50	15		**Through junction to Claydon Jn.**						
	Finmere Station ..	5	1506			DRS URS	40 60									
	Brackley Central Station ..	4	1113			DRS URS	68 60							1L 2S		Princes Risborough.

Helmdon												
Station ..	3	767			URS	60						
Culworth Station ..	3	965			URS	27			C. Up line, 599 yards before reaching home signal.	176		
Woodford Halse												
Culworth Jn. (See page 211 for Banbury Jn. line)	1	229						25	CW. Up line, 480 yards before reaching starting signal. **Through junction to Banbury.**	176		
No. 4.. .. (See page 55 for Woodford West Jn. line)	1	1149		PF				15	C. Down line, 775 yards before reaching home signal. **Through junction to Woodford West Jn.**	176		
No. 3 ..	—	301										
No. 2 ..	—	773										
No. 1 ..	—	1229						10	**Up main to up goods and up reception lines.**			
							60	60	**Over water troughs (when taking water) between 135 miles 24 chains and 134 miles 67 chains.**			
Charwelton												
Station .. (Up I.B.S. 1 mile 191 yards from Staverton Rd. box)	1	495			UPL	93			C. Up line, 502 yards before reaching home signal. C. Up line, 2 miles 37 yards before reaching home signal. C. Up line, 832 yards before reaching Intermediate Block home signal.	176 176 176		
Staverton Road (Up I.B.S. 1 mile 960 yards from Braunston & Willoughby Station box)	3	940			URS	72			C. Up line, 743 yards before reaching home signal. C. Up line, 757 yards before reaching Intermediate Block home signal.	176 176	1L 3S	Freight trains requiring water at Rugby.

Description of Block Signalling on Main Lines (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	
	MARYLEBONE STATION TO HEATH, HOLMEWOOD COLLIERY (EXC.) (VIA HIGH WYCOMBE)—*cont.*															
•	**Rugby Central** Braunston & Willoughby Station (Up I.B.S. 2 miles 800 yards from Rugby Station box)	3	547			DRS URS	65 63									
•	Station ..	4	1215			DRS UPL	95 85			C. Down line, 1 mile 1435 yards before reaching outer home signal. C. Down line, 742 yards before reaching intermediate home signal	264 176					
	(Down I.B.S. 3 miles 1178 yards from Rugby Station box) (Up I.B.S. 3 miles 1252 yards from Lutterworth Station box)															
•	**Lutterworth** Station ..	7	75			DRS URS	61 65			C. Down line, 2 miles 1552 yards before reaching home 1 signal	176					
	(Up I.B.S. 1 mile 180 yards from Ashby Magna box)															

Automatic signalling over up main line	**Ashby Magna** Station ..	3	1115		DPL UPL	86 90			C. Up line, 715 yards before reaching home signal. C. Up line, 755 yards before reaching U.109 signal. C. Up line, 747 yards before reaching U.110 signal.	176 176 176			1L 3S	Freight trains requiring water at Rugby.
	Whetstone Station ..	4	867		DRS URS	51 53			C. Up line, 1145 yards before reaching home signal.	458	1L 3S			Freight trains requiring water at Leicester.
	(Up I.B.S. 1 mile 1728 yards from Leicester Goods South box)													
	Leicester Central Goods South	3	1422											
	Goods North	—	680						CW. Up goods, 655 yards before reaching Goods South home signal.	132				
P	Passenger South	—	831	A A			25	25	**Through Station.**					
	Passenger North	—	590						CW. Up goods, 355 yards before reaching Passenger South home signal.	132				
	Abbey Lane	—	1584		URS	50								
	Belgrave & Birstall Station ..	1	298						C. Down line, 870 yards before reaching home signal.	176				
	Rothley Station ..	2	1177		URS	43								
	Swithland Sidings	—	1280		DPL UPL UGL	85 85 65								

Description of Block Signalling on Main Lines (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	
	MARYLEBONE STATION TO HEATH, HOLMEWOOD COLLIERY (EXC.) (VIA HIGH WYCOMBE)—*cont.*															
•	**Quorn & Woodhouse** Station ..	2	101			UGL	43			C. Up line, 675 yards before reaching home signal.	330	1L 3S				Freight trains requiring water at Loughborough.
•	**Loughborough Central** Station .. (Down I.B.S. 3 miles 201 yards from Loughborough box) (Up I.B.S. 2 miles 897 yards from East Leake Station box)	2	812			DPL UPL	75 80			C. Down line, 1336 yards before reaching Intermediate Block home signal.	176	1L 3S 2L 4S				Freight trains requiring water at Nottingham. Express Passenger trains not stopping at Nottingham Victoria.
•	**East Leake** Station .. Rushcliffe Halt Station	4	598			DRS URS	45 65			C. Up line, 626 yards before reaching home signal.	176			1L 3S		Freight trains requiring water at Loughborough.
•	Hotchley Hill	1	109			URS	60			C. Up line, 718 yards before reaching home signal.	176					
•	**Ruddington** Gotham **Sidings** (See page 211 for Gotham Branch line)	1	440			DRS URS (* 90 when Branch clear)	38* 56									


Station .. (See page 211 for Ruddington Factory Branch line)
(Down I.B.S. 1 mile 1,112 yards from Ruddington Station box)
(Up I.B.S. 1 mile 664 yards from Nottingham Goods South box)
2
142
DPL 88
UGL 58
15
Through junction to Ruddington Factory Branch.
Nottingham Victoria Goods South
3
16
Arkwright Street Station
—
812
40
30
Round Curve immediately North of Station, 80 miles 31 chains to 80 miles 1 chain.
Weekday Cross Jn. (See page 215 for Netherfield Jn. line)
—
995
10
20
Through junction to Netherfield Jn.
Weekday Cross Jn. to Nottingham Victoria North box.
South ..
—
581
Platform West (No signals for up lines or down fast)
—
239
Platform East (No signals for down lines or up goods)
—
50
Fast
Fast
(No. 2 Slow)
(No. 1 Slow)
(No. 1 Slow)
(No. 2 Slow)
A
A
A

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	MARYLEBONE STATION TO HEATH, HOLMEWOOD COLLIERY (EXC.) (VIA HIGH WYCOMBE)—*cont.*															
	Nottingham Victoria—*cont.* North	—	220						10	**Nottingham end of Mansfield Road Tunnel to Nottingham Victoria South Box.**		1L 1S	1L 1S			Branch at Bagthorpe Jn.
	Carrington	—	1276						30	**Carrington box to Nottingham end of Mansfield Road Tunnel.**						
	New Basford Station	—	1233							C. Down line, 698 yards before reaching inner home signal.	264			1L 1S		Goods line at Arkwright Street.
	Bagthorpe Jn. (See page 215 for Derby Friargate line)	—	1097							C. Down line, 364 yards before reaching home signal.	130					
									60	**Bagthorpe Jn. (77¾ m.p.) to Carrington.**						
								15		**Through junction to Derby Friargate.**						
	Bulwell Commo South Jn. .. (See page 218 for Basford North line)	—	1720						10	**Through junction to Basford North.**						
Automatic signalling over down main line	North Jn. .. (See page 212 for Bestwood Jn. line)	—	467							C. Down line, 862 yards before reaching signal D.76.	130	1L 3S				Requiring water at Kirkby Bentinck.
										C.W. Down goods, 76 yards before reaching down goods home 2 signal.	300			1L 3S		Freight trains requiring water at Nottingham Victoria but not booked to stop
								10		**Through junction to Bestwood Jn.**						
	Hucknall Central Station ..	2	500			DPL	65			C. Down line, 647 yards before reaching signal D.31.	130					

	(Down I.B.S. 1 mile 856 yards from Hucknall Central box)							C. Down line, 1 mile 130 yards before reaching Intermediate Block home signal.	130				
	Annesley South Jn. ..	2	1685					C. Down line, 1 mile 166 yards before reaching home signals.	132	1S 1L			Shirebrook Branch at Kirkby South Jn.
								C. Down line, 740 yards before reaching home signal.	132	1L 2S	1L 2S		Mansfield line.
											1L 1S		Branch at Bulwell South.
											2S 1L		Grantham direction at Weekday Cross.
													Goods line at Bulwell North.
	No. 4 .. (No signals for main lines)	—	555										
	North Jn. .. (See page 223 for Leen Valley line)	1 (distance from South Junction)	135					C. Down line, 804 yards before reaching home signal.	132	1S 1L	2L 4S		Shirebrook Branch at Kirkby South Jn.
							10	**Through junction to Annesley G.N. Jn.**					Express Passenger trains **not** stopping at Nottingham Victoria.
	Kirkby Bentinck South Jn. .. (See page 223 for Shirebrook North line and page 225 for Mansfield line)	1	260					C. Down line, North end of Annesley Tunnel, 340 yards before reaching home signal.	132				
						10		**Through junction to Shirebrook North.**					
						15		**Through junction to Mansfield Central.**					

Description of Block Signalling on Main Lines (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	
	MARYLEBONE STATION TO HEATH, HOLMEWOOD COLLIERY (EXC.) (VIA HIGH WYCOMBE)—*cont.*															
	Kirkby Bentinck—*cont.*															
•	Station .. (See pages 212 and 213 for Bentinck and Langton Colliery branches)	—	1743			DGL URS	70 70									
•	New Hucknall Sidings (See page 213 for New Hucknall, Blackwell and South Normanton Colliery Branches)	1	1467			DRS URS	60 40							1S 1L 1L 2S		Goods line at Annesley North Jn. Branch at Annesley North Jn.
	Tibshelf Town															
•	Station .. (See page 213 for Tibshelf Colliery Branch)	2	1107			DRS URS	45 48	60	65	**Round Curve at 64 m.p.**						
•	Pilsley Station (See page 214 for Pilsley Colliery Branch)	1	874							C. Down line, 605 yards before reaching home signal.	132					

London Transport Executive

Automatic and semi-automatic signalling

•	Heath Holmewood Colliery (Eastern Region)	1	1608				

NEASDEN, SOUTH JN. TO QUAINTON ROAD, GRENDON UNDERWOOD JN. (VIA AYLESBURY)

	NEASDEN SOUTH JN. AND HARROW-ON-THE-HILL				70	70	MAXIMUM PERMISSIBLE SPEED
	HARROW-ON-THE-HILL AND RICKMANSWORTH				60	60	MAXIMUM PERMISSIBLE SPEED
	RICKMANSWORTH AND AYLESBURY				70	70	MAXIMUM PERMISSIBLE SPEED
	AYLESBURY AND GRENDON UNDERWOOD JN.				75	75	MAXIMUM PERMISSIBLE SPEED
•	Neasden South Jn. .. (See page 194)	—	—				
•	Brent North (See page 210 for Neasden North Jn. line)	—	1392			10	**Through junction to Neasdon North Jn.**
•	**Harrow-on-the-Hill Station** ..	3	660	C. Down line, 887 yards before reaching home signal JB.1.			Level, changing immediately to 94
					50		**405 yards South of Harrow Station to South end of Station.**
					40		**South end of Harrow Station to 320 yards North of trailing points at Harrow North Jn.**
						50	**370 yards North of Harrow Station to 430 yards South of Station.**
						40	**Up home signal JB. 45/46 (North Jn.) to 370 yards North of Harrow Station.**
	North Harrow Station			C. Up line, 637 yards before reaching signal JB.48			176
	Pinner Station ..	2	302	C. Down line, 1106 yards before reaching intermediate signal (A.7).			330 (changing immediately to 186)
	Northwood Hills Station			C. Down line, 520 yards before reaching starting signal (A. 9).			145
	Northwood Station ..	2	557	C. Up line, 701 yards before reaching home signal (E.2).			176

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	NEASDEN, SOUTH JN. TO QUAINTON ROAD, GRENDON UNDERWOOD JN. (VIA AYLESBURY)—*cont.*															
London Transport Executive / Automatic and semi-automatic signalling	**Moor Park**									C. Up line, 690 yards before reaching starting signal (A.4).	140					
	Rickmansworth															
	Watford South Jn. points	2	672					50		**Between 60 yards South of Watford South Jn. and 730 yards North of Watford North Jn.**						
									50	**Between 62 yards North of Watford North Jn. and 143 yards South of Watford South Jn.**						
	Station ..	1	171			DRS	48	25		**730 yards North of Watford North Jn. to 145 yards North of Rickmansworth Station. Speed restriction lamp illuminated at night.**						
									25	**400 yards North of Rickmansworth Station to 150 yards South of Rickmansworth Station.**						
									50	**970 yards South of Chorley Wood to 25 mph sign 400 yards North of Rickmansworth.**						
	Chorley Wood Station ..	2	328			DRS	59			C. Down line, 1139 yards before reaching signal JS.18.	105					
	Chalfont & Latimer Station ..	2	360							C. Down line, 610 yards before reaching home signal JT.81.	105			1L 3S		Requiring to take water at Rickmansworth.
										NOTE :—The signal boxes at Pinner Station, Northwood Station and Chorley Wood Station normally work automatically.						
	Amersham & Chesham Bois Station ..	2	83							C. Down line, 714 yards before reaching starting signal (JW. 71).	105					
	(Down I.B.S. 2 miles 1444 yards from Amersham box) ½							35		**Through connection down main line to No. 2 platform.**						

London Transport Executive

Automatic and semi-automatic signalling on up main line

	(Up I.B.S. 2 miles 510 yards from Great Missenden box)										
●	**Great Missenden** Station ..	5	303		DRS	56		C. Down line, 514 yards before reaching home signal.	226	1L 3S	Requiring to take water when Wendover Station box closed.
	(Down I.B.S. 1 mile 80 yards from Great Missenden box)			NOTE:—The distances shown on London Transport section of railway are the distances between stations, except where otherwise indicated.				C. Down line, 703 yards before reaching Intermediate Block home signal.	125		
	(Up I.B.S. 1549 yards from Wendover box)							C. Up line, 735 yards before reaching Intermediate Block home signal.	117		
●	**Wendover** Station ..	4	870					C. Up line, 743 yards before reaching home signal.	117		
								C. Up line, 1 mile 1665 yards before reaching home signal.	117		
●	**Stoke Mandeville** Station ..	2	695					C. Up line, 808 yards before reaching home signal.	117		
●	**Aylesbury Town** South ..	2	530			50	50	**Through Station and curves at South and North ends.**			
						20		**Down loop to down main line.**			
							20	**Down loop to Princes Risborough branch.**			
●	North	—	559								
●	**Quainton Road** Station ..	5	1518					C. Down line, 615 yards before reaching outer Home signal.	148		
						70	70	**Round curve near 44½ m.p.**			
●	Grendon Underwood Jn. (See page 198)	2	1546			60	50	**Through junction. Speed restriction lamp in up direction illuminated at night.**		1L 3S	Freight trains requiring water at Brackley.

Description of Block Signalling on Main Lines (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	
	NEASDEN NORTH JN. TO BRENT NORTH															
	NEASDEN NORTH JN. AND BRENT NORTH							10	10	MAXIMUM PERMISSIBLE SPEED						
●	**Neasden** North Jn. .. (See page 195)	—	—						10	**Through junction.**						
†										† "No Block" on down line.						
●	Brent North (See page 207)	—	946					10		**Through junction.**						
	WEMBLEY EXHIBITION LOOP LINE															
	EXHIBITION LOOP LINE							15	15	MAXIMUM PERMISSIBLE SPEED						
Automatic and semi-automatic signalling ●	**Neasden** North Jn. .. (See page 195)	—	—							C. Loop line, 322 yards before reaching signal LIA.	140					
	Wembley Stadium Station															
●	**Neasden** North Jn. .. (See page 195)	1 (distance round Loop)	220					15		**Through junction.**						
	CALVERT STATION TO CLAYDON L.N.E. JN. (EXC.)															
	CALVERT STATION TO CLAYDON JN.							15	15	MAXIMUM PERMISSIBLE SPEED						
●	**Calvert** Station .. (See page 198)	—	—						15	**Through junction.**						

	Claydon L.N.E. Junction (Western Lines)	—	1307				
	BANBURY JN. (EXC.) TO WOODFORD HALSE, CULWORTH JN.						
	BANBURY JN. AND CULWORTH JN.			60	60	MAXIMUM PERMISSIBLE SPEED	
	Banbury General Junction .. (Western Region)	—	—		20	**Through junction.**	
†						† Western Region A.B. Regs. apply between Banbury Jn. and Chalcombe Road.	
	Woodford Halse Chalcombe Road	2	218			C. Down line, 669 yards before reaching home signal.	183
	Eydon Road	3	1381				
	Culworth Jn. (See page 199)	2	496			CW. Up line, 550 yards before reaching starting signal.	176
					25	**Through junction.**	
	GOTHAM BRANCH—RUDDINGTON						
	GOTHAM BRANCH			15	15	MAXIMUM PERMISSIBLE SPEED	
One engine in steam	**Ruddington** Gotham Sidings (See page 202)	—	—				
	Shepherds No. 2 Siding	2	737				
	RUDDINGTON FACTORY BRANCH						
	RUDDINGTON FACTORY BRANCH			15	15	MAXIMUM PERMISSIBLE SPEED	
One engine in steam	**Ruddington** Station .. (See page 203)	—	—		15	**Through junction.**	
	End of branch	—	1278				

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	BULWELL COMMON, NORTH JN. TO BESTWOOD JN.															
	BULWELL COMMON, NORTH JN. AND BESTWOOD JN.							**10**	**20**	MAXIMUM PERMISSIBLE SPEED						
●	**Bulwell Common** North Jn. .. (See page 204)	—	—						**15**	**Through junction.**						
●	Bestwood Jn. (See page 222)	1	105					**10**		**Through junction.**						
	BENTINCK COLLIERY BRANCH SOUTH—KIRKBY BENTINCK															
	BENTINCK COLLIERY BRANCH SOUTH							**15**	**15**	MAXIMUM PERMISSIBLE SPEED						
One engine in steam ..... ● (No staff)	**Kirkby Bentinck** Station .. (See page 206)	—	—													
	End of branch	—	1181													
	BENTINCK COLLIERY BRANCH NORTH—KIRKBY BENTINCK															
	BENTINCK COLLIERY BRANCH NORTH							**15**	**15**	MAXIMUM PERMISSIBLE SPEED						
One engine in steam ..... ●	**Kirkby Bentinck** Station .. (See page 206)	—	—							C. Immediately before reaching points leading to loaded sidings	49					
	End of branch	—	1534													
		(—	1302	from junction with Langton Branch)												

LANGTON COLLIERY BRANCH—KIRKBY BENTINCK

LANGTON COLLIERY BRANCH

Kirkby Bentinck Station .. (See page 206)	—	—	15	15	MAXIMUM PERMISSIBLE SPEED
End of branch	1	—			C. 84 yards after passing points leading to empty sidings — 48

One engine in steam ●

NEW HUCKNALL COLLIERY BRANCH—KIRKBY BENTINCK

NEW HUCKNALL COLLIERY BRANCH

Kirkby Bentinck New Hucknall Sidings (See page 206)	—	—	15	15	MAXIMUM PERMISSIBLE SPEED
New Hucknall Colliery	—	902			C. 545 yards before reaching home signal — 100
					† See local instructions on page 00

One engine in steam † ●

BLACKWELL COLLIERY BRANCH—KIRKBY BENTINCK

BLACKWELL COLLIERY BRANCH

Kirkby Bentinck New Hucknall Sidings (See page 206)	—	—	15	15	MAXIMUM PERMISSIBLE SPEED
End of branch	2	682			CW. 173 yards from signal box — 132

One engine in steam ● (No staff)

SOUTH NORMANTON COLLIERY BRANCH—KIRKBY BENTINCK

SOUTH NORMANTON COLLIERY BRANCH

Kirkby Bentinck New Hucknall Sidings (See page 206)	—	—	15	15	MAXIMUM PERMISSIBLE SPEED
End of branch	—	604			

One engine in steam ● (No staff)

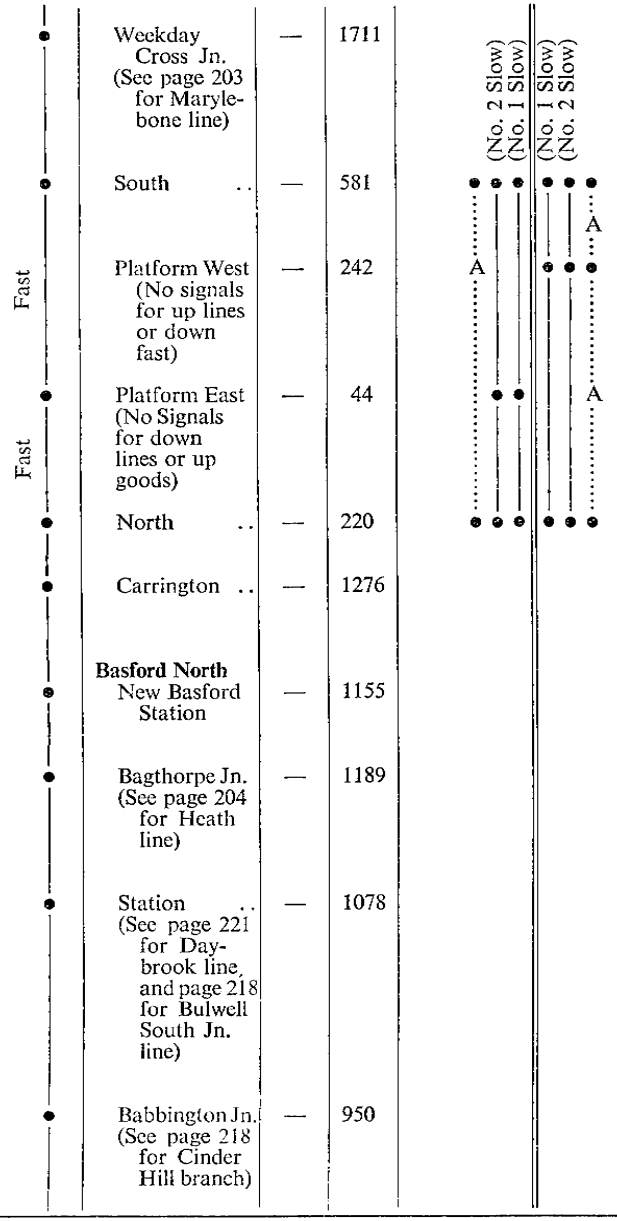
TIBSHELF COLLIERY BRANCH

TIBSHELF COLLIERY BRANCH

Tibshelf Station .. (See page 206)	—	—	15	15	MAXIMUM PERMISSIBLE SPEED
End of branch	—	1377			

One engine in steam ●

Description of Block Signalling on Main Lines (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	
	PILSLEY COLLIERY BRANCH															
	PILSLEY COLLIERY BRANCH							6	6	MAXIMUM PERMISSIBLE SPEED						
One engine in steam	**Pilsley** Station .. (See page 206)	—	—							CW. 60 yards North of station box	100					
	End of branch	—	1034													
	NETHERFIELD JN. (EXC.) TO EGGINTON JN. (VIA NOTTINGHAM VICTORIA)															
	NETHERFIELD JN. AND DERBY							60	60	MAXIMUM PERMISSIBLE SPEED						
	DERBY AND EGGINTON JN.							45	45	MAXIMUM PERMISSIBLE SPEED						
●	**Netherfield** Junction .. (Eastern Region)	—	—													
●	**Nottingham Victoria** The Hall ..	1	583													
●	Trent Lane Jn. (See page 217 for Goods Yard line)	—	1397					15 30		**Through junction to Goods Yard.** **Trent Lane Jn. to Weekday Cross Jn.**						
	London Road (H.L.) Station															



Weekday Cross Jn. (See page 203 for Marylebone line)	—	1711				10	30 20	**Weekday Cross Jn. to Trent Lane Jn.** **Through junction**
South ..	—	581						(For complete details in respect of Weekday Cross Jn. to Bagthorpe Jn., see pages 203 and 204)
Platform West (No signals for up lines or down fast)	—	242						
Platform East (No Signals for down lines or up goods)	—	44						
North ..	—	220						
Carrington ..	—	1276						
Basford North New Basford Station	—	1155						
Bagthorpe Jn. (See page 204 for Heath line)	—	1189				15	15	**Bagthorpe Jn. to Basford North (East Jn.)** **Through junction.**
Station .. (See page 221 for Daybrook line, and page 218 for Bulwell South Jn. line)	—	1078		DRS	38	15	10 15 30	**Through junction and round curve to Bulwell South Jn.** **Basford North (East Jn.) to Bagthorpe Jn.** **Through junction to Daybrook.**
Babbington Jn. (See page 218 for Cinder Hill branch)	—	950				15		**Through junction to Cinder Hill Branch.** C. Down line, 428 yards before reaching Nuthall Sand Sidings ground frame home signal. — 100

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	NETHERFIELD JN. (EXC.) TO EGGINTON JN. (VIA NOTTINGHAM VICTORIA)—*cont.*															
	Kimberley East															
•	Nuthall Sidings (See page 218 for Watnall Colliery Branch)	1	562			URS	30									
								25	**25**	**Between Watnall Tunnel and Awsworth Junction (subsidence, 133¾ to 134½ m.p.)**						
•	Station	1	983							C. Down line, 690 yards before reaching outer home signal.	100			1L 1C 1S 1L		Bulwell Common. Goods Bank, Colwick
										C. Up line, 387 yards before reaching home signal.	115			1S 2L		Carlton Fields, Colwick.
•	Awsworth Jn. (See page 219 for Pinxton South line)	—	1045			DRS URS	37 34	**15**		**Through junction to Pinxton** C. Up line, 466 yards before reaching outer home signal.	119					
	Awsworth Station															
	Ilkeston North															
•	Station ..	1	1743	•	•	DRS	21			C. Up goods, 608 yards before reaching home signal.	100					
				NB												
•	Stanton Jn. .. (See page 220 for Heanor line and page 221 for Stanton Works line)	—	951	•	•			**15**	**25**	**Up goods line, Stanton Jn. to Ilkeston North Station.** **Through junction to Heanor.**						
								15		**Through junction to Stanton Works.**						

	West Hallam Colliery ..	—	1199									
	Stanley Sidings	1	33						C. Down line, 603 yards before reaching home signal.	100		
	Station ..	—	847		DRS	31			C. Down line, 592 yards before reaching home signal.	100	1L 3S	Through freight trains requiring water at Derby.
	Derby Friargate Breadsall Station	3	1540				30	30	**Through station.** C. Up line, 532 yards before reaching home signal.	100		
	East ..	2	863	NB			10	10	**Derby yard and station platforms.**			
	West ..	—	528									
	Etwall Mickleover Station	2	286						C. Down line, 935 yards before reaching home signal. C. Up line, 528 yards before reaching home signal.	100 110		
	Station ..	3	1441									
	Egginton Junction .. (See page 163)	1	759				15		**Through junction.**			

	NOTTINGHAM, TRENT LANE JN. TO GOODS YARD											
	TRENT LANE JN. TO GOODS YARD						15	15	MAXIMUM PERMISSIBLE SPEED			
	Nottingham Victoria							15	**Through junction.**			
	Trent Lane Jn. (See page 214)	—	—						† Designated down arrival and up departure			
† NB												
	Goods Yard..	—	715						CW. Down reception line, 253 yards before reaching ground signal No. 54	49		
							5	5	**Passing signal box.**			

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	BASFORD NORTH, STATION TO BULWELL COMMON, SOUTH JN.															
	BASFORD NORTH STATION TO BULWELL SOUTH JN.							10	10	MAXIMUM PERMISSIBLE SPEED						
•	**Basford North** Station .. (See page 215)	—	—						10	**Through junction.** CW. Down line, 323 yards before reaching Bulwell South Jn. outer home signal	75					
•	**Bulwell Common** South Jn. .. (See page 204)	—	924					10		**Through junction.**						
	CINDER HILL BRANCH—BASFORD NORTH															
	CINDER HILL BRANCH							15	15	MAXIMUM PERMISSIBLE SPEED						
• NB	**Basford North** Babbington Jn. (See page 215)	—	—						15	**Through junction.**						
•	Cinder Hill .. (See page 84)	—	600					10	10	**Round curves when passing under bridge No. 3 near Cinder Hill.**						
	WATNALL COLLIERY BRANCH—KIMBERLEY															
	WATNALL COLLIERY BRANCH							15	15	MAXIMUM PERMISSIBLE SPEED						
One engine in steam •	**Kimberley East** Nuthall Sidings (See page 216)	—	—						Stop	**All trains to stop at Nuthall Sidings home signal.**						
	End of branch	—	1400													

KIMBERLEY, AWSWORTH JN. TO PINXTON SOUTH, STATION

AWSWORTH JN. AND PINXTON SOUTH STATION				50	50	MAXIMUM PERMISSIBLE SPEED
Kimberley East						
Awsworth Jn. (See page 216)	—	—			15	**Through junction.** C. Up line, 737 yards before reaching home signal. 100
Newthorpe Station	1	1177				C. Up line, 618 yards before reaching connection from Digby Sidings shunt line to up main line. 100
Eastwood & Langley Mill						
South ..	—	1551				
North ..	—	418				
Jacksdale Station ..	3	38				C. Down line, 1 mile, 631 yards before reaching home signal. 100
						C. Down line, 904 yards before reaching home signal. 100
Pye Hill Station ..	—	1012				
Pinxton South Station .. (See below for Pinxton Colliery Branch)	1	379				

PINXTON COLLIERY BRANCH

PINXTON COLLIERY BRANCH				15	15	MAXIMUM PERMISSIBLE SPEED
One engine in steam ..... **Pinxton South** Station .. (See above)	—	—				
Pinxton Colliery Jn.	—	900				

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	ILKESTON NORTH, STANTON JN. TO HEANOR STATION															
	STANTON JN. AND HEANOR STATION							30	30	MAXIMUM PERMISSIBLE SPEED						
† • ⋮ * • ⋮	**Ilkeston North** Stanton Jn. .. (See page 216) Nutbrook Jn.	—	—						10	**Through junction.**						
	Heanor Station	3 (distance to end of Branch)	1430							† " No block." * " One engine in steam."						
	ILKESTON NORTH, STANTON JN. TO FORK JN. No. 1 (STANTON WORKS)															
	STANTON JN. AND QUARRY HILL ROAD							30	30	MAXIMUM PERMISSIBLE SPEED						
Electric Token • ⋮	**Ilkeston North** Stanton Jn. .. (See page 216)	—	—				15			**Through junction.** CW. Down Branch, 75 yards before reaching up Branch home signals.	200					
Through Siding • ⋮	Quarry Hill Road	1	816						Stop	**"Stop" board 350 yards before reaching junction out of Old Yard.**						
									Stop	**"Stop" board 350 yards before reaching junction out of New Yard.**						
								5	5	**Over Canal Bridge at Stanton.**						
•	Fork Jn. No. 1 (G.F.) (See below for Stanton Old and New Works lines)	—	680													

STANTON OLD WORKS BRANCH

	FORK JN. No. 1 AND STANTON OLD WORKS							15	15	MAXIMUM PERMISSIBLE SPEED			
One engine in steam	**Ilkeston North** Fork Jn. No. 1 (G.F.) (See above)	—	—										
	Stanton Old Works	—	1555										

STANTON NEW WORKS BRANCH

	FORK JN. No. 1 AND STANTON NEW WORKS							15	15	MAXIMUM PERMISSIBLE SPEED			
One engine in steam	**Ilkeston North** Fork Jn. No. 1 (G.F.) (See above)	—	—										
	Stanton New Works	—	1380										

GEDLING COLLIERY (EXC.) TO BASFORD NORTH STATION

	GEDLING COLLIERY AND LEEN VALLEY JN.							50	50	MAXIMUM PERMISSIBLE SPEED			
	LEEN VALLEY JN. AND BASFORD NORTH							60	60	MAXIMUM PERMISSIBLE SPEED			
Automatic signalling over down main line	**Gedling** Colliery (Eastern Region) (Up IBS, 1694 yards from Daybrook Station) box)	—	—										
	Daybrook Station	2	1012		DRS URS	28 37			10	**Up goods to up main line.**			
	Leen Valley Jn. (See page 222 for Leen Valley line)	—	1386		DGL DRS	50 29		20		**Through junction to Bestwood.** C. Down line, 397 yards before reaching branch starting signal. 100 C. Up line, 549 yards before reaching main home signal. 78			
	Basford North Station (See page 215)	—	1474		DRS	38		5 30	5	**Between carriage sidings and station.** Through junction.		1L 1C	Requiring to attach or detach in yard at Leen Valley Jn.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	DAYBROOK, LEEN VALLEY JN. TO SHIREBROOK NORTH, LANGWITH JN. (EXC.)															
	LEEN VALLEY JN. AND ANNESLEY NORTH JN.							40	40	MAXIMUM PERMISSIBLE SPEED						
	ANNESLEY NORTH JN. AND KIRKBY BENTINCK SOUTH JN.							70	70	MAXIMUM PERMISSIBLE SPEED						
	KIRKBY BENTINCK SOUTH JN. AND LANGWITH JN.							40	40	MAXIMUM PERMISSIBLE SPEED						
	Daybrook															
•	Leen Valley Jn. (See page 221)	—	—			DGL DRS	50 29		20	**Through junction.** C. Down line, 397 yards before reaching starting signal.	110					
•	Bulwell Forest Station	1	621											2S 1L 1S 1L		Goods Bank, Colwick. Carlton Fields, Colwick.
•	Bestwood Jn. .. (See page 204 for Bulwell Common North Jn. line and page 224 for Bestwood Colliery line)	—	1534			DRS	34			CW. Up line, 168 yards before reaching starting signal.	100			1S 2L		Requiring to detach in Yard at Leen Valley Jn. (To be given at Hucknall Town when Bestwood Jn. box closed)
•	Butlers Hill Station	1	402													
•	Hucknall Town Station	—	1078			DRS	46			C. Down line, 544 yards before reaching home signal.	132	1S 2L				Engines requiring to turn at Newstead.
•	Linby Colliery..	—	946							C. Down line, 329 yards before reaching home signal.	70					

Annesley														
Newstead East Station	1	1556		DRS	30			C. Down line, 449 yards before reaching outer home signal.	70	1S 1L				Sutton - in - Ashfield (Town) direction.
Annesley G.N. Jn.	—	1039						C. Up line, 414 yards before reaching home signal.	165					
North Jn. .. (See page 205)	—	665				10	10	**Through junction.**						
(Details in respect of Annesley North Jn. to Kirkby South Jn. are also shown under " Marylebone to Heath " heading)														
Kirkby Bentinck														
South Jn. .. (See page 205)	1	260				10	10	**Through junction.**						
								C. Down line, North end of Annesley Tunnel, 340 yards before reaching home signal.	132			1L 3S		Water at Newstead.
								CW. Down line, 492 yards before reaching starting signal.	110					
Sutton - in - Ashfield Town														
Summit Colliery (See page 224 for Summit Colliery Branch)	1	396		URS	35			C. Down line, 60 yards before reaching home signal.	125			1L 3S		Water at Newstead.
								C. Up line, 1728 yards before reaching home signal.	120					
Station ..	1	973		DRS URS	26 34									
Skegby Jn. .. (See page 225 for Teversall and Silverhill Colliery Branch)	1	390		DRS URS	20 25									
Pleasley East														
Colliery ..	1	1171						C. Up line, 630 yards before reaching home signal.	100					
								C. Up line, 1622 yards before reaching home signal.	120					
								C. Up line, 2 miles 482 yards before reaching home signal.	100					
Shirebrook North														
Langwith Jn. (Eastern Region)	3	983												

Description of Block Signalling on Main Lines (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	
	BESTWOOD COLLIERY BRANCH															
	BESTWOOD COLLIERY BRANCH							**15**	**15**	MAXIMUM PERMISSIBLE SPEED						
One engine in steam (No staff)	Bestwood Jn. (See page 222)	—	—													
One engine in steam	Bestwood Colliery Loaded Sidings ground frame (See page 84)	—	525													
One engine in steam	Empty sidings Shunters' cabin	—	308													
	SUMMIT COLLIERY BRANCH—SUTTON-IN-ASHFIELD															
	SUMMIT COLLIERY BRANCH							**15**	**15**	MAXIMUM PERMISSIBLE SPEED						
One engine in steam (No staff)	**Sutton-in-Ashfield Town** Summit Colliery (See page 223)	—	—													
	End of branch	—	858													

TEVERSALL AND SILVERHILL COLLIERY BRANCH—SKEGBY

TEVERSALL AND SILVERHILL COLLIERY BRANCH

										15	15	MAXIMUM PERMISSIBLE SPEED							
One engine in steam	**Sutton-in-Ashfield Town** Skegby Jn. .. (See page 223)	—	—																
	End of branch	1	1496																

KIRKBY BENTINCK, SOUTH JN. TO MANSFIELD COLLIERY SIDINGS (EXC.)

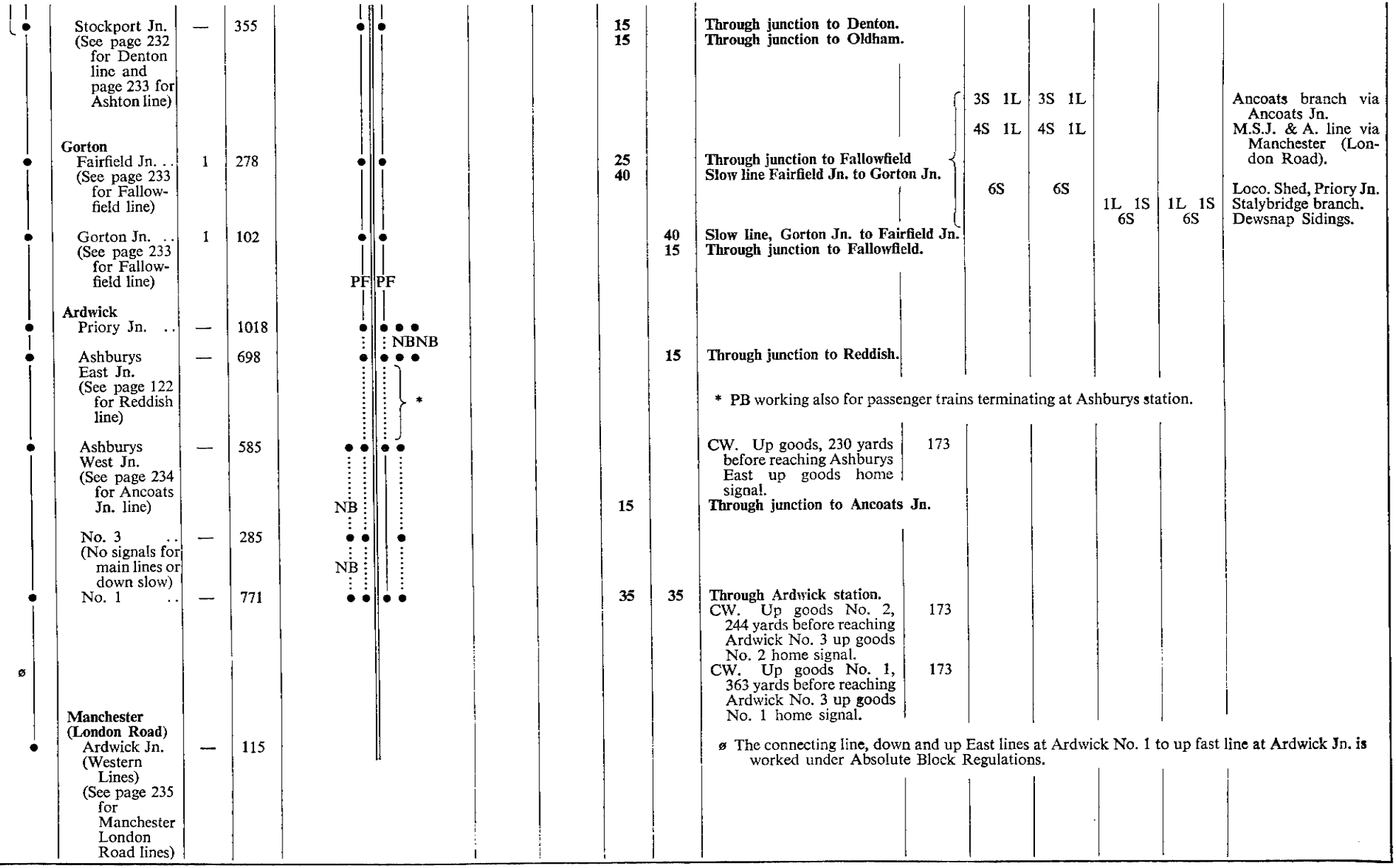
KIRKBY SOUTH JN. TO MANSFIELD COLLIERY SIDINGS

										30	30	MAXIMUM PERMISSIBLE SPEED							
	Kirkby Bentinck South Jn. .. (See page 205)	—	—								15	**Through junction.** CW. Down line, 500 yards before reaching starting signal	126						
												C. Up line, 1 mile 398 yards before reaching outer home signal.	110						
	Kirkby-in-Ashfield (Cen.) Station																		
	Sutton-in-Ashfield (Cen.) Station	2	1152									C. Down line, 2 miles 84 yards before reaching outer home signal.	200						
												C. Up line, 682 yards before reaching outer home signal.	100						
	Mansfield (Cen.) Station	2	1324					DRS	48								5S 1L		Goods line at Annesley North Jn.
																	1S 1L		Goods loop at Annesley North Jn.
	Mansfield Yard Colliery Sidings (Eastern Region)	2	1248																

Description of Block Signalling on Main Lines (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	
	DUNFORD BRIDGE WEST (EXC.) TO MANCHESTER ARDWICK JN.															
	DUNFORD BRIDGE WEST (EXC.) AND MANCHESTER ARDWICK JN.							**60** **45**	**60** **45**	MAXIMUM PERMISSIBLE SPEED ON MAIN, FAST AND SLOW LINES MAXIMUM PERMISSIBLE SPEED ON GOODS LINES						
●	**Dunford Bridge** West (Eastern Region) ..	—	—													
●	**Woodhead** Station ..	3	521	●	●	URS	200			C. Up main, 625 yards before reaching home signal.	117					
●	Crowden Station	1	1488	●	●					C. Up main, 712 yards before reaching home signal.	117	1L 1S	1L 1S			Glossop branch.
●	**Hadfield** Torside ..	1	1586	●	●					C. Up main, 731 yards before reaching home signal.	117					
●	Valehouse ..	1	867	●	●					CW. Up goods, 1 mile 581 yards before reaching Torside up goods home signal.	117					
●	East ..	—	1204		●											
●	West ..	—	837	●												

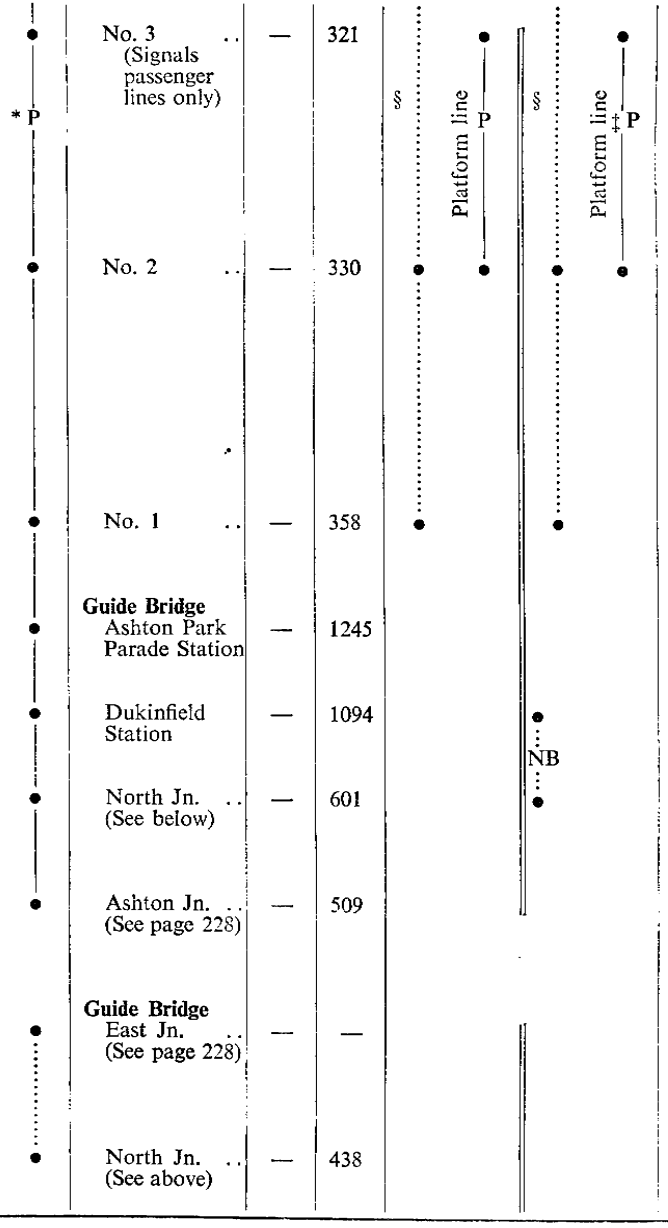
Dinting												
Station .. (See page 230 for Glossop line)	—	1367					10	**Through junction to Glossop.**				
								C. Up main, 823 yards before reaching Hadfield West up main home signal.	100	1L 1S		Branch line at Godley.
								CW. Up goods, 900 yards before reaching Hadfield West up goods home signal.	100			
								CW. Up main, 144 yards before reaching starting signal.	100			
						40	40	**Between Dinting East and West Junctions and over Dinting Viaduct.**				
						10		**Through East Junction to Glossop.**				
							10	**Through West Junction to Glossop.**				
Mottram Yard												
Mottram .. No. 2 (†)	—	803		DRS URS	29 29			C. Up line, 620 yards before reaching home signal.	122			
Mottram Yard Halt								† See page 230 for Waterside Branch (from Old Dinting Goods Ground Frame).				
Mottram No. 1	1	190				40	40	**Round Curve at West end of Mottram Viaduct.**				
(Down I.B.S. 1332 yards from Mottram No. 1 box)												
Broadbottom Station												
Godley												
East Jn. ..	1	773								1L 2S		Glossop.
Junction .. (See page 129 for Woodley line)	—	962				25		**Through junction to Woodley.**				
Guide Bridge												
Newton .. Station	1	201		URS	33			C. Up line, 683 yards before reaching home signal.	185			

Description of Block Signalling on Main Lines (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	
	DUNFORD BRIDGE WEST (EXC.) TO MANCHESTER ARDWICK JN.—*cont.*															
	Guide Bridge —*cont.*															
•	Hyde Jn. .. (See page 129 for Woodley line)	—	1754						15	**Through junction, up main to Woodley**				1S 2L 1S 3L	1S 2L 1S 3L	Godley Jn. Mottram Yard.
	Dewsnap Sidings	—	758	NB	NB											
•	East Jn. .. (See page 231 for Stalybridge line)	—	680					15		**Through junction to Stalybridge.** CW. Up goods No. 3, 600 yards before reaching Dewsnap up goods No. 3 home signal. CW. Up goods No. 2, 450 yards before reaching Dewsnap up goods No. 2 home signal. CW. Up goods No. 1, 531 yards before reaching Dewsnap up goods No. 1 home signal. CW. Up goods No. 2 (from Guide Bridge North Jn.) 52 yards before reaching box.	108 108 108 151					
•	Ashton Jn. .. (See page 231 for Stalybridge line)	—	586						15	**Through junction to Stalybridge.** CW. Up goods, 257 yards before reaching Guide Bridge East up goods home signal.	151			1L 2S	1L 2S	Woodley direction at Hyde Jn.
†	Station ..				PF			35	35	**Through station.** † PF on down fast line.						


Stockport Jn. — 355
(See page 232 for Denton line and page 233 for Ashton line)
Gorton
Fairfield Jn. . . 1 278
(See page 233 for Fallowfield line)
Gorton Jn. . . 1 102
(See page 233 for Fallowfield line)
Ardwick
Priory Jn. . . — 1018
Ashburys East Jn. — 698
(See page 122 for Reddish line)
Ashburys West Jn. — 585
(See page 234 for Ancoats Jn. line)
No. 3 . . — 285
(No signals for main lines or down slow)
No. 1 . . — 771
ø
Manchester (London Road)
Ardwick Jn. — 115
(Western Lines)
(See page 235 for Manchester London Road lines)
PF PF
NB NB
NB
NB
*
15
15
25
40
40
15
15
35
35
Through junction to Denton.
Through junction to Oldham.
Through junction to Fallowfield
Slow line Fairfield Jn. to Gorton Jn.
Slow line, Gorton Jn. to Fairfield Jn.
Through junction to Fallowfield.
Through junction to Reddish.
* PB working also for passenger trains terminating at Ashburys station.
CW. Up goods, 230 yards before reaching Ashburys East up goods home signal.
173
Through junction to Ancoats Jn.
Through Ardwick station.
CW. Up goods No. 2, 244 yards before reaching Ardwick No. 3 up goods No. 2 home signal.
173
CW. Up goods No. 1, 363 yards before reaching Ardwick No. 3 up goods No. 1 home signal.
173
ø The connecting line, down and up East lines at Ardwick No. 1 to up fast line at Ardwick Jn. is worked under Absolute Block Regulations.
3S 1L 3S 1L
4S 1L 4S 1L
6S 6S
1L 1S 1L 1S
6S 6S
Ancoats branch via Ancoats Jn.
M.S.J. & A. line via Manchester (London Road).
Loco. Shed, Priory Jn.
Stalybridge branch.
Dewsnap Sidings.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	GLOSSOP CENTRAL STATION TO DINTING STATION															
	GLOSSOP CENTRAL AND DINTING							25	25	MAXIMUM PERMISSIBLE SPEED						
•	**Glossop Central** Station ..	—	—							CW. Down line, 80 yards before reaching starting signal.	1708					
•	**Dinting** Station .. (See page 227)	—	1643					10 10	10 10	**Between Dinting South and Dinting West Junctions.** **Between Dinting South and Dinting East Junctions.**						
										CW. Up line to Glossop 150 yards before reaching second home signal to Glossop.	187					
	WATERSIDE BRANCH															
	WATERSIDE BRANCH							15	15	MAXIMUM PERMISSIBLE SPEED						
One engine in steam (No staff)	Old Dinting .. Goods ground frame	—	—							C. Single line, 1 mile 264 yards from Old Dinting siding points. (See local instructions.)	482					
										C. Single line, 127 yards from Bridge Mill siding points. (See local instructions.)	81					
	End of branch	2	360													
	STALYBRIDGE No. 4 TO GUIDE BRIDGE, ASHTON JN. AND EAST JN.															
	STALYBRIDGE AND ASHTON JN.							60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
•	**Stalybridge** No. 4 .. (Western lines)	—	—	•	•				15	**Stalybridge No. 4 box to No. 2 box.**						

The direction of the line from Stalybridge No. 4 to No. 1 is "up".



* When Stalybridge No. 3 box is closed, the up and down main lines will be closed, and Absolute Block must be worked on the up and down platform lines between Nos. 2 and 4 boxes.

‡ Rules 96 to 98 are in force on the down platform line between Stalybridge No. 3 box down home 1 signal (also slotted from Stalybridge No. 2 box) and Stalybridge No. 3 box starting signal.

§ The Absolute Block Regulations apply on the down and up goods lines on the Diggle side of No. 2 box when No. 4 box is closed.

		20	20 **Through junction from and to Ashton Charlestown.**
		15	**Stalybridge No. 2 box to No. 4 box.**
			CW. Up main, 517 yards before reaching advanced starting signal. — 115
			CW. Stockport Bay, 26 yards in advance of bay starting signal. — 122
			CW. Up goods line, 405 yards before reaching home signal. — 125
			CW. Down goods, 117 yards before reaching No. 4 distant signal. — 138
		30	**Ashton Park Parade Station to Dukinfield Station.**
			30 **Dukinfield Station to Ashton Park Parade Station.**
		15	15 **Through junction (any direction).**
		15	**Guide Bridge North Jn. to Ashton Jn.**
			15 **Guide Bridge, Ashton Jn. to North Jn.**
		15	**Through junction.**
			15 **Through junction.**
		15	**Guide Bridge, East Jn. to North Jn.**
			CW. Down line, 263 yards before reaching Guide Bridge North Jn. home signal. — Level
			15 **Guide Bridge North Jn. to East Jn.**
		15	**Through junction.**

Description of Block Signalling on Main Lines (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	
	GUIDE BRIDGE, STOCKPORT JN. TO DENTON, COCK LANE (EXC.)															
●	**Guide Bridge** Stockport Jn. (See page 228)	—	—						15	**Through junction.**						
●	**Denton** Cock Lane .. (Western Lines)	—	205													
	ASHTON CHARLESTOWN, ASHTON MOSS NORTH JN. (EXC.) AND O.A. & G.B. JN. TO GUIDE BRIDGE, STOCKPORT JN.															
	ASHTON MOSS NORTH JN. AND ASHTON MOSS SOUTH JN.							15	15	MAXIMUM PERMISSIBLE SPEED						
	O.A. & G.B. JN. AND GUIDE BRIDGE, STOCKPORT JN.							40	40	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
●	**Ashton Charlestown** Ashton Moss North Jn. (Central Lines)	—	—													
●	**Guide Bridge** Ashton Moss South Jn. (See below)	—	449					15		**Through junction.**						
●	**Ashton Charlestown** O.A. & G.B. Jn. (Central Lines)	—	—		●			20		**O.A. & G.B. Jn. to Ashton Moss South Jn.**						

Guide Bridge												
Ashton Moss South Jn. (See above)	—	479				15	Through junction to Ashton Moss North Jn.					
						20	**Ashton Moss South Jn. to O.A. & G.B. Jn.**					
							CW. Up goods, 310 yards before reaching up goods outlet signal for O.A. and G.B. Jn.	122	1S 1L 2S 1L			Main line at Stockport Jn. Up goods line No. 1 (at Guide Bridge East Jn.) to Dewsnap.
							C. Up line, 551 yards before reaching home signal.	100	4S 1L			Guide Bridge North Jn.
Crowthorn Jn. (See below for Denton line)	—	1215				25	**Through junction to Denton.**					
Stockport Jn. (See page 229)	—	870					C. Up line, 255 yards before reaching starting signal.	100				
						15	**Through junction.**					
GUIDE BRIDGE, CROWTHORN JN. TO DENTON, ASHTON MOSS COLLIERY (EXC.)												
CROWTHORN JN. AND ASHTON MOSS COLLIERY						40	40	MAXIMUM PERMISSIBLE SPEED				
Crowthorn Jn. (See above)	—	—					25	**Through junction.**				
Denton												
Ashton Moss Colliery (Western lines)	—	412										
FAIRFIELD JN. AND GORTON JN. TO CHORLTON JN.												
FAIRFIELD JN. AND CHORLTON JN.						60	60	MAXIMUM PERMISSIBLE SPEED				
Fairfield Jn. .. (See page 229)	—	—					25	**Through junction.**				
Hyde Road												
Junction .. (See page 234)	1	172										
Gorton												
Junction .. (See page 229)	—	—				15	**Through junction.**					
						20	20	**Round curve between Gorton Jn. and Hyde Road Jn.**				
							(The direction of the line from Gorton Jn. to Hyde Road Jn. is "up")					

Description of Block Signalling on Main Lines (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	
	FAIRFIELD JN. AND GORTON JN. TO CHORLTON JN.—*cont.*															
●	**Hyde Road** Junction .. (See page 233)	—	1465							C. Up line from Gorton, 660 yards before reaching home signal.	105			2S 1L		Slow line at Gorton Jn.
										Through junction to and from Gorton Jn.						
	(Down I.B.S. 743 yards from Hyde Road Jn. box)							10	10	C. Up line from Levenshulme, 649 yards before reaching second home signal.	133					
										C. Up line from Levenshulme, 525 yards before reaching first home signal.	108					
●	Levenshulme South Station	1	1236							C. Up line, 861 yards before reaching first home signal.	80					
●	**Fallowfield** Station ..	1	772													
●	**Chorlton-cum-Hardy** Junction .. (See page 105)	2	113					20		**Through junction.**						
	ASHBURYS WEST JN. TO MILES PLATTING, MIDLAND JN. (EXC.)															
	ASHBURYS WEST JN. TO MIDLAND JN.							20	20	MAXIMUM PERMISSIBLE SPEED						
●	Ashburys West Jn. (See page 229)	—	—						15	**Through junction.**						
●	Ancoats Jn. .. (See page 235 for Ancoats Branch line)	—	220					15	15	**Through junction in any direction.**						

Miles Platting									
Midland Jn... (Central lines)	—	970						CW. Up line, 220 yards before reaching starting signal.	90
						20		**Through junction.**	

ANCOATS JN. TO ASHTON ROAD

ANCOATS JN. TO ASHTON ROAD						15	15	MAXIMUM PERMISSIBLE SPEED	
Ashton Road									
Ancoats Jn. .. (See page 234)	—	—					15	**Through junction.**	
†									
Ashton Road	—	396							

(† Designated "Arrival" and "Departure" roads)

MANCHESTER LONDON ROAD, ARDWICK JN. TO LONDON ROAD No. 3 (WESTERN LINES)

ARDWICK JN. TO MANCHESTER LONDON ROAD						75	75	MAXIMUM PERMISSIBLE SPEED ON FAST LINES	
ARDWICK JN. TO MANCHESTER LONDON ROAD						75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
Manchester London Road									
Ardwick Jn. ♢ (See page 235 for Dunford Bridge line)	—	—				40	45	**Through junction, slow lines.**	
						45	45	**Through junction, fast lines.**	
						40	40	**Through junction, from and to east lines.**	
							15	**Through junction, to Philips Park Branch.**	
No. 1 ..	—	541							
No. 2 ..	—	415							
No. 3 ..	—	179							

♢ The connecting line, up fast line at Ardwick Jn. to down and up East lines at Ardwick No. 1 is worked under Absolute Block Regulations.

Drivers of all diesel trains must sound their horns when entering and leaving Nos. 7, 11 and 12 Platforms as a warning to staff engaged in examining trains, etc.

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
		m.p.h.	
Hendon and Mill Hill, over bridge 50 (7½–7¾ m.p.) carrying goods lines over passenger lines	Former L.N.E. V2.. ..	5	
Humberstone Road Station, over goods line and siding on bridge 7 (99¾ m.p.)	6P/5F, 7P/6F, D5700–5719	15	
Junction Road Jn. down platform line	Former S.R. Class U ..	Caution	
Piddington and Hardingstone Jn. over bridge 42 (70m. 23c.)	2P, 4(4–6–0), 5, 8F, 9F, D5000–5019, D5300–5319, D600–604, 204 H.P. and 350 H.P. diesel shunting locomotives	25	
Edwalton and Nottingham, over bridges 2 (River Trent) and 4 (122½–123 m.p.)	7P(46170), D10000, D10001, D10201–2–3, former L.N.E. B1, V2	25	
	Former L.N.E. K1, K3 ..	30	
Lubenham, down line through station	Former L.N.E. J6	10	
Clipston and Oxendon station, through cross-over road	Former L.N.E. J11, J39 ..	Caution	
Great Dalby and Melton Mowbray North, over bridges 77 (19¾ m.p.) and 74 (19¼ m.p.)	Former L.N.E. O2 ..	15	
Over bridge 69 (18m. 72c.) ..	5, 8F, 9F, Former L.N.E. D11, J39, O2	15	
Great Dalby and Melton Mowbray North over crossover roads	5, 8F, 9F, Former L.N.E. D11, J39, O2	Caution	
Welham Jn. to Melton Mowbray North	—	—	Side windscreens must be folded back out of use.
Marefield Jn. to Leicester (Belgrave Road)	—	—	Side windscreens must be folded back out of use.
Syston East Jn. and Melton Mowbray	7P(46170), D10000, D10001, D10201–2–3, Former L.N.E. V2	40	
Mansfield and Mansfield Woodhouse, over bridge 36 (141½–141¾ m.p.)	Former L.N.E. D10, D11, J6	30	
Sawley Jn., over bridges 19A and 22 near Sawley Station	Former L.N.E. B1, D11, J11 J39	40	
Chorlton Jn. and Manchester Central	—	—	Side windscreens must be folded back out of use.
Idridgehay to Wirksworth, over bridge 16 (138¾ and 139 m.p.)	D5000–5049, D5300–5319, D5700–5719	10	
Ambergate and Wingfield over bridge 45 (138½–138¼ m.p.)	7P(46170), D10000, D10001, D10201–2–3, Former L.N.E. V2	40	
Macclesfield Central to Marple Wharf Jn.	—	—	Side windscreens must be folded back out of use.
Macclesfield Central round curve to ½ m.p.	Former L.N.E. O1, O2, O4, WD 8F	15	
Hayfield to New Mills Jn... ..	Former L.N.E. J39 ..	30	
Through Hayfield Tunnel.. ..	—	—	Side windscreens must be folded back out of use.
Romiley Jn. to Glazebrook East Jn.	—	—	Side windscreens must be folded back out of use.
Through Tiviot Dale Tunnel ..	D1–10	10	
Heaton Mersey East Jn. to Cheadle Jn.	—	—	Not more than three engines may run coupled together.
Cadishead to Partington			
Godley Jn. to Apethorne Jn. ..	—	—	Side windscreens must be folded back out of use.
Woodley Jn. to Bredbury Jn. ..			
Woodley Jn. and Hyde Jn. ..	Former L.N.E. B16 ..	30	

TABLE A—*continued*

SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS APPLICABLE TO INDIVIDUAL CLASSES OF LOCOMOTIVES—*continued*

Section of line	Class and type of engine affected	Speed Restriction	Special Instructions
		m.p.h.	
Manchester Central to Liverpool Central	—	—	Side windscreens must be folded back out of use.
Manchester Central to Throstle Nest East Jn.	—	—	Not more than two engines may work coupled together.
Throstle Nest South Jn. to Trafford Park Jn.	—	—	Side windscreens must be folded back out of use.
Throstle Nest East Jn. to Glazebrook East Jn.	—	—	Not more than three engines may work coupled together.
Glazebrook East Jn. to Liverpool Central	—	—	Not more than five engines may work coupled together.
Padgate Jn. to Sankey Jn. (Avoiding Line) Halewood East Jn. and Hunts Cross Jn. to Aintree Fazakerley South and North Jns. to Huskisson Hunts Cross W. Jn. to Allerton Jn.	—	—	Side windscreens must be folded back out of use.
North Stafford Jn. and Burton station, down goods line (10¼–10½ m.p.)	Former L.N.E. O2.. ..	5	
Saltley, through bridge 149 (40m. 360yds.) on down Camp Hill line	—	—	Side windscreens must be folded back out of use.
Birmingham New St. through South Tunnel	—	—	Side windscreens must be folded back out of use.
Birmingham New St., Nos. 4 and 8 platforms	Former G.W. engines ..	Caution	
Kings Norton, over up and down West Suburban lines through station	Former G.W. engines ..	15	
Kings Norton, over crossover roads in station	7P/6F	5	
Melbourne Station and Chellaston Jn. bridge 12 at 10m. 24c.	D5000–5049, D5300–5319, D5700–5719	10	
Dove Jn. and Egginton Jn. over bridge 135 (Dove Viaduct)	—	—	Working of engines coupled together is prohibited.
Shobnall Jn. over facing connections on to Dallow Lane branch	All	Caution	
Woodville Goods Jn. and Woodville Station, over bridge No. 4 (123 and 123¼ m.p.)	4(4–6–0), 5, 6P/5F(4–6–2), D600–604, D5000–5049	30	
	D5700–5719	15	
Wigston Glen Parva and Blaby over bridge 31 (13m. 46½c.), 33 (13m. 77c.), 34 (14m. 3c.)	7P(46170), D10000, D10001, D10201–2–3	30	
Through Arley Tunnel	—	—	Side windscreens must be folded back out of use.
Sutton Park Station, down platform line	Former G.W. engines ..	Caution	
Aldridge Station, down platform line	Former G.W. engines ..	Caution	
Landor St. Jn. and Kings Norton (via Camp Hill)	7P(46170), D10000, D10001, D10201–2–3	40	
Through Moseley Tunnel ..	Former G.W. engines ..	15	
Kings Norton and north end of Moseley Tunnel	5 (B.R. Standard)	40	
Halesowen and Rubery, bridge 10 (Dowery Dell Viaduct)	All	10	Working of engines coupled together prohibited.

TABLE A—*continued*

SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS APPLICABLE TO INDIVIDUAL CLASSES OF LOCOMOTIVES—*continued*

Section of line	Class and type of engine affected	Speed Restriction	Special Instructions
		m.p.h.	
Marylebone and Heath, via High Wycombe	Former L.N.E. A1, A2, A3, A4, V2	—	Must not be double headed by engines of their own class or by former L.N.E. B16/1, B16/2, B16/3, D11, D49, J39, J50, K1, K3, K5, L1, N2, O1, O2, O4, Q6, V1, V3.
Marylebone and Neasden South Jn.	Former L.N.E. N2 ..	50	
Neasden and South West Bank ..	Former G.W. engines ..	10	
Neasden South Jn. to Grendon Underwood Jn. (via Harrow)	Former L.N.E. A1, A2, A3, A4	—	Must not be double headed.
Neasden South Jn. and Quainton Road	Former L.N.E. N2 ..	50	
Basford North Jn. to Stanton Jn. and to Stanton Works	Former L.N.E. O1, O2, O4, Q6	—	Must not be double headed.
Awsworth Jn. to Pinxton.. ..	—	—	Double heading prohibited.
Heanor Branch Jn. to Heanor Goods	—	—	Double heading prohibited.
Leen Valley Jn. and Annesley North Jn.	—	—	Double heading prohibited.
Kirkby South Jn. and Shirebrook South	—	—	Double heading prohibited by any of the following types of engine : Former L.N.E. A1–4, B16/1, B16/2, B16/3, D11, D49, J39, J50, K1, K3, K5, L1, N2, O1, O2, O4, Q6, Q7, V1–3.
Dunford Bridge to Manchester London Road	EM1, EM2	—	May run coupled together but not more than two EM1 locomotives may be coupled when running light.
Mottram and Dinting Viaducts ..	—	—	Not more than two steam engines coupled together, either light or working a train may be run over Mottram and Dinting Viaducts. Speed restriction 25 m.p.h.
Mottram and Dinting Viaducts ..	7P, Former L.N.E. A1, A2, A3, A4, V2	—	If any of these engines are being hauled "dead" over these viaducts, six wagons must be placed between the hauling engine and the load, speed restriction 25 m.p.h.
Glossop to Dinting, over bridge 10 at 0m. 12c.	EM1	10	
Dukinfield to Guide Bridge over bridge 3 (0m. 51½c.)	EM1	10	
Bridges 1 and 1A (River Tame Viaduct)	EM1	20	
Ancoats Jn. to Ancoats Goods over bridge 1 between 0–¼ m.p.	6P/5F	5	

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
Kirkby Sidings	Kirkby Sidings North ..	Departure	—
New Street No. 5 (Western Lines)	New Street No. 1 (Western Lines)	—	No. 1 up siding (P.B. by single stroke bell)
New Street No. 5 (Western Lines)	New Street No. 1 (Western Lines)	—	No. 2 up siding (P.B. by single stroke bell).

TABLE C

LINES WORKED UNDER "NO BLOCK" REGULATIONS

Referring to the instruction 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
Dock Jn.	St. Pancras Goods Yard..	Reception line alongside North London Incline	
West End Sidings	West Hampstead Station	.. .. ..	*Nos. 1, 2 and 3 arrival
Watling Street Jn.	Cricklewood Jn. ..	Reception	
Cricklewood Jn.	Carriage Sidings Shunting Neck	Arrival	
Carriage Sidings Shunting Neck	Cricklewood Jn. ..	.. .. ..	Departure
Cricklewood Jn.	Brent Empty Wagon Sidings	†Reception († May be used in both directions between the ground frame controlling the "short roads" and Brent Empty Wagon Sidings ground frame.)	
Brent Loaded Wagon Sidings Ground Frame	Cricklewood Jn.	.. .. ..	Nos. 1 and 2 departure sidings
Brent Loaded Wagon Sidings Ground Frame	Cricklewood Jn.	.. .. ..	*Shunting line
Brent Jn. No. 1	Brent Loaded Wagon Sidings Ground Frame	.. .. ..	*Nos. 1, 2, 3 and 4 reception sidings
Brent Up Sidings	Brent Loaded Wagon Sidings Ground Frame	*Engine	
Brent Empty Wagon Sidings	Brent Jn. No. 2	*Arrival	
Brent Empty Wagon Sidings	Brent Jn. No. 2	*Departure	
Wellingborough Station ..	Finedon Road	*Reception† († Used in both directions between South and North Shunters' Cabins only).	
Wigston Up Sidings ..	Wigston South Jn. ..	.. .. ..	Departure Siding
Wigston North Jn. ..	Wigston Up Sidings ..	.. .. ..	Reception
Leicester, Saffron Lane Jn.	Knighton South Jn. ..	.. .. ..	*Reception
Leicester, Bell Lane ..	Humberstone Road Jn.	*Nos. 1 and 2 Reception Sidings	
Toton East Jn.	Down Sidings Hump Room	*East and West arrival	

TABLE C—*continued*

LINES WORKED UNDER "NO BLOCK" REGULATIONS—*continued*

(* Used in both directions)

From	To	Line	
		Down	Up
Toton South and East Sidings G.F.	Toton East Jn.	.. .. ..	*South departure
Toton South End East G.F.	Toton East Jn.	.. .. ..	*Shunting neck East
Toton East Jn.	Toton South end East Sidings G.F.	.. .. ..	Engine arrival
Toton Jn.	Toton East Jn.	.. .. ..	*West shunting neck
Toton Centre	Toton Jn.	.. .. ..	*Independent
Toton North Yard ..	Toton Down Sidings North	Departure	
Toton Down Sidings North	Toton North Yard ..	.. .. ..	Arrival
Toton Brake Sidings ..	Toton Down Sidings North	*Departure	
Meadow Sidings	Stapleford & Sandiacre ..	Meadow departure	
Stapleford & Sandiacre ..	Meadow Sidings	.. .. ..	*Meadow arrival
Stapleford & Sandiacre ..	Toton, Up Sidings Hump Room	.. .. ..	*Reception
Stanton Gate North ..	Stanton Gate New Sidings	.. .. ..	*Reception
Stoneyford Jn.	Codnor Park South Sidings	.. .. ..	*Reception
Westhouses & Blackwell Station	Tibshelf South Jn. ..	Reception	
Junction Road Jn... ..	Upper Holloway.. ..	Reception	
Upper Holloway	Junction Road Jn. ..	.. .. ..	Reception
Bedford Jn.	Ouse Bridge	.. .. ..	Through Siding
Corby North	Corby South	.. .. ..	*Reception Sidings (See special instructions on page 348)
Lloyds Sidings South ..	Lloyds Sidings North ..	*Nos. 1 and 2 reception	
Lloyds Sidings North ..	Lloyds Sidings South ..	.. .. ..	No. 3 reception
Nottingham, Goods Yard East G.F.	Nottingham Goods Yard North G.F.	*No. 1 through Siding	
Nottingham, Goods Yard North G.F.	Lenton North Jn. ..	No. 1 departure	
Nottingham, Goods Yard North G.F.	Lenton North Jn. ..	*No. 2 departure (also named No. 3 arrival)	
Lenton North Jn.	Nottingham, Goods Yard North G.F.	.. .. ..	Nos. 1 and 2 arrival
Beeston South Jn. ..	Beeston Sidings No. 2 ..	Nos. 1, 2 and 3 reception	
Beeston Up Sidings North End	Beeston Up Sidings South End	.. .. ..	Nos. 1 and 2 reception
Beeston, Centre of Down Sidings	Beeston North Jn. ..	*"Down and Up" reception	
Kirkby Marshalling Sidings	.. ..	Reception	Nos. 1 and 2 reception Sidings
Kirkby Sidings	Kirkby Station Jn. ..	.. .. ..	Departure
Tibshelf East Jn.	Weighing Machine Sidings	.. .. ..	Reception
Derby Way and Works Sidings	Engine Sidings No. 1 ..	Loco	
Derby Engine Sidings No. 1	Way and Works Sidings	.. .. ..	Loco.
Derby North Jn.	St. Marys Goods Yard ..	Reception	
Peak Forest North ..	Peak Forest South ..	.. .. ..	Nos. 1 and 2 reception
Ambergate North Jn. ..	Crich Jn.	*Reception	
Crich Jn.	Ambergate North Jn. ..	.. .. ..	*Reception
Burton, Branston Sidings ..	Branston Jn.	*Nos. 1 and 2 reception	
Water Orton Jn.	Water Orton Sidings ..	.. .. ..	Arrival
Water Orton Sidings ..	Water Orton Station Jn.	.. .. ..	Departure
Washwood Heath Jn. ..	Washwood Heath Sidings No. 3	*No. 1 reception	
Washwood Heath Jn. ..	Washwood Heath Sidings No. 3	Nos. 2 and 3 reception	
Lawley Street "A" ..	Lawley Street "B" ..	Main arrival and Nos. 1 and 2 arrival	

TABLE C—*continued*

LINES WORKED UNDER "NO BLOCK" REGULATIONS—*continued*

(*Used in both directions.)

From	To	Line	
		Down	Up
Lawley Street "B"	Lawley Street "A" ..	.. .. ..	Main departure
Lawley Street "B" ..	Lawley Street "A" ..	.. .. ..	*Zealand
Lawley Street "A" ..	Lawley Street No. 3 and "B"	*Baltic	
Kings Norton Station Jn...	Down Sidings	*Arrival	
Hawkins Lane Jn.	Wetmore Sidings.. ..	Outwards	
Wetmore Sidings	Hawkins Lane Jn.	.. ..	Inwards
Coalville Mantle Lane East	Mantle Lane West ..	Reception	
Ashton Jn.	Guide Bridge North ..	.. .. ..	Reception Siding
Ashton Road	Palmerston Road Ground Frame	Arrival	
Palmerston Road Ground Frame	Ashton Road	.. .. ..	Departure

TABLE D1

ELECTRIC TOKEN RECEIVING AND DELIVERING APPARATUS

The following instructions respecting the method of exchanging tokens apply at the places shown below:—

(1) To deliver a token the Fireman must hold the hoop at arm's length so that it faces squarely to the front. On passing the "receiving" post the hoop must be passed over the projecting arm. The hoop must not be thrown over the projecting arm.

(2) To pick up a token the Fireman must pass his forearm through the hoop and the token will then easily draw out from the spring box of the "picking-up" post.

(3) The speed of the train must not exceed **15 m.p.h.** when carrying out the above operations.

(4) The Signalman, when placing the hoop containing the token in the spring box of the "picking-up" post, must see that the hoop faces squarely in the direction of the approaching train, and that the spring box is in proper working order.

(5) The local Signal Inspector must be advised of any repairs which may be required to the apparatus.

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

Signal box	Apparatus in connection with	Description	Apparatus situated
Kettering Jn.	Down and up Kimbolton Branch trains	Receiver and Deliverer	Near box
Blackwell East Jn... ..	Up trains from "B" Winning Colliery Sidings	† Receiver	West side of box
(† Not applicable to trains proceeding via Up Goods line towards Blackwell South Jn.)			

AUTOMATIC TOKEN EXCHANGE APPARATUS. Special apparatus for the automatic exchange of tokens is provided at the places shown below.

The apparatus can only be used for engines fitted with the token apparatus and then only when running chimney leading.

The tokens in connection with trains worked by engines not so fitted must be exchanged by hand.

The token must be removed from the receiving apparatus on the engine as soon as it has been received and must not be placed on the delivery apparatus nor must that apparatus be extended to the delivering position until the engine has passed the distant signal for the signal box where the exchange is to be made.

The apparatus must be withdrawn and secured immediately after use.

Signal box	Remarks
Nil	—

When the apparatus is being used, the speed restrictions shown in Table "A" will apply.

TABLE D.2

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 Signalman 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
North London Incline to St. Pancras Jn. (Western Lines)	North London Incline and St. Pancras Jn. (Western Lines)	Worked under special instructions. (See page 345)
Brent Engine Line (between Brent South Sidings and Brent Up Sidings)	West and East staff boxes ..	Fireman of light engine. Fireman of rearmost engine of coupled engines. Person in charge in the case of trains. (See special instructions on pages 338 and 389).
Blisworth to Towcester	Blisworth	Shunter.
Higham Ferrers to Irchester Jn. ..	Higham Ferrers Goods G.F. ..	Fireman or Guard. (See special instructions on page 347)
Loddington Branch, Kettering ..	Kettering Station box	Leading Shunter in charge of down sidings at Kettering.
Uppingham Branch	Uppingham	*Station Master.
Stanton Gate Old Works Branch..	Stanton Gate North	Yard Foreman or Shunter
Stanton Gate North to Stanton New Works Sidings	Stanton Gate North	*Yard Foreman or Shunter.
Stanton New Works Sidings to Mapperley Jn. Mapperley Colliery or Shipley Colliery Branches	Mapperley Jn.	Foreman or Person in charge.
Cottesmore Branch, Ashwell ..	Ashwell Sidings G.F.	Shunter or Leading Porter.
Bestwood Park Jn. to Colliery ..	Loaded Sidings G.F.	Railway or Colliery Shunter.
Kirkby Colliery Branch	Kirkby Sidings	Worked under special instructions. (See page 351).
Blidworth Colliery Empty Wagon Branch	Blidworth Colliery G.F. ..	Guard, Shunter or Fireman.
Alfreton Colliery Branch	Alfreton Station box	*Shunter.
Skegby Jn. to Pleasley Jn... ..	Pleasley East G.F.	Person in charge, Shunter or Guard.
Tibshelf and Newton Station to Seely's Colliery Loaded Wagon Sidings	Seely's Colliery G.F.	Guard, Shunter or Fireman.
Grassmoor East and Avenue Sidings	Avenue Sidings	Inspector or Shunter. (See special instructions on page 343).
Duffield Jn. to Wirksworth Station	Wirksworth Station	Person in charge.
Wirksworth Incline Branch ..	Wirksworth Station	Station Master.
High Peak Jn. to Parsley Hay Station	High Peak Jn.	Person in charge.
	Cromford	
	Sheep Pasture Top ..	
	Bottom of Middleton ..	
	Middleton Top	Goods Guard.
	Hopton Top	
	Longcliffe	Person in charge when on duty, otherwise Guard.
	Friden	
West Bridge Station to Desford Jn.	West Bridge Station	Shunter.
Coalville East to Shepshed ..	Shepshed	Station Master.
Woodville Goods Jn. to Goods Station	Woodville Goods Jn. G.F. ..	Guard or Shunter. (See special instructions exhibited at ground frame.)
Bretby Branch	Swadlincote Jn. Sidings Yard Foreman's Cabin	Yard Foreman.
Kingsbury Branch	Kingsbury Branch Sidings ..	*Yard Foreman.
Stockingford Branch	Stockingford	Shunter.
Walsall Wood Branch	Aldridge Jn.	*Fireman of train detained at the down branch starting signal must return to signal box for the staff.
Ruddington Factory Branch ..	Ruddington Station	Shunter.
Pinxton Colliery Branch	Pinxton Station box	Station Porter.
Heanor Branch	Nutbrook Jn. Shunter's Cabin ..	Shunter at Nutbrook Jn.
		(*In addition to Signalman.)

TABLE D.2—*continued*

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

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
Fork Jn. No. 1 G.F. to Stanton Old and New Works	Fork Jn. No. 1 G.F.	Shunter.
Bestwood Colliery Loaded Sidings G.F. and Empty Sidings Shunters' Cabin.	Loaded Sidings G.F.	Railway or Colliery Shunter.
Waterside Branch (Old Dinting) ..	Old Dinting Goods Office (Annett's Key)	Guard or Shunter.

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 whistle. Should the signal not be lowered within a reasonable time the, bell or telephone must again be used.

Whistle to be given at	Movement required	Whistle: L=Long. S=Short. C=Crow.
Kettering—		
North	*From siding at back of down fast line platform:*—	
	Towards Leicester	3 L
	Towards Manton	4 L
Toton—		
Junction	*Leaving independent line:*—	
	To West yard	1 S, 1 L
	To Chilwell sidings or Toton East up sidings	2 S, 1 L
	To Toton down sidings	3 S, 1 L
	Via low level	4 S, 1 L
Down sidings North ..	From engine shed or brake sidings	1 L
	From the North yard	4 L
	From old North sidings or No. 21 siding	5 L
Stapleford & Sandiacre—		
Station	*Leaving Toton Meadow sidings, Sandiacre:*—	
	To main line	1 S, 1 L
	To first down goods line	2 S, 1 L
	Forward on second down goods line	3 S, 1 L
	To Mapperley Branch	4 S, 1 L
Hasland—		
Sidings	Shunting neck right away to North direction.. ..	2 L
	Shunting neck right away to South direction.. ..	3 L
	Loco. yard to shunting neck	4 L
Holwell—		
Sidings	From centre sidings or works	2 L
	From South sidings	3 L
	From branch connecting line	4 L
	From North sidings	5 L
Nottingham Midland—		
London Road Jn. ..	From down goods line into Cattle Market sidings ..	3 L
	Up goods line—requiring to leave carriage sidings alongside up goods sidings near London Road Bridge and Cattle Market sidings	4 L
Leicester Central—		
Belgrave Road Station ..	Down main to goods	1 S, 2 L
	Fish dock, siding 7	1 S, 1 L
	Bay No. 6	2 S, 1 L
	Bay No. 5	3 S, 1 L
	Bay No. 4	4 S, 1 L
	Bay No. 3	2 S, 1 L
	Bay No. 2	2 S, 2 L
	Bay No. 1	1 L, 4 S

TABLE E—*continued*

LOCAL CODE OF ENGINE WHISTLES—*continued*

Whistle to be given at	Movement required	Whistle: L=Long. S=Short. C=Crow.
Leicester Central—		
Belgrave Road Station—*continued*	Loco. to goods yard	2 C, 4 S
	Goods "C" to shunt line	1 L, 2 C
	Goods "B" to shunt line	1 C, 2 S
	Goods "B" to main departure	2 L, 3 S
	Goods "A" to main departure	2 S, 2 L
	Goods "A" to shunt line	2 S, 1 C
	Richard's siding and "A" group	2 S, pause 4 S
	Richard's siding and "B" group	2 S, pause 2 C
Beeston—		
South Jn.	*From sidings alongside up goods line:—*	
	To down side	4 L
Mansfield Town—		
North Jn...	From goods yard to Kirkby	2 L
	From goods yard to Southwell	3 L
	From goods yard to lie-bye	4 L
	From goods yard to coal yard	5 L
New Mills Central—		
Junction	Up sidings and up main	6 S
Marple—		
Station	Up siding and down main at North end	4 S, 1 L
	Up siding and up main at South end	3 S, 1 L
	If required to pass starting signal at end of platform for shunting purposes	5 S, 1 L
Romiley—		
Junction	Up sidings and down main	6 S
Belle Vue—		
Station	No. 1 siding to down main	1 S, 1 L
	No. 1 siding to platform siding	1 S, 2 L
	No. 2 siding to down main	2 S, 1 C
	No. 2 siding to platform siding	1 L, 1 C
New Mills Central—		
Hayfield Station	Goods yard	4 S, 1 L
	Wood siding	3 S, 1 L
Macclesfield Central—		
Goods Jn... (Western Lines)	Goods yard sidings	3 S, 1 L
	Coal sidings	4 S, 1 L
	Turntable road	6 S
Bollington—		
Station	No. 1 siding for main line South	2 S, 1 L
	Nos. 2 and 3 sidings for main line South	4 S, 1 L
Heaton Mersey—		
Georges Road Jn.	Warehouse sidings to down reception	5 S, 1 C
Cheadle Jn.	Sidings to Cheadle Heath	4 S, 1 L
Manchester Central—		
Cornbrook Sidings	To or from No. 1 group	2 S, 1 L
	Right away from No. 1 group	1 S, 1 L, 1 S
	To or from No. 2 group	2 S, 2 L
	Right away from No. 2 group	1 S, 1 L, 2 S
	Shunt from No. 5 down sidings	5 S, 1 L
	From turntable for Manchester	1 S, 1 L
	From turntable for Trafford Park	1 S, 2 L
	Shunt from goods yard	3 S, 1 L
	To or from bottom coal sidings	1 L, 4 S

TABLE E—*continued*

LOCAL CODE OF ENGINE WHISTLES—*continued*

Whistle to be given at	Movement required	Whistle: L=Long. S=Short C=Crow.
Manchester Central—*continued*		
Throstle Nest East Jn.	Nos. 1 and 2 sidings to Trafford Park	1 S, 1 L
	Nos. 3 and 4 sidings to Trafford Park	1 S, 2 L
	Nos. 3, 4 and 5 sidings to Chorlton	3 L, 1 S
	Nos. 3, 4 and 5 sidings to down branch for shunting	3 S, 2 L
	Up sidings to down fast line	2 S, 1 L
	To or from down slow line and middle siding	5 S, 1 L
	To or from down fast line and middle siding	5 S, 2 L
Warrington Central—		
Station	No. 1 carriage siding to down main	1 L, 4 S
	No. 2 carriage siding to down main	2 S, 1 L
Hunt's Cross—		
Halewood West Jn.	From West sidings	2 S, 1 L
Brunswick	Goods yard to top yard road	2 S, 1 L
	Goods yard to down sidings	3 S, 1 L
	Goods yard to table road	3 S, 2 L
	For Forge sidings	4 S, 1 L
	To or from Herculaneum Dock road and goods yard	2 L, 4 S
	From No. 1 group	3 L, 2 S
	From No. 2 group	4 L
	From No. 3 group	2 L, 3 S
	Down sidings to Liverpool Central	1 S, 1 L, 1 S
	Top yard to old shed road	1 S, 1 L
	"C" section to top yard	3 L, 1 S
Liverpool Central—		
Station	No. 1 platform	1 S, 1 L
	No. 2 platform	2 S, 1 L
	Middle road between Nos. 2 and 3 platforms	3 S, 1 L
	No. 3 platform	3 L, 1 S
	No. 4 platform	4 L
	Middle road between Nos. 4 and 5 platforms	2 S, 4 L
	No. 5 platform	4 L, 1 S
	No. 6 platform	4 L, 2 S
	Carriage Dock sidings	3 L, 2 S
Saltley—		
Washwood Heath Sidings No. 1	Bank engine required	1 S, pause, 1 S
Duddeston Road	From Engine Shed — To St. Andrews Jn.	1 L
	From Engine Shed — To Grand Jn.	2 L
	From Engine Shed — To Saltley Station	3 L
	From Engine Shed — To Lawley Street Yard	4 L
	From Lawley Street — To St. Andrews Jn. direct	1 L
	From Lawley Street — To Grand Jn. direct	2 L
	From Lawley Street — To Castle Bromwich direct	3 L
	From Lawley Street — To stop at Saltley Jn. or Saltley sidings for traffic	4 L
Burton-on-Trent—		
Stretton Jn.	*Approaching Stretton Jn.:*—	
	Main line	1 L
	Horninglow yard	2 L
	Stretton sidings	4 L
Allsopp's Crossing	Towards Guild Street	1 L
	To Bass & Co.'s premises	3 L
Guild Street Crossing	Approaching level crossing with Allsopp & Son's engine to pass over level crossing	2 L
Wellington Street Jn.	*From Uxbridge Street or from Leicester Jn.:*—	
	To Bass & Co.'s lines at Wellington Street Jn.	3 L
	From Shobnall Jn. or Bass & Co.'s lines:—	
	To Uxbridge Street	2 L
	To Leicester Jn.	3 L
Dale Street Jn.	*From Leicester Jn. Sidings:*—	
	To Branston Road	5 L
	To Wellington Street Jn.	2 L
	To Leicester Jn. sidings	3 L, 1 S

TABLE E—*continued*

LOCAL CODE OF ENGINE WHISTLES—*continued*

Whistle to be given at	Movement required	Whistle: L=Long. S=Short. C=Crow.
Burton-on-Trent—*continued*		
Uxbridge Street Jn.	To Bass & Co.'s loading dock, Duke Street	1 S, 1 L
	To Branston Road from Dale Street Jn.	5 L
	To Wellington Street Jn.	2 L
	To Leicester Jn. sidings	3 L
James Street Jn.	To Wellington Street Jn.	2 L
	To Leicester Jn. sidings	3 L
Marylebone—		
Goods Yard	Main and potato siding No. 1	1 S, pause 3 S
	Main and warehouse	1 L, 4 S
	Main and gantry siding No. 1	1 L, 5 S
	Main and coal siding No. 1	4 L, 1 S
	Goods and potato siding No. 1	1 S, 4 L
	Goods and gantry siding No. 1	1 S, 2 L
	Goods and coal siding No. 1	1 S, 1 L
	No. 1 shunting neck and potato siding No. 1	2 L, 4 S
	No. 1 shunting neck to warehouse	2 L, 3 S
	No. 1 shunting neck and gantry siding No. 1	1 C, 2 S
	No. 1 shunting neck and coal siding No. 1	2 L, 2 C
	No. 1 shunting neck and stable siding	3 C, 1 S
	No. 2 shunting neck and potato shed No. 2	3 L, 4 S
	No. 2 shunting neck and warehouse	3 L, 3 S
	No. 2 shunting neck and gantry siding No. 2	3 L, 2 S
	No. 2 shunting neck and coal siding No. 2	3 L, 1 S
	No. 2 coal siding and No. 1 shunting neck	3 S, 1 C
	No. 2 coal siding and down goods	3 S, 2 L
	No. 2 coal siding and down main	3 S, 1 L
	Gantry siding No. 2 and down goods	4 S, 2 L
	Gantry siding No. 2 and down main	4 S, 1 L
	Potato siding No. 2 and down goods	5 S, 2 L
	Potato siding No. 2 and down main	5 S, 1 L
	Down goods to potato shed or warehouse	2 S, 1 L
	Down goods to gantry siding No. 1	2 S, 2 L
	Down goods to coal siding No. 1	2 S, 1 C
	Down main and turntable siding	6 S
	Up siding to tunnel siding	1 C, 4 S
	Turntable siding to tunnel siding	1 L, 5 S
Princes Risborough—		
South (Western Region)	Up sidings, up platform, or up main to Watlington loop	1 S, 1 L
	Watlington loop to up sidings	1 S, 2 L
	Up sidings to down platform	1 C, 2 S
	Up sidings to down main	1 C, 2 L
North (Western Region)	Aylesbury bay to loop and vice versa	1 S, 1 C
Leicester Central—		
Goods South	Loco' to passenger station	1 L, 1 C
Nottingham Victoria—		
South	No. 11 bay	1 S, 1 L
	No. 12 bay	1 C, 2 L
	No. 5 bay	2 S, 1 L
	No. 6 bay	1 L, 4 S
	Turntable road	4 S, 1 L
	Dock or coal stack siding and up main	2 S, 1 L
	Horse dock and carriage sidings and up main	2 S, 2 L
	Middle road and up main	6 S
Platform East	Middle road, North to South	4 S, 1 L
	Middle road, South to North	6 S

TABLE E—*continued*

LOCAL CODE OF ENGINE WHISTLES—*continued*

Whistle to be given at	Movement required	Whistle: L=Long. S=Short. C=Crow.
Nottingham Victoria—*continued*		
North	No. 9 bay	1 S, 1 L
	No. 8 bay	1 C, 2 L
	No. 3 bay	2 S, 1 L
	No. 2 bay	1 L, 4 S
	Turntable road	4 S, 1 L
	Horse dock siding and down main	2 S, 1 C
	Middle road and down main	6 S
Basford North—		
Bagthorpe Jn.	Down main to carriage siding	1 S, pause 2 S
	Carriage sidings to shunting neck	2 S, pause 4 S
Bulwell Common—		
South Jn.	Up siding to branch	3 S, 1 L
North Jn.	Down siding to branch	2 S, 1 L
Annesley—		
No. 4	Engine line and up goods	1 L, 5 S
	Engine line and up shunting neck	1 L, 4 S
	Down arrival and wagon shops	6 S, 1 L
No. 3	Siding to reception sidings	1 S, pause 3 S
No. 2	Nos. 1 and 2 reception sidings and engine line	2 L, 3 S
	Nos. 3 and 4 reception sidings and engine line	3 S, 2 L
Kirkby Bentinck—		
Station	Langton Colliery and down sidings	2 L, 3 S
	Bentinck Colliery (Empties)	2 S, 1 L
Tibshelf Town—		
Station	Old Colliery	1 S, 1 L
Pilsley—		
Station	Colliery branch to main line	2 L, 3 S
	Colliery branch to sidings	2 L, 4 S
Nottingham Victoria—		
Trent Lane Jn.	Up main to down reception	6 S
	Up main crossover to Victoria	2 S, 1 L
Goods Yard	Starting signal from Northern coal yard	1 S, 1 L
	Southern coal yard and shunt line	1 S, 2 L
	Southern coal yard to up departure	3 S, 1 L
	Up departure line to shunt line	1 S, 3 L
	Sidings to shunt line	2 S, 1 L
	Sidings to up departure	1 L, 1 C
	Up departure to Southern coal yard	1 C, 4 S
	Up departure to down reception	6 S
	Shunt line to up departure	1 L, 4 S
	Up No. 1 departure and up departure	3 S, 2 L
	Drivers of down trains approaching the Southern arrival platform at Nottingham Low Level must sound the engine whistle when passing the Goods Yard Box.	
Basford North—		
Station	Up main and Victoria line	2 S, 1 L
	Bay and Victoria line	1 C, 2 L
	Down line from Victoria and down main	2 S, 2 L
	Up main and down line from Victoria	1 L, 4 S
	Down line from Victoria and up main	1 L, 4 S
	Down main and line to Nottingham	2 S, 2 L
	Down main and line to Sheffield	2 S, 1 L
Kimberley East—		
Nuthall Sidings	Watnall branch and dead end	2 S, 1 C
	Watnall branch and up main	2 S, 1 L
	Sidings and Watnall branch	2 S, 1 L

TABLE E—*continued*

LOCAL CODE OF ENGINE WHISTLES—*continued*

Whistle to be given at	Movement required	Whistle: L=Long. S=Short. C=Crow.
Kimberley East—*continued*		
Awsworth Jn.	Up branch to siding	2 S, 1 C
	Down shunting siding to Pinxton	1 C, 2 S
	Up sidings to Derby	1 L, 2 C
	Up sidings to Pinxton	1 S, 1 L
	Up sidings to arrival	1 L, 1 C
Ilkeston North—		
Stanton Jn.	Down Heanor to down siding No. 1	1 S, 1 L
	Down Heanor to down siding No. 2	1 S, 2 L
West Hallam—		
Station	Up shunting siding and spur	6 S
	Colliery sidings and spur	1 L, 1 C
Derby—		
East	Up goods to Duke Street	6 S
	Duke Street and goods yard	5 S, 1 L
	Up loop siding and Duke Street	2 S, 1 L
	Up loop siding and main	3 S, 1 L
	Carriage siding to down goods	1 C, 2 S
	Carriage siding to down main	1 S, 1 L
	Carriage siding and Duke Street	2 C, 2 S
	Carriage siding and up main	1 S, 2 L
	Dock siding and down main	3 S, 1 L
	Duke Street and down goods	5 S, 1 C
	Duke Street and down main	2 S, 2 L
	Duke Street outer home	2 S, 1 C
West	From yard through Southern archway	2 S, 1 L
	Goods yard	1 S, 2 L
	Cattle pens	2 S, 1 L
	No. 1 siding to down main	3 S, 1 L
	No. 2 siding to down main	4 S, 1 L
	No. 1 siding and spur	1 L, 4 S
	No. 2 siding and spur	1 C, 2 S
	Engineer's yard to spur sidings	6 S
	No. 2 siding and dead end	1 L, 1 C
Eastwood and Langley Mill—		
North	No. 3 siding to up main	3 S, 1 L
	Nos. 1 and 2 sidings to up main	2 S, 1 L
Codnor Park and Ironville—		
Jacksdale Station	Colliery siding to goods siding	2 S, 1 L
Pye Hill—		
Station	Sidings and up main	2 S, 1 L
Pinxton South—		
Station	Run round	1 L, 1 C
Daybrook—		
Leen Valley Jn.	Arriving up branch	1 S, 1 L
	Up branch to yard	2 L, 1 C
	Down main to branch	3 S, 1 L
	Yard to up shunt	1 S, 2 L
	Yard to up No. 1 siding	2 S, 1 L
	Yard to up goods or main	3 L, 1 S
	Yard to down branch	4 L, 1 S
Linby—		
Linby Colliery	Colliery siding and down main	3 S, 1 L

TABLE E—*continued*

LOCAL CODE OF ENGINE WHISTLES—*continued*

Whistle to be given at	Movement required	Whistle: L=Long. S=Short. C=Crow.
Annesley—		
Newstead Station	Colliery siding to spur	1 L, 1 C
G. N. Jn.	Down colliery branch to up main	1 S, 1 L
Sutton-in-Ashfield Town—		
Summit Colliery	Empties siding to up shunting siding	1 L, 1 C
	Empties siding to full sidings	2 S, 1 L
Station	Down shunting siding and spur	1 L, 1 C
	Down goods yard and spur	3 S, 1 L
	Down goods yard and down main	3 S, 2 L
	Up shunting siding and spur and up main	1 S, 1 L
	Up shunting siding and spur and down goods yard	3 S, 1 L
Skegby Jn.	Goods yard to down main	3 S, 2 L
	Goods yard to spur siding	3 S, 1 L
	Spur siding and line to Teversall	1 S, 1 L
Teversall Colliery	Empties trains on running line in full sidings groups ready to proceed over colliery line	1 L, 1 C
Pleasley East—		
Colliery	Shunting sidings and sidings	2 S, 1 L
	Shunting sidings and colliery running line	1 S, 1 L
	Sidings and run round road	3 S, 1 L
	Colliery running line and up main	1 L, 4 S
	Colliery running line and shunting siding	1 L, 1 C
Mansfield Town—		
Mansfield Cen. Station	Down sidings to bay line	2 C, 1 S
	Up sidings, group No. 1 to shunting neck	3 S, 1 L
	Up sidings, group No. 2 to shunting neck	4 S, 1 L
	Bay line to shunting neck	6 S
	Bay line to run round line	1 S, 1 L
Godley—		
Junction	Up main and branch crossover	2 L, 4 S
	Through siding and L.M.R. sidings, Nos. 1, 2, 3 and 4	6 S
Ardwick—		
Ashburys East Jn.	Up goods to engine line	1 S, 1 L
Manchester (London Road)—		
No. 1 (Western Lines)	Ducie Street goods	6 S
Station (Western Lines)	No. 1 platform	1 S, 1 L
	No. 2 platform	2 S, 1 L
	No. 3 platform	3 S, 1 L
	No. 1 platform siding	1 S, 1 L, 1 S
	No. 2 platform siding	2 S, 1 L, 1 S
	No. 2 platform to No. 2 siding	2 S, 1 C
Guide Bridge—		
Ashton Moss South Jn.	Yard to shunting siding	2 S, 1 L
Ashton Road	*Requiring to leave Palmerston Road Bridge:—*	
	No. 1 group of sidings	1 L
	No. 2 group of sidings	2 L
	No. 3 group of sidings	3 L
	No. 4 group of sidings	4 L
	No. 1 group of sidings to up main line for shunting purposes	1 S, 1 L
	No. 2 group of sidings to up main line for shunting purposes	1 S, 2 L
	No. 3 group of sidings to up main line for shunting purposes	1 S, 3 L
	No. 4 group of sidings to up main line for shunting purposes	1 S, 4 L

TABLE E—*continued*

LOCAL CODE OF ENGINE WHISTLES—*continued*

Whistle to be given at	Movement required		Whistle: L=Long. S=Short. C=Crow.
Ashton Road—*continued* ..	*Requiring to leave Palmerston Road Bridge;—continued*		
	No. 1 group of sidings No. 2 group of sidings No. 3 group of sidings	to siding alongside up main line	1 L, 1 S 2 L, 1 S 3 L, 1 S
	No. 1 group of sidings No. 2 group of sidings	to siding alongside down main line	1 L, 2 S 2 L, 2 S
	Requiring to set back from up main line at Palmerston Rd. Bridge	to No. 1 group of sidings.. to No. 2 group of sidings.. to No. 3 group of sidings.. to No. 4 group of sidings..	1 S, 1 L 2 S, 1 L 3 S, 1 L 4 S, 1 L
	Requiring to set back from siding alongside up main line at Palmerston Rd. Bridge	to No. 1 group of sidings.. to No. 2 group of sidings.. to No. 3 group of sidings..	1 S, 1 L 2 S, 1 L 3 S, 1 L
	Requiring to set back from siding alongside down main line at Palmerston Rd. Bridge	to No. 1 group of sidings.. to No. 2 group of sidings..	1 S, 1 L 2 S, 1 L

ABLE 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 handsignal 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.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

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

From	To	Line	Number of vehicles and special conditions
St. Pancras Station	Kentish Town	All down	Breakdown van train.
St. Pancras Station	North London Incline	Down goods	25 mixed vehicles. In clear weather only.
Dock Jn.	North London Incline	Up goods	25 freight vehicles without brake van.
Dock Jn.	St. Pauls Road Goods Jn.	Down goods	55 freight vehicles.
Kentish Town	St. Pancras Station	All up	Breakdown van train.
Kentish Town	St. Pancras Station	All up	P. 3 coaching stock vehicles, in clear weather only.
Islip Street Jn.	Kentish Town Jn.	Down fast	13 coaching stock vehicles.
Kentish Town Sidings	Islip Street Jn.	Up slow	Diesel multiple-unit trains, from City Sidings, in clear weather only.
Kentish Town Jn.	Cattle Docks Jn.	Down goods	16 freight vehicles. In clear weather only.
Kentish Town Sidings	Carlton Road Jn.	Down slow	4 coaching stock vehicles. In clear weather only.
Cattle Docks Jn.	Kentish Town Jn.	Up goods	12 coaching stock vehicles or 16 freight vehicles. In clear weather only.
Kentish Town Jn.	Cattle Docks Jn. and vice-versa	"Down and up" running line	10 freight vehicles. In clear weather only; also 2 coaching stock vehicles. In clear weather only.
Carlton Road Jn.	Cattle Docks Jn.	Up goods	4 fitted freight vehicles.
Carlton Road Jn.	Cattle Docks Jn.	Up goods	Freight trains and coaching stock trains
Cricklewood Jn.	Watling Street Jn.	2nd up goods	10 coaching stock vehicles during daylight and in clear weather only.
Cricklewood Jn.	Cricklewood Carriage Sidings	Arrival	Freight trains and coaching stock trains. The movements on the down line must be made slowly.
Cricklewood Carriage Sidings	Cricklewood Jn.	Departure	
Brent Jn. No. 2	Cricklewood Jn.	Up goods	40 freight vehicles.
Brent Jn. No. 1	Brent Jn. No. 2	Over through connections	60 freight vehicles in clear weather only.
Brent Jn. No. 2	Brent Jn. No. 1		
Brent Empty Wagon Sidings	Brent Jn. No. 2 and vice-versa	Arrival and departure	60 freight vehicles. 50 freight vehicles without brake van.
St. Albans South	St. Albans North	Down fast and down slow	10 coaching stock vehicles or 12 freight vehicles.
St. Albans North	St. Albans South	Up fast and up slow	10 coaching stock vehicles or 12 freight vehicles.
Sandridge	St. Albans North	Up slow	12 freight vehicles.
Luton South	Luton North	Down fast	Coaching stock vehicles without brake van.
Luton South	Luton North	Down slow	10 fitted freight vehicles.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Luton North	Luton South	Up fast	Coaching stock vehicles without brake van.
Wilshamstead	Houghton Conquest ..	Up slow	55 freight vehicles. In clear weather only.
Wilshamstead	Elstow	Down slow	35 freight vehicles. In clear weather only.
Elstow	Kempston Road Jn. ..	Down slow	45 freight vehicles. In clear weather only. When the number of freight vehicles exceeds 35, two brake vans and two Guards, one in each brake, must accompany train.
Kempston Road Jn. ..	Bedford Jn.	Down slow	45 freight vehicles. When the number of freight vehicles exceeds 35, two brake vans and two Guards, one in each brake, must accompany train.
Bedford North	Bedford Jn.	Up slow	Coaching stock vehicles without brake van.
Bedford North	Ouse Bridge	Up	20 freight vehicles.
Bedford North	Bedford No. 1	Up	4 freight vehicles without brake van.
Bedford North	Cardington	Up slow, up main and single	Coaching stock trains.
Wellingborough Jn. ..	Wellingborough Stn.	Down main and down slow and goods	2 freight vehicles without brake van. In clear weather only.
Wellingborough Station ..	Wellingborough North		
Wellingborough North ..	Finedon Road ..		
Finedon Road	Wellingborough North	Up main and up goods and slow	2 freight vehicles without brake van. In clear weather only.
Wellingborough North ..	Wellingborough Stn.		
Wellingborough Station ..	Wellingborough Jn.		
Kettering South	Kettering Station	Down fast and down slow	5 coaching stock vehicles without brake van. In clear weather only.
Kettering Station	Kettering North ..		
Kettering North	Kettering Station ..	Up fast and up slow ..	4 fully fitted freight vehicles without brake van. In clear weather only.
Kettering Station	Kettering Iron and Coal Co's. Sidings	Down slow	Ballast trains when conveying wagons for Kettering U.D.C. Siding. During daylight and in clear weather only.
Glendon South Jn... ..	Glendon North Jn. ..	Down slow	25 freight vehicles.
Glendon North Jn... ..	Glendon South Jn. ..	Up slow	60 freight vehicles.
Glendon North Jn... ..	Glendon and R. Station..	Down	24 freight vehicles without brake van.
Wigston Up Sidings ..	Wigston South Jn.	Up departure siding, 1st and 2nd up goods and up main	30 freight vehicles. In clear weather only.
Wigston South Jn.	Wigston South Sidings		
Wigston North Jn. ..	Wigston South Jn. ..	Up main and up goods	12 freight vehicles or 12 coaching stock vehicles. In clear weather only.
Knighton South Jn. ..	Knighton North Jn. ..	Down main	6 freight vehicles. During daylight and in clear weather only.
Leicester Cattle Market Sidings	Leicester London Road Jn.	Down main	3 fitted freight vehicles, without brake van. In clear weather only.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Leicester Cattle Market Sidings	Leicester London Road Jn.	Down goods	Equal to 18 coaching stock vehicles. In clear weather only. A Guard or Shunter must in all cases ride in leading vehicle which must be fitted with an automatic brake valve.
Leicester London Road Jn.	Leicester North	Down main	Coaching stock and freight vehicles without brake van.
Leicester North	Leicester London Road Jn.	Up main ..	Coaching stock and freight vehicles without brake van.
Leicester Bell Lane.. ..	Leicester Engine Shed Sidings	Up main and up goods	6 fully fitted freight vehicles. In clear weather only.
Leicester Engine Shed Sdgs.	Leicester North ..		
Leicester Bell Lane.. ..	Humberstone Road Jn. ..	Nos. 1 and 2 down reception	15 coaching stock vehicles or 50 freight vehicles without brake van.
Trent Jn.	Trent Station South Jn. ..	Down main and down goods	10 freight vehicles.
Trent Station South Jn. ..	Trent Jn.	Up	10 freight vehicles.
Trent Station South Jn. ..	Trent Station North Jn. ..	Nos. 1, 2 and 3 down passenger	P. 10 coaching stock vehicles or 10 freight vehicles.
Trent Station North Jn. ..	Trent Station South Jn. ..	Nos. 1, 2 and 3 up passenger	P. 10 coaching stock vehicles or 10 freight vehicles.
Trent Station North Jn. ..	North Erewash Jn. ..	Down main and down goods	10 freight vehicles.
North Erewash Jn... ..	Trent Station North Jn. ..	Up main and up goods	10 freight vehicles.
Toton	Nottingham	All	Ambulance van.
Heanor Jn.	Langley Mill Station ..	Down main and down goods	15 freight vehicles.
Langley Mill Station ..	Heanor Jn.	Up main and up goods	15 freight vehicles.
Blackwell South Jn. ..	Tibshelf South Jn. ..	Down goods	25 freight vehicles. In clear weather only.
Westhouses and B. Station	Alfreton Station.. ..	Up main and up goods	Freight trains.
Tibshelf South Jn.	Westhouses and B. Station	Up goods	Freight trains.
St. Pancras, North London Incline	Exchange Sidings .. (Western Division)	Single	25 freight vehicles without brake van or 5 coaching stock vehicles.
Mortimer Street Jn. ..	Kentish Town, Engine Shed Jn.	Up	4 fitted freight vehicles.
Mortimer Street Jn. ..	Islip Street Jn.	Up, and up slow ..	Coaching stock vehicles from City Carriage Sidings to form down passenger trains starting from Kentish Town.
Kentish Town Jn. .. .. (via High	Junction Road Jn. .. Level)	Down	4 fitted freight vehicles. In clear weather only.
Dudding Hill Jn.	Brent Jn. No. 2	Up goods	12 coaching stock vehicles. The leading vehicle must be fitted with an automatic brake valve.
Neasden Jn...	Neasden South Jn. ..	Down	11 coaching stock vehicles or 15 freight vehicles. In clear weather only.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Neasden South Jn.	Neasden Jn.	Up	Freight trains and coaching stock trains. In clear weather only.
Aylesbury North	Aylesbury South	Up and down main	10 vehicles without brake van in clear weather only.
Hemel Hempstead	Godwin's Siding	Single	16 freight vehicles.
Hitchin Goods Yard (Eastern Region)	Henlow	Single	Coaching stock trains.
Henlow	Hitchin Goods Yard (Eastern Region)	Single	Coaching stock trains, freight trains and light engines.
Henlow	Shefford	Single	Coaching stock trains, freight trains and light engines.
Shefford	Henlow	Single	Coaching stock trains.
Cardington	Bedford North	Single, down and down slow	Coaching stock trains.
Bedford, Ouse Bridge	Bedford L.N.W. Jn.	Up	50 freight vehicles without brake van.
Bedford L.N.W. Jn.	Bedford No. 1	Up	Freight trains; 12 freight vehicles without brake van.
Bedford L.N.W. Jn.	Bedford Jn.	Down	30 freight vehicles without brake van.
Bedford No. 1	Bedford North	Down	4 freight vehicles without brake van.
Bedford No. 1	Bedford North	Down	Freight trains.
Oakley Jn.	Turvey	Down	Coaching stock trains without brake van. During daylight and in clear weather only.
Oakley Jn.	Turvey	Down	Ballast train.
Turvey	Olney	Single	Ballast train.
Olney	Ravenstone Wood Jn.	Down	Ballast train.
Ravenstone Wood Jn.	Piddington	Down	Ballast train.
Hardingstone Jn. (Western Lines)	Piddington	Up	Ballast train.
Piddington	Ravenstone Wood Jn.	Up	Ballast train.
Ravenstone Wood Jn.	Olney	Up	Ballast train.
Olney	Turvey	Single	Ballast train.
Byfield Ironstone Sidings	Byfield Station	Single	10 freight vehicles.
Woodford West Jn.	Woodford No. 4	Up	30 freight vehicles.
Rushden	Irchester Jn.	Single	1 vehicle, in clear weather only. Continuous brake to be fitted and in use on vehicle and brake van.
Irchester Jn.	Wellingborough Jn.	Down slow	
Wellingborough (London Road) Level Crossing	Wellingborough (London Road) Midland Jn.	Down	Coaching stock and freight vehicles without brake van.
Wellingborough (London Road) Midland Jn.	Wellingborough (London Road) Level Crossing	Up	Coaching stock and freight vehicles without brake van.
Kettering Station	Loddington	Single	Freight trains.
Glendon Sidings	Glendon South Jn.	Up	60 freight vehicles and 20 ton brake van. In clear weather only.
Lloyd's Sidings North	Lloyd's Sidings South	Up main	Equal to 35 mineral and 20 ton brake van, and not to exceed 45 freight vehicles (10 or 12 tons) and 20 ton brake van in length. During daylight and in clear weather only.
Lloyd's Sidings South	Corby North		
Lloyd's Sidings South	Glendon Sidings		
Corby South	Glendon South Jn.		

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Saxby West Jn.	Saxby Station Jn. ..	Up slow	50 freight vehicles without brake van. In clear weather only.
Melton Station	Melton Jn.	Down	25 freight vehicles. In clear weather only.
Nottingham..	Toton	All	Ambulance van.
Nottingham, London Road Jn	Nottingham Station East	All	P. 10 coaching stock vehicles, in each direction. 6 coaching stock vehicles without brake van in each direction.
Nottingham, London Road Jn.	Nottingham Station East	All	10 freight vehicles without brake van, in each direction. Coaching stock vehicles without brake van in each direction; Automatic brake not in use. During fog restricted to 12 coaching stock vehicles.
Nottingham, London Road Jn.	Nottingham Station West	All	4 fitted freight vehicles, by engine drawing not exceeding 10 fitted freight vehicles, with continuous brake connected and in use on all vehicles. In clear weather only.
Nottingham Station West..	Nottingham, London Rd. Jn.	All	
Nottingham Station East ..	Nottingham Station "A" and Station " B "	All	P. 10 coaching stock vehicles in each direction. 6 coaching stock vehicles without brake van, in each direction.
Nottingham Station East ..	Nottingham Station "A" and Station " B "	All	10 freight vehicles without brake van, in each direction. Coaching stock vehicles without brake van in each direction; Automatic brake not in use. During fog restricted to 12 coaching stock vehicles.
Nottingham Station "A" and Station " B "	Nottingham Station West	All	P. 10 coaching stock vehicles in each direction. 6 coaching stock vehicles without brake van, in each direction.
Nottingham Station "A" and Station " B "	Nottingham Station West	All	10 freight vehicles without brake van, in each direction. Coaching stock vehicles without brake van, in each direction; Automatic brake not in use. During fog restricted to 12 coaching stock vehicles.
Nottingham, Wilford Road	Nottingham, London Rd. Jn.	Down goods	20 freight vehicles. In clear weather only.
Nottingham, Wilford Road	Nottingham Station West	Down main	10 freight vehicles without brake van.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Nottingham Mansfield Jn.,	Lenton North Jn. ..	Down	Ballast train not exceeding 10 wagons. During daylight and in clear weather only.
Lenton North Jn.	Nottingham, Mansfield Jn.	Up	Ballast train not exceeding 10 wagons. During daylight and in clear weather only.
Market Harboro' No. 1 ..	Market Harboro' No. 3..	Down main	P. 5 coaching stock and freight vehicles without brake van.
Market Harboro' No. 3 ..	Market Harboro' No. 1..	Up main	P. 5 coaching stock and freight vehicles without brake van.
Market Harboro' No. 1 ..	Market Harboro' No. 3..	Down goods	Coaching stock and 25 freight vehicles without brake van.
Market Harboro' No. 3 ..	Market Harboro' No. 1..	Up goods	Coaching stock and 25 freight vehicles without brake van.
Leicester Belgrave Road ..	Humberstone	Up	12 freight vehicles.
Wigston South Station ..	Wigston Central Jn.	Down	12 freight vehicles or 12 coaching stock vehicles. In clear weather only.
Wigston Central Jn. ..	Wigston North Jn.		
Wigston North Jn. ..	Wigston Central Jn.	Up	12 freight vehicles or 12 coaching stock vehicles. In clear weather only.
Wigston Central Jn. ..	Wigston South Station		
North Erewash Jn... ..	Long Eaton Jn.	Up	10 freight vehicles.
Long Eaton Jn.	North Erewash Jn. ..	Down	10 freight vehicles.
Trent Station North Jn. ..	Long Eaton Jn.	Down main and down goods	10 freight vehicles.
Long Eaton Jn.	Trent Station North Jn...	Up main	10 freight vehicles.
Long Eaton Jn.	Trent Station South Jn...	Up goods	10 freight vehicles.
Beeston South Jn.	Beeston Sidings No. 2 ..	Nos. 1, 2 and 3 down reception	50 freight vehicles without brake van.
Beeston Sidings No. 2 ..	Beeston North Jn. ..	"Down and up" reception	50 freight vehicles without brake van.
Lenton South Jn.	Nottingham, Mansfield Jn.	Down goods	Ballast train not exceeding 25 wagons. During daylight and in clear weather only.
Nottingham, Mansfield Jn.	Lenton South Jn. ..	Up goods	
Lenton South Jn.	Lenton North Jn. ..	Down goods	12 coaching stock vehicles. During daylight and in clear weather only.
Lenton North Jn.	Lenton South Jn. ..	Up goods	
Lenton North Jn.	Lenton South Jn. ..	Up goods	5 Motive Power sludge-tanks. During daylight and in clear weather only.
Lenton South Jn.	Lenton North Jn. ..	Down goods	Ballast train not exceeding 25 wagons. During daylight and in clear weather only.
Lenton North Jn.	Lenton South Jn. ..	Up goods	
Stanton Gate North ..	Stanton Old Works ..	Single	Freight trains without brake van.
Stanton Old Works ..	Stanton Gate North ..	Single	Freight trains.
Stanton Gate North ..	Connections at Stanton Gate end of the Slag Crusher Sidings	Single	Freight trains.
Stanton New Works Sidings	Stanton Gate North ..	Single	40 freight vehicles.
Mapperley Jn.	Mapperley Colliery Sidings	Single	Freight trains without brake van.
Mapperley Jn.	Manners Colliery Sidings	Single	Freight trains.
Ashwell Sidings	End of Cottesmore Branch	Single	50 freight vehicles.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Holwell Sidings	Holwell Goods Wharf	Single	15 freight vehicles.
Holwell Goods Wharf	Itter's Brick Works Sidings	Single	5 freight vehicles.
Nottingham, London Road Jn.	Sneinton Jn.	Down main	6 fitted freight vehicles. In clear weather only.
Nottingham, London Road Jn.	Sneinton Jn.	Down goods	10 coaching stock vehicles. In clear weather only. A Guard or Shunter must in all cases ride in the leading vehicle which must be fitted with an automatic brake.
Sneinton Jn.	Nottingham, London Rd. Jn.	Up main	6 fitted freight vehicles. In clear weather only.
Radford, Bobber's Mill	Radford Jn.	Up main and up goods	12 freight vehicles without brake van.
Kirkby Sidings	Kirkby Station Jn.	Up main	10 coaching stock vehicles.
Mansfield North Jn.	Mansfield South Jn.	Up	4 freight vehicles without brake van. In clear weather only.
Mansfield North Jn.	Mansfield Station North	Down	12 coaching stock vehicles. In clear weather only.
Mansfield Station	Mansfield South Jn.	Up	12 coaching stock vehicles.
Basford Jn.	Cinder Hill Empty Wagon Sidings	Single	35 freight vehicles.
Standard Sand Co's. Sidings	Mansfield Colliery Jn.	Single	20 freight vehicles.
Mansfield East Jn.	Any intermediate sidings between Mansfield East Jn. and Mansfield Colliery Jn.	Single	Freight trains.
Mansfield East Jn.	Mansfield South Jn.	Single	30 freight vehicles. In clear weather only. 12 coaching stock vehicles.
Mansfield East Jn.	Mansfield North Jn.	Single	25 freight vehicles. In clear weather only. 12 coaching stock vehicles.
Mansfield North Jn.	Standard Sand Co's. Sidings	Single	30 freight vehicles.
Mansfield North Jn.	Mansfield East Jn.	Single	12 coaching stock vehicles.
Mansfield South Jn.	Mansfield East Jn.	Single	30 freight vehicles. In clear weather only. 12 coaching stock vehicles.
Blidworth Jn.	Blidworth Colliery	Single	Freight trains.
Rufford Jn.	Rufford Colliery (Eastern Region)	Single	Freight trains.
Ilkeston South Jn.	Ilkeston Town Station	Single	Freight trains.
Pinxton Station	Langton Colliery Sidings	Single	Freight trains without brake van. In clear weather. During fog a brake van must be leading vehicle.
Langton Colliery Sidings	Bentinck Colliery Loaded Wagon Sidings	Single	Freight trains without brake van. In clear weather. During fog or falling snow a brake van must be leading vehicle.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Alfreton Station	Alfreton Colliery	Single	Freight trains.
Westhouses and B. Station	Blackwell East Jn.	Single (Down)	Freight trains. In clear weather only.
Blackwell South Jn.	Blackwell East Jn.	Down goods	Freight trains.
Blackwell East Jn.	Blackwell South Jn.	Up goods	Freight trains.
Blackwell East Jn.	Westhouses & B. Station	Single (Up)	25 freight vehicles. In clear weather only.
Blackwell East Jn.	"A" Winning Colliery Sidings	Single	Freight trains, without brake van.
Blackwell East Jn.	" B " Winning Colliery Sidings	Single	Freight trains.
" B " Winning Colliery Sidings	New Hucknall Colliery	Single	Freight trains
" B " Winning Colliery Sidings	Blackwell East Jn.	Single	10 freight vehicles.
Westhouses and B. Station	Tibshelf East Jn.	2nd down goods	45 freight vehicles. In clear weather; 30 freight vehicles during fog or falling snow.
Westhouses and B. Station	Weighing Machine Sidings	2nd down goods	15 freight vehicles.
Weighing Machine Sidings	Tibshelf South Jn.	Up goods	30 freight vehicles.
Tibshelf South Jn.	Tibshelf and Newton Station	Down	25 freight vehicles. In clear weather only.
Skegby Jn.	Butcherwood Sidings	Single	Freight trains for Butcherwood Sidings only.
Pleasley Jn.	Pleasley East G.F.	Single	Freight trains.
Pleasley Jn.	Pleasley Vale Lower and Upper Sidings	Single	Freight trains.
Tibshelf and Newton Station	Seeley's Nos. 3 and 4 Pits	Single	Freight trains.
Morton Sidings	Pilsley Colliery	Single	Freight trains.
Avenue Sidings	Grassmoor East	Single	Freight trains.
Trent Jn.	Sheet Stores Jn.	All down	10 freight vehicles.
Trent Station South Jn.	Sheet Stores Jn.	Down	10 freight vehicles.
Sheet Stores Jn.	Trent Station South Jn.	Up	10 freight vehicles.
Sheet Stores Jn.	Trent Jn.	Up	10 freight vehicles. In clear weather only.
Way and Works Sidings	Derby, London Road Jn.	Down main	12 coaching stock vehicles without brake van. 4 freight vehicles without brake van. In clear weather only.
Way and Works Sidings	Derby, London Road Jn.	Down and up intermediate	20 coaching stock vehicles, without continuous brake connected and in use, in clear weather only. 40 freight vehicles, without brake van, in clear weather only. During fog, restricted to 12 coaching stock or freight vehicles.
Way and Works Sidings	Engine Sidings No. 1	Down loco.	20 coaching stock vehicles without continuous brake connected. 40 freight vehicles without brake van.
Derby, London Road Jn.	Way and Works Sidings	Up main	12 coaching stock vehicles without brake van.
Derby, London Road Jn.	Derby Jn.	Passenger lines in each direction	P. 15 coaching stock vehicles; 6 coaching stock vehicles without brake van.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Derby, London Road Jn. . .	Derby Jn.	Passenger lines in each direction	12 coaching stock vehicles without continuous brake connected and in use. 40 freight vehicles, without brake van, in clear weather only. During fog, restricted to 12 freight vehicles.
Derby, London Road Jn. . .	Derby Jn.	Goods lines in each direction	Coaching stock vehicles without brake van.
Derby Passenger Station . .	Derby North Jn.	Down main and down goods	10 horse boxes without brake van. In clear weather only. 3 wagons of cattle. In clear weather only.
Engine Sidings No. 1 . .	Way and Works Sidings . .	Up loco	20 coaching stock vehicles without continuous brake connected. 40 freight vehicles without brake van.
Engine Sidings No. 1 . .	Derby Jn.	Independent line in each direction	25 freight vehicles without brake van.
Derby Jn.	Derby North Jn.	Down goods	Coaching stock trains.
Derby Jn.	Derby North Jn.	All lines in each direction	3 wagons of cattle without brake van. In clear weather only.
Derby North Jn. . .	Derby Passenger Station . .	Up main and up goods	10 horse boxes without brake van. In clear weather only. 3 wagons of cattle. In clear weather only.
Ambergate Station Jn. . .	Ambergate West Jn. . .	Down	4 coaching stock vehicles. In clear weather only.
Whatstandwell	Ambergate West Jn. . .	Up	20 freight vehicles. In clear weather only.
Rowsley South Jn.	Rowsley Down Sidings No. 2	2nd down goods . .	30 freight vehicles without brake van.
Rowsley South Jn.	Rowsley North Jn. . .	Down main	12 freight vehicles.
Rowsley Up Sidings . .	Rowsley South Jn. . .	Up goods	20 freight vehicles without brake van.
Great Rocks Jn.	Peak Forest South . .	Down main	24 freight vehicles.
Peak Forest South	Peak Forest North . .	Down	30 freight vehicles.
Peak Forest North	Peak Forest South . .	Up main	22 freight vehicles and a 20 ton brake van.
Gowhole Goods Jn. . .	Buxworth Jn.	Up slow	20 freight vehicles. In clear weather only.
New Mills South Jn. . .	Gowhole Goods Jn. . .	Up slow	10 freight vehicles. In clear weather only.
Disley	New Mills South Jn. . .	Up	
Cheadle Heath South Jn. . .	Bramhall Moor Lane . .	Up	20 freight vehicles, in clear weather only.
Cheadle Heath South Jn. . .	Cheadle Heath North Jn.	Down main and down Liverpool	Coaching stock trains, in clear weather only. 30 freight vehicles.
Cheadle Heath North Jn. . .	Cheadle Heath South Jn.	Up main and up Liverpool	
Cheadle Heath North Jn. . .	Heaton Mersey Station Jn.	Down	Coaching stock trains, in clear weather only.
Heaton Mersey Station Jn. . .	Cheadle Heath North Jn.	Up	Coaching stock trains, in clear weather only.
Spondon Jn.	Chaddesden South Jn. . .	Down	12 coaching stock vehicles. In clear weather only.
Chaddesden South Jn. . .	Spondon Jn.	Up	25 freight vehicles.
Derby North Jn.	Derby South Jn.	Up main and up goods	Coaching stock vehicles or 15 freight vehicles.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Derby Jn.	Borrowash (via Chaddesden)	Up main	2 freight vehicles. In clear weather only.
Denby North	Denby Goods Wharf Sidings	Single	10 freight vehicles.
Ambergate Station Jn.	Ambergate North Jn.	Down	10 freight vehicles. In clear weather only.
Ambergate West Jn.	Ambergate North Jn.	Down	20 freight vehicles or 10 coaching stock vehicles. In clear weather only.
Ironville Jn.	Riddings Jn.	Down	15 coaching stock vehicles.
Ironville Jn.	Codnor Park Jn.	Down	15 coaching stock vehicles.
Riddings Jn.	Ironville Jn.	Up	15 coaching stock vehicles.
Codnor Park Jn.	Ironville Jn.	Up	15 coaching stock vehicles.
Swanwick Sidings	Swanwick Colliery	Single	Freight trains.
Cromford Goods	High Peak Jn.	Single	Freight trains without brake van.
Middleton Bottom	Sheep Pasture Top	Single	
Hopton Bottom	Middleton Top	Single	
Longcliffe	Hopton Top	Single	
Buxton East Jn. (Western Lines)	Buxton No. 1 (Western Lines)	Down	25 freight vehicles.
Buxton (Mid.) Station (Western Lines)	Buxton East Jn. (Western Lines)	Up	9 coaching stock vehicles.
Buxton East Jn. (Western Lines)	Buxton (Mid.) Station (Western Lines)	Down	Diesel multiple-unit trains.
Buxton (Mid.) Station (Western Lines)	Buxton East Jn. (Western Lines)	Up	Diesel multiple-unit trains.
Buxton No. 2 (Western Lines)	Buxton No. 1 (Western Lines)	Down	Diesel multiple-unit trains.
Buxton No. 1 (Western Lines)	Buxton No. 2 (Western Lines)	Up	Diesel multiple-unit trains.
Hathersage	Grindleford	Up	20 freight vehicles.
New Mills Goods Jn.	New Mills South Jn.	Up main and up goods	10 freight vehicles. In clear weather only.
Georges Road Jn.	Heaton Mersey East Jn.	Down main	Freight trains for Cadbury-Fry's Siding, without brake van.
Georges Road Jn.	Heaton Mersey East Jn.	Down main	Ballast trains, not exceeding 30 wagons. In clear weather only.
Heaton Mersey East Jn.	Georges Road Jn.	Up main	
Heaton Mersey East Jn.	Georges Road Jn.	Up goods	Freight trains.
Heaton Mersey East Jn.	Heaton Mersey West Jn.	Down main	Freight trains and empty coaching stock trains to and from Heaton Mersey Station Jn.
Heaton Mersey West Jn.	Heaton Mersey East Jn.	Up main	
Heaton Mersey West Jn.	Heaton Mersey East Jn.	Up fast goods and up slow goods	Freight trains. Wagons from Loco. sheds without brake van.
Heaton Mersey West Jn.	Cheadle Jn.	Down	6 freight vehicles.
Cheadle Jn.	Heaton Mersey West Jn.	Up	6 freight vehicles.
Carrington Sidings	Partington Jn.	Down	Coal trains without brake van.
Godley Jn.	Brookfold	Down	10 freight vehicles without brake van. In clear weather only.
Brookfold	Godley Jn.	Up	
Heaton Mersey East Jn.	Heaton Mersey Station Jn.	Down	Ballast trains not exceeding 30 wagons. In clear weather only.
Heaton Mersey Station Jn.	Heaton Mersey East Jn.	Up	

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Cheadle Heath North Jn. . .	Cheadle Jn.	Down	Empty coaching stock trains. In clear weather only. 30 freight vehicles. When number exceeds 20, two wagon brakes must be pinned down near to brake van.
Cheadle Jn.	Cheadle Heath North Jn.	Up	Empty coaching stock trains. In clear weather only. 30 freight vehicles.
Trafford Park Jn. . . .	Throstle Nest East Jn. . .	Up	30 fitted vans with continuous brake connected and in use, in clear weather only.
Throstle Nest East Jn. . .	Manchester (Central) Station	Up fast and up slow . .	
Trafford Park Station . .	Trafford Park Sidings . .	" Down and up " goods	Freight trains with Gas Sidings traffic. When absolutely necessary may be propelled without brake van.
Glazebrook East Jn. . .	Irlam	Up	20 freight vehicles. In clear weather only.
Risley Moss Sidings . .	Glazebrook East Jn. . .	Up	Freight trains.
Warrington Workshops . .	Warrington Station . .	Down main	Freight trains from Workshops Sidings and Rylands' Sidings.
Bewsey	Warrington Sidings . .	Up main	Freight trains.
Warrington Sidings . .	Bewsey	Down main	Freight trains. When absolutely necessary may be propelled without brake van when one wagon in every five must have brake pinned down.
Halewood West Jn. . .	Halewood West Sidings G.F.	Down goods	12 freight vehicles without brake van. In clear weather only.
Halewood West Sidings G.F.	Halewood East Jn. . .	Up goods	25 freight vehicles. In clear weather only. Inspector, or Person in charge, to inform Signalmen at Hunt's Cross East Jn. and Halewood West Jn. boxes of the movement to be made before propelling commences.
Brunswick	Liverpool Central Station	Down	One coaching stock vehicle.
Glazebrook Moss Jn. . .	Glazebrook West Jn . .	Up	6 freight vehicles. In clear weather only.
Wigan Goods Yard . .	Wigan Central	Single	9 coaching stock vehicles. 5 freight vehicles without brake van.
St. Helens Gas Works and Messrs. Forsters Siding	St. Helens Central Goods	Single	15 freight vehicles.
Tanhouse Lane	Moor Lane	Down and up	10 freight vehicles. In clear weather only.
Halewood North Jn. . .	Halewood East Jn. . .	Up goods	15 freight vehicles. In clear weather only.
Halewood North Jn. . .	Hunt's Cross East Jn. . .	Down and up	40 freight vehicles.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Cheshire Lines Jn. (Central Lines)	Aintree, Southport Jn.	Down	Freight trains without brake van.
Fazakerley North Jn.	Fazakerley West Jn.	Down and up	10 freight vehicles without brake van. Leading vehicle must have brake pinned down.
Burton, Wetmore Sidings	Clay Mills Jn.	Up goods	10 freight vehicles.
Burton, Wetmore Sidings	North Stafford Jn.	Down goods	40 freight vehicles without brake van. In clear weather only.
Burton, North Stafford Jn.	Horninglow Bridge		
Burton, Horninglow Bridge	Burton Station North	Down goods	35 freight vehicles without brake van. In clear weather only. Speed not to exceed 10 m.p.h.
Burton, Station North	Burton Station South		
Burton Station South	Leicester Jn.		
Burton Station North	Burton Station South	Down main	3 fitted freight vehicles.
Burton Station North	Leicester Jn.	Down main and down goods	Loco. stores van.
Burton Station South	Burton Station North	Up main	3 fitted freight vehicles.
Burton, Leicester Jn.	Burton Station South	Up goods	10 freight vehicles, without brake van.
Burton Station South	Burton Station North		
Burton, Leicester Jn.	Burton Station North	Up main and up goods	Loco. stores van.
Water Orton Sidings	Water Orton Station Jn.	Up goods and up departure	50 freight vehicles.
Bromford Bridge	Castle Bromwich Jn.	Up goods	6 horse boxes.
Bromford Bridge	New Street Station (via Grand Jn.)	Down main and down goods	One passenger brake van.
Washwood Heath Jn.	Bromford Bridge	Up goods	15 freight vehicles without brake van. During daylight and in clear weather only.
Washwood Heath Jn.	Washwood Heath Sidings No. 3	Nos. 1, 2 and 3 reception	40 freight vehicles.
Washwood Heath Jn.	Washwood Heath Sidings No. 2	2nd down goods	45 freight vehicles.
Washwood Heath Sidings No. 2	Grand Jn. (Western Lines)	Down main and down goods	20 freight vehicles. In clear weather only.
Washwood Heath Sidings No. 2	St. Andrews Jn.	Down main and down goods	20 freight vehicles. In clear weather only.
Saltley Sidings	Duddeston Road	Down main	Loco. stores van without brake van.
Saltley Jn.	Lawley Street	Down Lawley Street goods	35 freight vehicles without brake van. During daylight and in clear weather only.
Lawley Street "A"	Duddeston Road	Up goods	10 freight vehicles without brake van.
Lawley Street No. 3	Lawley Street "A"	Up goods	10 freight vehicles without brake van.
Grand Jn. (Western Lines)	Proof House Jn. (Western Lines)	Down Midland	One passenger brake van.
Proof House Jn. (Western Lines)	New Street No. 2 (Western Lines)	Down Midland	One passenger brake van.
New Street No. 2 (Western Lines)	New Street No. 5 (Western Lines)	Nos. 9 and 10 platforms	P. Coaching stock vehicles and freight vehicles without brake van.
New Street No. 5 (Western Lines)	New Street No. 2 (Western Lines)	Nos. 7 and 8 platforms	P. Coaching stock vehicles and freight vehicles without brake van.
Chellaston Quarry	Chellaston Jn.	Down goods	45 freight vehicles. In clear weather only.
Chellaston Jn.	Chellaston Quarry	Up goods	45 freight vehicles. In clear weather only.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Tutbury Crossing	Tutbury Yard	Down	35 freight vehicles without brake van.
Burton, Wetmore Sidings ..	English Grain Co's. Sidings	Single	Freight vehicles without brake van.
Burton, English Grain Co's. Sidings	Wetmore Sidings	Single	Freight vehicles without brake van.
Burton, Hawkins Lane Jn...	Hawkins Lane Sidings ..	Down and up	Freight vehicles without brake van.
Burton, Hawkins Lane Sidings	Stretton Jn.	Down	35 freight vehicles. In clear weather only.
Burton, Stretton Jn. ..	Hawkins Lane Sidings ..	Up	20 freight vehicles. In clear weather only. 2 wagon brakes must be pinned down near to the brake van before leaving Stretton Jn.
Burton, Hawkins Lane Jn...	Wetmore Sidings.. ..	Outwards and inwards	Freight vehicles without brake van.
Burton, Hawkins Lane Jn...	Burton Goods Yard ..	Down and up	Freight vehicles without brake van.
Burton, Hawkins Lane Jn...	Anderstaff Lane	Down and up	Freight vehicles without brake van.
Burton, Anderstaff Lane ..	Salts Engine Shed ..	Down and up	Freight vehicles without brake van.
Burton, Horninglow Bridge	Allsopps Crossing ..	Down and up	Freight vehicles without brake van.
Burton, Horninglow Bridge	Horninglow Wharf ..	Single	Freight vehicles without brake van.
Burton, Wellington Street Jn.	Leicester Jn.	Down and up	Freight vehicles without brake van.
Burton, Wellington Street Jn.	Shobnall Jn.	Down and up	Freight vehicles without brake van.
Burton, Shobnall Jn. ..	Allsopps Sidings	Down and up	Freight vehicles without brake van.
Burton, Wellington Street Jn.	Shobnall Maltings ..	Single	35 freight vehicles without brake van. During daylight and in clear weather only.
Burton, Allsopps Sidings ..	Allsopp's Maltings ..	Single	Freight vehicles without brake van.
Burton, Wellington Street Jn.	Dale Street Jn.	Down and up	Freight vehicles without brake van.
Burton, Dale Street Jn. ..	Uxbridge Street Jn. ..	Down and up	Freight vehicles without brake van.
Burton, Uxbridge Street Jn.	Branston Road	Down and up	Freight vehicles without brake van.
Burton, Duke Street ..	James Street Jn.	Down and up	Freight vehicles without brake van.
Burton, James Street Jn. ..	Uxbridge Street Jn. ..	Down and up	Freight vehicles without brake van.
Burton, James Street Jn. ..	Shobnall Branch Extension	Single	Freight vehicles without brake van.
Knighton South Jn. ..	Saffron Lane Jn.	Down	15 freight vehicles. During daylight and in clear weather only.
Knighton South Jn. ..	Saffron Lane Jn.	Down	Equal to 20½ coaching stock vehicles. In clear weather only.
Saffron Lane Jn.	Knighton South Jn. ..	Up	15 freight vehicles. During daylight and in clear weather only.
Saffron Lane Crossing ..	Saffron Lane Jn.	Up	60 freight vehicles.
Bardon Hill Station ..	Cliff Hill Sidings	Up	20 freight vehicles.
Moira West Jn.	Woodville Jn.	Down	45 freight vehicles.
Branston Jn.	Branston Sidings.. ..	Up goods	Freight trains. In clear weather only.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Branston Sidings	Birmingham Curve Jn.	Up goods	Freight trains. In clear weather only.
Desford Jn.	Glenfield	Single	25 freight vehicles. In clear weather only.
Ashby Station	Ashby, Burton Road Crossing	Single	15 freight vehicles.
Nuneaton, Weddington Jn.	Nuneaton No. 3 (Western Lines)	Up, and up slow	Freight trains.
Heather Brick Co.	Hugglescote	Single	Freight trains.
Hugglescote	National Brick Co. (Heather)	Single	15 freight vehicles.
Snarestone	Measham Station	Single	6 freight vehicles. During daylight and in clear weather only.
Coronet Sidings	Measham Station	Single	12 freight vehicles.
Measham Station	Red Bank Brick Works Sidings Nos. 1 and 2	Single	12 freight vehicles.
Moira South Jn.	Moira West Jn.	Down	45 freight vehicles.
Moira West Jn.	Moira South Jn.	Up	10 freight vehicles.
Woodville Jn.	Swain's Park Crossing	Single	Freight trains.
Swain's Park Crossing	Woodville Goods Station or Boothorpe Sidings	Single	Freight trains.
Swadlincote West	Woodville Passenger Station	Single	10 freight vehicles.
Swadlincote West	Wragg's Sidings	Single	25 freight vehicles.
Gresley	Netherseal Colliery	Single	Freight trains.
Tamworth High Level	Tamworth Low Level	Single	40 freight vehicles without brake van. A sufficient number of wagon brakes, at the leading end of the train, must be pinned down to ensure the safety of the movement, having regard to the state of weather
Tamworth Low Level (Western Lines)	Tamworth High Level	Single	30 freight vehicles without brake van.
Wigston South Jn.	Wigston Central Jn.	Down	12 freight vehicles or 12 coaching stock vehicles. In clear weather only.
Wigston Central Jn.	Wigston South Jn.	Up	12 freight vehicles or 12 coaching stock vehicles. In clear weather only.
Wigston North Jn.	Glen Parva Jn.	Down	12 freight vehicles or 12 coaching stock vehicles. In clear weather only.
Wigston Central Jn.	Glen Parva Jn.	Down	12 freight vehicles or 12 coaching stock vehicles. In clear weather only.
Narboro'	End of Enderby Branch	Single	Freight trains.
Nuneaton, Midland Jn.	Nuneaton No. 1 (Western Lines)	Down	Coaching stock vehicles and freight vehicles. If a train for the Up Sidings exceeds 45 vehicles, the Foreman at the Up Sidings must, before the train is accepted from Nuneaton No. 1, see that the points are properly set and that the train is propelled direct into the yard.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Nuneaton No. 1 (Western Lines)	Nuneaton, Midland Jn. ..	Up	Coaching stock trains.
Nuneaton, Abbey Jn. ..	Nuneaton Down Sidings (Western Lines)	Up goods	Freight vehicles. When more than 20 vehicles are propelled a brake van must be provided.
Nuneaton, Weddington Jn.	Nuneaton, Abbey Jn. ..	Up	Freight trains.
Castle Bromwich Jn. ..	Park Lane Jn.	Down	6 coaching stock vehicles.
Park Lane Jn.	Castle Bromwich Jn. ..	Up	6 coaching stock vehicles.
Aldridge Jn...	Aldridge Colliery Sidings	Single	20 freight vehicles.
St Andrews Jn.	Exchange Sidings (Western Lines)	Down	One passenger brake van.
Exchange Sidings (Western Lines)	St. Andrews Jn.	Up	20 freight vehicles In. clear weather only.
Exchange Sidings .. .. (Western Lines)	Grand Jn. (Western Lines)	Down	One passenger brake van.
Grand Jn. (Western Lines)..	Proof House Jn. (Western Lines)	Down Western ..	Freight vehicles without brake van.
Proof House Jn. (Western Lines)	New Street No. 1 (Western Lines)	Down Western ..	One passenger brake van.
New Street No. 1 (Western Lines)	New Street No. 5 (Western Lines)	Nos. 4, 5 and 6 platforms (via No. 3)	P. Coaching stock vehicles and freight vehicles without brake van.
New Street No. 5 (Western Lines)	New Street No. 1 (Western Lines)	Nos. 3 and 4 platforms and Nos. 1 and 2 Sidings	P. Coaching stock vehicles and freight vehicles without brake van.
New Street No. 2 (Western Lines)	New Street No. 1 (Western Lines)	Connecting	P. Coaching stock vehicles.
New Street No. 5 (Western Lines)	New Street No. 6 (Western Lines)	No. 1A platform ..	P. Coaching stock and freight vehicles without brake van.
Bordesley Jn.	St. Andrews Jn.	Up	One passenger brake van.
Camp Hill Station	Bordesley Jn.	Up	One passenger brake van.
Bordesley Jn.	Bordesley South (Western Region)	Down	10 freight vehicles. In clear weather only. **Propelling movements must not exceed 5 m.p.h. and must be brought to a stand at Bordesley South (W.R.) branch home signal. Any further movement must only be made on the instructions of the W.R Shunter.**
Birmingham Central ..	Church Road Jn... ..	Down goods	Equal to 6 eight-wheeled vehicles fully fitted with the automatic brake connected and in use — in clear weather only. A Guard must ride in the leading vehicle which must be equipped with a brake valve.
Church Road Jn.	Birmingham Central ..	Up goods	Equal to 6 eight-wheeled vehicles fully fitted.
Barnt Green M.L. Jn. ..	Barnt Green S.L. Jn. ..	Down	Coaching stock trains.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Marylebone Station ..	Marylebone Goods Yard	Down fast and down slow	Trains in charge of a Shunter who must obey any fixed signals.
Marylebone Goods Yard ..	Marylebone Station ..	Up fast and up slow ..	
Marylebone Goods Yard ..	Marylebone Station ..	Up	Loco. Stores van which must be fully fitted and in which the Guard must ride.
Neasden South Jn. ..	Marylebone Goods Yard	Up	
Neasden South Jn. ..	Neasden North Jn. ..	Down goods arrival ..	12 empty coaches, in clear weather only, in connection with special events at Wembley Stadium.
Neasden South Jn. ..	Neasden North Jn. ..	Down fast, down slow and down goods arrival	Freight vehicles without brake van.
Neasden South Jn. ..	Neasden North Jn. ..	Down fast	Coaching stock and freight vehicles.
Neasden North Jn... ..	Neasden South Jn. ..	Up fast and up slow ..	Freight vehicles without brake van.
Neasden North Jn... ..	Wembley Hill	Down fast	Coaching stock and freight vehicles.
Wembley Hill	Neasden North Jn. ..	Up slow	Coaching stock vehicles. Up goods arrival line at Neasden North Jn. must be clear before movement is accepted from Wembley Hill.
Northolt Park G.F. ..	Sudbury Hill	Down	10 freight vehicles. In clear weather only.
High Wycombe South (Western Region) ..	High Wycombe Middle (Western Region) ..	Down main and down platform	20 freight vehicles. In daylight and clear weather only. Speed not to exceed **15 miles per hour.**
High Wycombe Middle (Western Region)	High Wycombe North (Western Region) ..	Down main and down platform	
Woodford No. 4	Woodford No. 3 ..	Down main	5 coaching stock vehicles or 10 freight vehicles without brake van.
Woodford No. 4	Woodford No. 3 ..	Down slow	30 freight vehicles without brake van or 7 coaching stock vehicles.
Woodford No. 3	Woodford No. 4 ..	Up main	5 coaching stock vehicles or 10 freight vehicles without brake van.
Woodford No. 3	Woodford No. 2 ..	Down main	
Woodford No. 2	Woodford No. 3 ..	Up main	
Leicester Goods South ..	Leicester Goods North ..	Down main and down goods	12 fitted or 6 unfitted vehicles
Leicester Goods North ..	Leicester Passenger South	Down main	12 fitted or 6 unfitted vehicles.
Leicester Passenger South..	Abbey Lane	Down main	12 fitted vehicles without brake van.
Abbey Lane..	Leicester Passenger South	Up main	
New Basford	Bagthorpe Jn.	Down	12 coaching stock vehicles. In clear weather only; also 2 gas tanks.
Bagthorpe Jn.	Bulwell South Jn. ..	Down	12 empty coaching stock vehicles in clear weather only.
Bulwell South Jn.	Bulwell North Jn. ..	Down main and down goods	Coaching stock vehicles or 15 freight vehicles.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Annesley No. 4	Annesley South Jn.	Up goods	30 freight vehicles with or without brake van. In clear weather only. 20 freight vehicles during fog or falling snow. No. 24 points to be set for dead end at South Jn.
Annesley No. 4	South Departure	Up engine	30 freight vehicles with or without brake van. In clear weather only.
Annesley No. 4	Annesley North Jn.	Down goods	30 freight vehicles with or without brake van. In clear weather only.
Annesley No. 4	Annesley No. 3	Nos. 1 and 2 down arrival and down engine	30 freight vehicles without brake van or 45 freight vehicles with brake van.
Annesley No. 3	Annesley North Jn.	Down departure and Nos. 1, 2 and 3 down reception	Coaching stock vehicles. 30 freight vehicles with or without brake van. In clear weather only.
Annesley No. 3	Annesley North Jn.	Down departure and Nos. 1, 2 and 3 down reception	Freight trains for Colwick line.
Annesley No. 2	Annesley No. 4	Up engine	Coaching stock. 30 freight vehicles with or without brake van. In clear weather only. 20 freight vehicles during fog or falling snow.
Annesley North Jn.	Annesley No. 4	Up goods	30 freight vehicles with or without brake van. In clear weather only.
Annesley North Jn.	Annesley No. 2	Nos. 1, 2, 3 and 4 up reception	Coaching stock. 30 vehicles with or without brake van. In clear weather only.
Annesley North Jn.	Annesley No. 2	Nos. 1, 2, 3 and 4 up reception	Freight trains from Colwick line.
Aylesbury South	Aylesbury North	Down and up main	10 vehicles, with or without brake van. In clear weather only.
Calvert Station	Calvert Jn.	Down	Freight trains.
Calvert Jn.	Calvert Station	Up	Freight trains.
Gotham Branch		Branch	Freight vehicles without brake van. When more than 4 being propelled at one time the brakes on every third vehicle must be pinned down.
Bagthorpe Jn.	Basford North	Down	Coaching stock vehicles, also 2 gas tanks. Guard or Shunter in leading vehicle must obey any fixed signals exhibited against him.
Basford North	Babbington Jn.	Down	16 coaching stock vehicles.
Ilkeston Station	Ilkeston West Ground Frame	Down main	30 freight vehicles.
Ilkeston West Ground Frame	Ilkeston Station	Down main	30 freight vehicles.
Stanley Sidings	West Hallam	Down	15 freight vehicles. In clear weather only.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Derby West	Derby East	Up main	Coaching stock vehicles.
Trent Lane Jn.	Nottingham Goods Yard	Down reception	Fully fitted fish and parcels trains with or without brake van, and freight trains.
Nottingham Goods Yard	Trent Lane Jn.	Up departure	Freight trains and coaching stock vehicles.
Basford North	Bulwell South Jn.	Down	6 coaching stock vehicles
Eastwood South	Eastwood North	Down	Freight trains without brake van. To make up load at North end of yard.
Pye Hill	Pinxton South	Down	8 freight vehicles. In clear weather only.
Hadfield West	Hadfield East	Up	20 freight vehicles.
Hyde Jn.	Dewsnap Sidings	Down goods No. 1	30 freight vehicles.
Guide Bridge East Jn.	Dewsnap Sidings	Up goods Nos. 1, 2 and 3	Freight vehicles without brake van.
Ashton Jn.	Guide Bridge East Jn.	Up goods	
Ashburys East Jn.	Priory Jn.	Up goods	30 freight vehicles. When more than 15 vehicles, brake van must be leading and before propelling is authorised to commence, line must be clear to Priory Jn. box.
Ashburys East Jn.	Ashburys West Jn.	Down goods	10 freight vehicles without brake van or 25 freight vehicles with brake van.
Ashburys West Jn.	Ardwick No. 3	Down goods	
Ardwick No. 3	Ashburys East Jn.	Up goods	4 coaching stock vehicles or 25 freight vehicles. In clear weather only.
Ardwick No. 3	Ardwick No. 1	Down goods	Coaching stock vehicles. During fog or falling snow the down goods line must be clear to Ardwick No. 1 down goods second home signal
Ardwick No. 1	Ardwick No. 3	Up goods No. 1	60 empty freight vehicles Line to be clear to Ardwick No. 3 up goods No. 1 home 2 signal.
Glossop Central	Dinting	Down	Coaching stock vehicles of Glossop branch train and freight vehicles. In clear weather only.
Stalybridge No. 3 (Western Lines)	Stalybridge No. 2 (Western Lines)	Up main	6 freight vehicles.
Stalybridge No. 4 (Western Lines)	Stalybridge No. 3 (Western Lines)	Up main	6 freight vehicles.
Dukinfield Station	Guide Bridge North Jn.	Down main	25 freight vehicles without brake van, also ballast train.
Guide Bridge North Jn.	Dukinfield Station	Up	Ballast train only.
Ashton Jn.	Guide Bridge North Jn.	Down	Ballast train only.
Guide Bridge North Jn.	Ashton Jn.	Up	Ballast train only.
Guide Bridge East Jn.	Guide Bridge North Jn.	Down goods	25 freight vehicles. In clear weather and daylight only.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Guide Bridge North Jn. ..	Guide Bridge East Jn. ..	Up goods	Freight vehicles with or without brake van.
Ashton Moss South Jn. ..	Ashton Moss North Jn... (Central Lines)	Down	Freight vehicles without brake van.
Ashton Moss North Jn. .. (Central Lines)	Ashton Moss South Jn. ..	Up	Freight vehicles without brake van.
Ashburys West Jn... ..	Ancoats Jn.	Down	Freight trains. In clear weather only. 25 freight vehicles during fog or falling snow.
Ancoats Jn...	Ashton Road	Arrival	Freight trains. In clear weather only. 25 freight vehicles during fog or falling snow.
Ashton Road	Palmerston Road Ground Frame	Arrival	Freight trains. In clear weather only.
Palmerston Road Ground Frame	Ashton Road	Departure	
Ashton Road	Ancoats Jn.	Departure	
Longsight No. 4 (Western Lines)	Manchester London Road No. 2 (Western Lines)	Down fast	30 wagons of engineering material. In clear weather only.
Longsight No. 4 (Western Lines)	Manchester London Road No. 1 (Western Lines)	Down slow	30 freight vehicles. In clear weather only.
Ardwick Jn. (Western Lines)	Manchester London Road No. 1 (Western Lines)	Down fast	10 freight vehicles without brake van. In clear weather only.
Ardwick Jn. (Western Lines)	Manchester London Road No. 3 (Western Lines)	Down fast and slow ..	Breakdown van train.
Manchester London Road No. 1 (Western Lines)	Manchester London Road No. 2 (Western Lines)	Down slow	30 freight vehicles. In clear weather only.
Manchester London Road No. 1 (Western Lines)	Manchester London Road No. 2 (Western Lines)	Shunting neck	Coaching stock. 6 freight vehicles without brake van.
Manchester London Road No. 2 (Western Lines)	Manchester London Road No. 1 (Western Lines)	Shunting neck	Coaching stock.
Manchester London Road No. 3 (Western Lines)	Ardwick Jn. .. .. (Western Lines)	Up fast and slow ..	Breakdown van train.

PROPELLING FREIGHT BRAKE VANS

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

From	To	Line	Remarks
Mortimer Street Jn. ..	Carlton Road Jn. ..	Down	Propelling of freight brake vans prohibited.
Carlton Road Jn. ..	Mortimer Street Jn. ..	Up	
Throstle Nest East Jn. ..	Trafford Park Jn. ..	Down	Not more than two freight brake vans.
Brunswick	Cressington	Up	Not more than one freight brake van.
Brunswick	Liverpool Central Station	Down	Not more than one freight brake van.
Fazakerley West Jn. ..	Fazakerley South Jn. ..	Up main	Not more than two freight brake vans.

TABLE F—*continued*

PROPELLING FREIGHT BRAKE VANS—*continued*

The following conditions must in all cases be observed:—

A Guard must ride in the leading vehicle. He must keep a sharp lookout, 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 steeper 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 brake vans must not be propelled except in cases of emergency or where otherwise authorised.

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

From	To	Line	Remarks
Wigston South Jn. ..	Wigston North Jn. ..	Down and up main. Down and up goods	—
Knighton South Jn. ..	Knighton North Jn. ..	Down and up main. Down and up goods	—
Knighton North Jn. ..	Cattle Market Sidings ..	Down and up main. Down and up goods	—
Cattle Market Sidings ..	Leicester London Road Jn.	Down and up main. Down and up goods	—
Leicester London Road Jn.	Leicester North Jn. ..	Down and up goods	—
Leicester North Jn. ..	Engine Shed Sidings ..	Down and up main. Down and up goods	—
Leicester Engine Shed Sidings	Bell Lane	Down and up main. Down and up goods	—
Bell Lane	Humberstone Road Jn.	Down and up main. Down and up goods	—
Syston South Jn. ..	Syston North Jn. ..	Down and up main, second down passenger and up goods	—
Corby South	Storefield	Up	—
Corby North	Lloyds Sidings South ..	Down and up ..	—
Wigston Central Jn. ..	Wigston North Jn. ..	Down and up ..	—
Syston North Jn. ..	Syston East Jn.	Down and up ..	—
Syston South Jn. ..	Syston East Jn. ..	Down and up ..	—
Derby Way and Works Sidings	Spondon Jn.	Up	—
Derby Engine Sidings No. 1	Engine Sidings No. 2 ..	Up Loco. ..	—
Derby Jn.	Engine Sidings No. 1 ..	Up goods	—
Spondon Jn.	Chaddesden South Jn.	Down	—
Chaddesden South Jn. ..	Derby South Jn. ..	Down main and down goods	—
Derby South Jn.	Derby Jn.	Down main and down goods	—
Throstle Nest East Jn. ..	Trafford Park Jn. ..	Down	Two brake vans.
Glazebrook East Jn. ..	Irlam	Up	—
Glazebrook East Jn. ..	Risley West	Down and up ..	—
Warrington Central ..	Bewsey	Down and up ..	Two brake vans.
Brunswick	Cressington	Up	—
Brunswick	Liverpool Central ..	Down	—
Glazebrook Moss Jn. ..	Glazebrook West Jn. ..	Up	—
Knighton South Jn. ..	Saffron Lane Jn. ..	Down and up ..	—
Knighton North Jn. ..	Saffron Lane Jn. ..	Down and up ..	—
Saffron Lane Jn.	Saffron Lane Crossing	Down	—
Bagworth & Ellistown ..	Desford Colliery Sidings	Up	—
Ellistown Colliery Sidings	Bagworth & Ellistown	Up	—
Wigston South Jn. ..	Wigston Central Jn. ..	Down and up ..	—
Wigston Central Jn. ..	Wigston Glen Parva Jn.	Down and up ..	—
Wigston North Jn. ..	Wigston Glen Parva Jn.	Down and 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 brake van (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 brake van 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 brake van, 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 Signalman.

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 Signalman 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 Signalman at the advance box that the whole of the movement has not cleared the section.

Should it be necessary for the Signalman 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 Signalman.

From	To	Line	Remarks
Cattle Docks Jn. ..	Carlton Road Jn. ..	Up goods	13 coaching stock vehicles or 35 freight vehicles.
Carlton Road Jn. ..	Cattle Docks Jn. ..	Down goods	
St. Albans North ..	St. Albans South ..	Down fast	Coaching stock vehicles or light engines.
St. Albans North ..	St. Albans South ..	Down slow	Coaching stock vehicles or light engines.
Luton North	Luton South	Down fast	Coaching stock vehicles or 4 fitted freight vehicles.
Luton North	Luton South	No. 3 down platform ..	—
Luton North	Luton South	Down slow	—
Bedford Jn.	Bedford North.. ..	Up slow	P. Diesel multiple-unit trains.
Wellingborough Jn. ..	Wellingborough Station	Up fast	—
Wellingborough Jn. ..	Wellingborough Station	Up slow	—
Wellingborough Stn...	Wellingborough Jn. ..	Down slow	Empty motor train.
Kettering Station ..	Kettering North ..	Up slow	Light engine only.
Glendon South Jn. ..	Glendon North Jn. ..	Up slow	10 coaching stock vehicles or 25 freight vehicles.
Market Harboro' No. 3	Market Harboro' No. 2	Down Midland main.. ..	Engine and brake van.
Leicester, London Rd. Jn.	Passenger Station East	Nos. 3 and 4 up platforms..	P. —
Passenger Station East	Leicester North ..		
Leicester North ..	Passenger Station West	Nos. 1 and 2 down platforms	P. —
Passenger Station West	Leicester, London Road Jn.		
Humberstone Road Jn.	Leicester, Bell Lane ..	Nos. 1 and 2 down reception..	15 coaching stock vehicles; freight vehicles without brake van.

TABLE G—*continued*

WORKING IN WRONG DIRECTION—*continued*

From	To	Line	Remarks
Trent Station South Jn.	Trent Station North Jn.	Nos. 1, 2 and 3 up passenger..	P. 10 coaching stock vehicles or 10 freight vehicles.
Trent Station North Jn.	Trent Station South Jn.	Nos. 1, 2 and 3 down passenger	P. 10 coaching stock vehicles or 10 freight vehicles.
Toton Jn.	Toton Centre	Up goods	—
Toton Down Sidings North	Toton Centre	2nd down goods	—
Toton Down Sidings North	Toton Brake Sidings ..	Down departure	—
Stapleford & Sandiacre Station	Toton Down Sidings North	2nd down goods	—
Bedford, L.N.W. Jn...	Ouse Bridge	Up main	Coaching stock vehicles and freight vehicles. 30 freight vehicles without brake van.
Bedford, Ouse Bridge..	Bedford Jn.	Up main	—
Bedford Jn.	Ouse Bridge	Down main	Freight trains. 10 wagons without brake van. †
Bedford, Ouse Bridge..	Bedford L.N.W. Jn. ..	Down main	Freight trains. 10 wagons without brake van. †
† Authority **not** applicable for through movements from Bedford Jn. to L.N.W. Jn. when Ouse Bridge box is closed.			
Wellingborough (London Road)Level Crossing	Wellingborough (London Road) Midland Jn.	Up	Coaching stock. Freight vehicles without brake van.
Wellingborough (London Road) Midland Jn.	Wellingborough (London Road) Level Crossing	Down	Coaching stock. Freight vehicles without brake van.
Oakham Jn.	Oakham Level Crossing	Down main	6 coaching stock vehicles or 6 freight vehicles, without brake van.
Saxby Station Jn. ..	Saxby West Jn. ..	Up slow	—
Saxby West Jn. ..	Saxby Station Jn. ..	Down fast	12 coaching stock vehicles or 35 freight vehicles without brake van.
Saxby West Jn. ..	Saxby Station Jn. ..	Down slow	P. 12 coaching stock vehicles or 35 freight vehicles without brake van.
Market Harboro' No. 1	Market Harboro' No. 3	Up main	P. Without brake van, except trains setting back to Leicester line.
Market Harboro' No. 3	Market Harboro' No. 1	Down main	P. Without brake van, except trains setting back from Leicester line.
Market Harboro' No. 1	Market Harboro' No. 3	Up goods	Without brake van.
Market Harboro' No. 3	Market Harboro' No. 1	Down goods	Without brake van.
Beeston South Jn. ..	Beeston Sidings No. 2	Up goods	—
Beeston Sidings No. 2	Beeston North Jn. ..	Up goods	—
Beeston Sidings No. 2	Beeston South Jn. ..	Down goods	—
Mansfield Station South	Mansfield North Jn. ..	Down main	12 coaching stock vehicles.
Mansfield Station South	Mansfield Station North	Up main and back platform ..	—
Mansfield Station North	Mansfield Station South	Down main	—
Blackwell South Jn. ..	Blackwell East Jn. ..	Up goods	—
Tibshelf East Jn. ..	Weighing Machine Sidings	2nd down goods	—
Weighing Machine Sidings	Westhouses & B. Station	2nd down goods	—

TABLE G—*continued*

WORKING IN WRONG DIRECTION—*continued*

From	To	Line	Remarks
Derby, London Road Jn.	Way and Works Sidings	Down main	Trains for Engineer's Stores "H" Depot.
Derby, Way and Works Sidings	Derby, London Road Jn.	Up main	Light engines and empty 6-car multiple unit diesel trains.
Breadsall Crossing	Little Eaton Jn.	Up goods	Light engines. In clear weather only.
Rowsley Down Sidings No. 2	Rowsley South Jn.	2nd down goods	30 freight vehicles without brake van. Limited to 15 without brake van if propelled.
Peak Forest North	Peak Forest South	Down main	—
Chinley Station North Jn.	Chinley Station South Jn.	Down slow	8 empty coaching stock vehicles. In clear weather only.
Chinley Station North Jn.	Chinley Station South Jn.	Down outside	—
Little Eaton Jn.	Little Eaton Station Crossing	Up main	15 freight vehicles without brake van.
Ambergate North Jn.	Crich Jn.	Up reception	—
Crich Jn.	Buckland Hollow	Up main	Traffic for General Refractories Sidings.
Ashbourne No. 1	Ashbourne No. 2	Up	Without brake van.
Ashbourne No. 2	Ashbourne No. 1	Down	Without brake van.
Buxton East Jn. (Western Lines)	Buxton (Mid.) Station (Western Lines)	Up main	—
Buxton East Jn. (Western Lines)	Buxton Jn. No. 1 (Western Lines)	Up main	—
Buxton (Mid.) Station (Western Lines)	Buxton East Jn. (Western Lines)	Down main	P. —
Godley Jn.	Brookfold	Up main	20 freight vehicles.
Brookfold	Godley Jn.	Down main	20 freight vehicles.
Georges Road Jn.	Heaton Mersey East Jn.	Up main	11 freight vehicles for Cadbury-Fry's Siding without brake van. In clear weather only. Setting back movement must not proceed beyond this siding.
Georges Road Jn.	Heaton Mersey East Jn.	Up goods	Freight trains.
Heaton Mersey East Jn.	Heaton Mersey West Jn.	Up slow goods	Engines for shed.
Heaton Mersey West Jn.	Heaton Mersey East Jn	Down fast goods	Light engines only.
Cheadle Jn.	Heaton Mersey West Jn.	Down main	Light engines.
Warrington Sidings	Warrington Station	Up goods	Empty coaching stock or 3 freight vehicles.
Warrington Station	Warrington Sidings	Down goods	Light engines only.
Aintree, Southport Jn.	Cheshire Lines Jn. (Central Lines)	Up main	—
Burton, North Stafford Jn.	Horninglow Bridge	Up goods	35 freight vehicles without brake van. In clear weather only.
Burton, Leicester Jn.	Burton Station South	Down goods	25 freight vehicles without brake van. In clear weather only.
New Street No. 2 (Western Lines)	New Street No. 5 (Western Lines)	Up main and Nos. 7 and 8 platforms	P. Without brake van.
New Street No. 5 (Western Lines)	New Street No. 2 (Western Lines)	Nos. 1 and 2 down main and Nos. 9 and 10 platforms	P. Without brake van.
Tutbury Crossing	Tutbury Yard	Up main	35 freight vehicles without brake van.
Tutbury Yard	Tutbury Crossing	Down main	35 freight vehicles without brake van.
Burton Goods Yard	Hawkins Lane Jn.	Down goods	Freight vehicles without brake van, may be drawn only.

TABLE G—*continued*

WORKING IN WRONG DIRECTION—*continued*

From	To	Line	Remarks
Burton, Hawkins Lane Jn.	Hawkins Lane Sidings	Up goods	35 freight vehicles. In clear weather only. Freight vehicles without brake van may be drawn only.
Burton, Allsopp's Sidings	Stretton Jn.	Up goods	—
Leicester, Saffron Lane Crossing	Saffron Lane Jn.	Down main	45 freight vehicles, with or without brake van.
Birmingham Curve Jn.	Branston Sidings	Up goods	Engines and engines with one or two brake vans.
Nuneaton Down Sidings (Western Lines)	Abbey Jn.	Up goods	Engines and brake vans.
New Street No. 1 (Western Lines)	New Street No. 5 (Western Lines)	No. 3 up platform	P. Without brake van.
New Street No. 5 (Western Lines)	New Street No. 1 (Western Lines)	Nos. 5 and 6 down platforms	P. Without brake van.
New Street No. 5 (Western Lines)	New Street No. 6 (Western Lines)	Nos. 1A and 2A down platforms	P. Without brake van.
New Street No. 6 (Western Lines)	New Street No. 5 (Western Lines)	Nos. 1A and 2A up platforms	P. Without brake van.
New Street No. 1 (Western Lines)	New Street No. 2 (Western Lines)	Connecting line from up Western Line to Midland Lines	P. Without brake van.
Longbridge East	Longbridge West	Up main	Freight trains, empty coaching stock trains, also Austin Motor Co.'s light engines, in clear weather only.
Neasden North Jn.	Neasden South Jn.	Down goods arrival	20 freight vehicles. Drawn only.
High Wycombe Middle (Western Region)	High Wycombe South (Western Region)	Down main	Light engines.
Woodford No. 4	Woodford No. 3	Up main	Drawn only.
Woodford No. 4	Woodford No. 3	Up goods	Vehicles drawn. 30 freight vehicles with or without brake van or 7 coaching stock vehicles may be set back.
Woodford No. 3	Woodford No. 2		
Woodford No. 3	Woodford No. 4	Down main	Drawn only.
Woodford No. 3	Woodford No. 4	Down slow	Drawn only.
Woodford No. 2	Woodford No. 3	Down goods	Drawn only.
Leicester Goods South	Leicester Goods North	Up main	Vehicles drawn. 12 fitted or 6 unfitted vehicles may be set back
Leicester Passenger South	Leicester Passenger North	Up slow	Drawn only.
Leicester Passenger North	Leicester Passenger South	Down slow	Drawn only.
Arkwright Street	Nottingham Goods South	Down goods	Drawn only.
Nottingham Goods South	Arkwright Street	Up goods	Drawn only.
Nottingham Victoria South	Nottingham Victoria North	Up goods	Drawn only.
Nottingham Victoria South	Nottingham Victoria East or North	Up slow No. 1	Drawn only.
Nottingham Victoria South	Nottingham Victoria East or North	Up slow No. 2	Drawn only.
Nottingham Victoria South	Nottingham Victoria East or North	Up fast	Drawn only.
Nottingham Victoria East or North	Nottingham Victoria South	Down fast	Drawn only.

TABLE G—*continued*

WORKING IN WRONG DIRECTION—*continued*

From	To	Line	Remarks
Nottingham Victoria North	Nottingham Victoria West or South	Down slow No. 1	Drawn only.
Nottingham Victoria North	Nottingham Victoria West or South	Down slow No. 2	Drawn only.
Nottingham Victoria North	Nottingham Victoria West or South	Down goods	Drawn only.
Bulwell North Jn. ..	Bulwell South Jn. ..	Down goods	Drawn only.
Bulwell South Jn. ..	Bulwell North Jn. ..	Up goods	Drawn only.
Annesley South Jn. ..	Annesley No. 4 ..	Up goods	30 freight vehicles with or without brake van in clear weather. 20 freight vehicles during fog or falling snow may be set back.
South Departure ..	Annesley No. 4 ..	Up engine	30 freight vehicles with or without brake van in clear weather. 20 freight vehicles during fog or falling snow may be set back.
Annesley No. 4 ..	Annesley South Jn. ..	Down goods	Drawn only.
Annesley No. 4 ..	Annesley No. 2 ..	Up engine	Coaching stock vehicles or 30 freight vehicles with or without brake van in clear weather may be set back.
Annesley No. 4 ..	Annesley North Jn ...	Up goods	Drawn only.
Annesley No. 3 ..	Annesley No. 4 ..	No. 1 down Arrival and Engine	30 freight vehicles with or without brake van in clear weather. 20 freight vehicles during fog or falling snow may be set back.
Annesley No. 3 ..	Annesley No. 4 ..	Down Engine	Light engines.
Annesley No. 2 ..	Annesley North Jn. ..	Nos. 1, 2, 3 and 4 up reception	Coaching stock vehicles or 30 freight vehicles with or without brake van in clear weather. Freight trains for Colwick line may be set back.
Annesley North Jn. ..	Annesley No. 4	Down goods	30 freight vehicles with or without brake van in clear weather only.
Annesley North Jn. ..	Annesley No. 3 ..	Down departure	Coaching stock vehicles, freight trains from Colwick line, 30 freight vehicles with or without brake van in clear weather. 20 freight vehicles during fog or falling snow may be set back.
Annesley North Jn. ..	Annesley No. 3 ..	Nos. 1, 2 and 3 down reception	Coaching stock vehicles or 30 freight vehicles with or without brake van in clear weather. Freight trains from Colwick line may be set back.

TABLE G—*continued*

WORKING IN WRONG DIRECTION—*continued*

From	To	Line	Remarks
Wembley Park Goods G.F.	Brent North	Down main	20 freight vehicles may be set back. Train must be brought to a stand on goods line at Brent North clear inside trap points until the Guard has satisfied himself that the siding points are correctly set and the line is clear.
Brent North	Neasden North Jn. ..	Down Met. departure ..	20 freight vehicles may be set back.
Aylesbury South ..	Aylesbury North ..	Up main	10 freight vehicles drawn only.
Aylesbury North ..	Aylesbury South ..	Down main	10 freight vehicles drawn only.
Eastwood South ..	Eastwood North ..	Up main	Vehicles drawn. Not exceeding 25 freight vehicles with or without brake van leading may be set back.
Pleasley Station Goods Yard	Pleasley Colliery ..	Down main	10 freight vehicles may be set back in clear weather only. Facing points at Pleasley Colliery to be set down main to Colliery shunt siding. Shunter or Guard to obtain Wrong Line Order described in Rule 184 from Signalman at Pleasley Colliery box.
Hyde Jn.	Dewsnap Sidings ..	Up goods	Drawn only.
Dewsnap Sidings ..	Guide Bridge East Jn.	Up goods No. 1	Drawn only.
Guide Bridge East Jn.	Dewsnap Sidings ..	Down goods No. 1	Light engines in clear weather only. Engines must stop at Dewsnap Sidings Box and await instructions.
Ashton Jn.	Guide Bridge East Jn.	Down slow	Drawn only.
Ashton Jn.	Guide Bridge East Jn.	Down goods No. 2	Drawn only.
Stockport Jn. ..	Ashton Jn.	Down fast	Drawn only.
Stockport Jn. ..	Ashton Jn.	Down slow	Drawn only.
Ashton Jn.	Stockport Jn.	Up fast	Drawn only.
Ashton Jn.	Stockport Jn.	Up slow	Drawn only.
Ashburys West Jn. ..	Ardwick No. 3 ..	Up goods No. 1	Drawn only.
Ardwick No. 3 ..	Ashburys West Jn. ..	Down goods	Drawn only.
Ardwick No. 3 ..	Ardwick No. 1 ..	Up goods	Drawn only.
Ardwick No. 1 ..	Ardwick No. 3 ..	Down goods	Drawn only.
Stalybridge No. 1 (Western Lines) ..	Stalybridge No. 2 (Western Lines) ..	Up main	Freight vehicles, 20 freight vehicles during fog.
Stalybridge No. 1 (Western Lines) ..	Stalybridge No. 2 (Western Lines) ..	Up goods	—
Stalybridge No. 2 (Western Lines) ..	Stalybridge No. 1 (Western Lines) ..	Down main	20 freight vehicles.
Stalybridge No. 2 (Western Lines) ..	Stalybridge No. 3 (Western Lines) ..	Up main and up platform ..	Clear weather only.
Stalybridge No. 3 (Western Lines) ..	Stalybridge No. 2 (Western Lines) ..	Down main and down platform	Clear weather only.
Stalybridge No. 2 (Western Lines) ..	Stalybridge No. 4 (Western Lines) ..	Up goods	—
Stalybridge No. 4 (Western Lines) ..	Stalybridge No. 2 (Western Lines) ..	Down goods	—

TABLE G—*continued*

WORKING IN WRONG DIRECTION—*continued*

From	To	Line	Remarks
Guide Bridge East Jn.	Guide Bridge North Jn.	Up goods	Vehicles drawn: 50 freight vehicles in daylight and clear weather may be set back No. 21 points at Guide Bridge North Jn. to be reversed before the movement is commenced.
Guide Bridge North Jn.	Guide Bridge East Jn...	Down goods	Drawn only.
Ashton Moss North Jn. (Central Lines)	Ashton Moss South Jn.	Down main	Drawn only.
Ashton Moss South Jn.	Ashton Moss North Jn. (Central Lines)	Up main	Drawn only.
O.A. & G.B. Jn. .. (Central Lines)	Ashton Moss South Jn.	Up main, through crossover to down siding	Drawn only.
O.A. & G.B. Jn. .. (Central Lines)	Ashton Moss South Jn.	Up goods	Drawn only.

TABLE H1

WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

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

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

One wagon of fuel or stores for signal boxes and stations, or the empty wagon in connection therewith, may be worked without a brake van 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
St. Pancras Stn.	Dock Jn.	Down goods	20 fitted.
North London Incline ..	St. Paul's Road Goods Jn.	Down goods	—
St. Paul's Road Goods Jn...	Dock Jn.	Up goods	—
Dock Jn.	North London Incline ..	Up goods	—
North London Incline ..	St. Pancras Stn.	Up goods	—
Brent Empty Wagon Sidings	Brent Jn. No. 2	Departure and arrival..	50 —
Luton South	Luton North	Down and up fast and down and up slow	10 fitted.
Bedford Jn.	Bedford South	Up slow	10
Bedford North	Bedford No. 1	Up slow and up ..	4
Wellingboro' Jn.	Finedon Road	Down and up main and down and up slow and goods	2. In clear weather only.
Finedon Road	Wellingboro' North ..	Up goods	30
Finedon Road	Neilson's Sidings.. ..	Down goods	40. In clear weather only.
Neilson's Sidings	Finedon Road	Up goods	40. In clear weather only.
Leicester, Knighton South Jn.	Leicester, Cattle Market Sidings	Down and up main and down and up goods	10
Leicester, Cattle Market Sidings	Saffron Lane Jn.	Up main (to Knighton North Jn.) thence down	10
Leicester, Cattle Market Sidings	Leicester North	Down goods	10. In clear weather only.
Leicester, Cattle Market Sidings	Humberstone Road Jn. ..	Down and up main and up goods	10. In clear weather only.

TABLE H1—*continued*

WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR—*continued*

From	To	Line	Number of vehicles and special conditions
Leicester North	Humberstone Road Jn.	Down goods	30. In clear weather only.
Leicester, Bell Lane	Humberstone Road Jn.	Nos. 1 and 2 down reception	—
Riddings Jn.	Riddings Colliery Sidings G.F.	Up slow	6
Coney Green Sidings	Clay Cross South Jn.	Down goods	15. In clear weather only.
Bedford No. 1	Bedford North	Down main and slow	4
Bedford L.N.W. Jn.	Ouse Bridge	Down	30
Bedford, Ouse Bridge	Bedford L.N.W. Jn.	Up	50
Bedford, Ouse Bridge	Bedford Jn.	Down and up main	25
Wellingborough (London Road) Level Crossing	Wellingborough (London Road) Midland Jn.	Down	—
Wellingborough (London Road) Midland Jn.	Wellingborough (London Road) Level Crossing	Up	—
Islip Iron Ore Works Siding	Thrapston, Bridge Street	Down	15
Oakham Level Crossing	Oakham Jn.	Down	6
Saxby Station Jn.	Saxby West Jn.	Down fast	50
Nottingham, Mansfield Jn.	Wilford Road	Down and up main and down and up goods	10. In clear weather only.
Nottingham, Wilford Road	Station West	Down and up main	10. In clear weather only.
Nottingham Station West	Station "A" or "B"	All	10. In clear weather only.
Nottingham Station "A" or "B"	Station East	All	10. In clear weather only.
Nottingham Station East	London Road Jn.	All	10. In clear weather only.
Nottingham, Wilford Road	London Road Jn.	Down and up goods	10. In clear weather only.
Market Harborough No. 1	Market Harborough No. 3	Down main and goods	
Market Harborough No. 3	Market Harborough No. 1	Up main and goods	
Syston South Jn.	Syston East Jn.	Down	During daylight and in clear weather only.
Beeston Sidings No. 2	Beeston South Jn.	Up goods	25
Stanton Iron Co's. Coke Sidings	Stanton Gate North	Old Works Branch	
Nottingham, London Road Jn.	Sneinton Jn.	Down and up main and down and up goods	6, fitted. In clear weather only
Radford Jn.	Bobber's Mill	Down main and down goods	12
Sutton Jn.	Sutton Forest Crossing	Down	15. In clear weather only.
Mansfield South Jn.	Mansfield North Jn.	Down	4. In clear weather only.
Blidworth Colliery Loaded Wagon Sidings	Blidworth Jn.	Single	All trains from Loaded Wagon Sidings to Rufford Jn. and Kirkby.
Ilkeston Town	Ilkeston South Jn.	Single	
Alfreton Station	Alfreton Colliery	Single	
Derby, London Road Jn.	Way and Works Sidings	Up main	4
Derby Station North Jn.	St. Mary's Jn.	Down main and down goods	10, fitted.
Derby Station North Jn.	St. Mary's Jn.	All	3 wagons of cattle. In clear weather only, in each direction.
Rowsley South Jn.	Rowsley Down Sidings No. 1	Down goods	10
Rowsley South Jn.	Rowsley Down Sidings No. 2	2nd down goods	30
Rowsley South Jn.	Rowsley North Jn.	Down and up main and down and up goods	Fitted cattle wagons.

TABLE H1—*continued*

WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR—*continued*

From	To	Line	Number of vehicles and special conditions
Derby South Jn.	Derby North Jn.	All	3 wagons of cattle. In clear weather only, in each direction.
Little Eaton Station Crossing	Little Eaton Jn.	Up	15
High Peak Jn.	Cromford Goods	Single	In each direction.
Sheep Pasture Top	Middleton Bottom	Single	In each direction.
Middleton Top	Hopton Top	Single	In each direction.
Buxton East Jn. (Western Lines)	Buxton (Mid) Station (Western Lines)	Down and up	4 fitted cattle wagons.
Buxton East Jn. (Western Lines)	Buxton No. 1 (Western Lines)	Down and up	4 fitted cattle wagons.
Georges Road Jn.	Heaton Mersey East Jn.	Down and up goods	Freight trips.
Heaton Mersey East Jn.	Heaton Mersey West Jn.	Down fast goods and down slow goods	Wagons for Loco. shed.
Godley Jn.	Brookfold	Down and up	20, in clear weather only.
Glazebrook East Jn.	Glazebrook West Jn.	Down and up	4
Warrington Sidings	Warrington Workshops	Up goods	
Bewsey	Warrington Sidings	Up	
Brunswick	Liverpool Central	Down and up	3
Fazakerley North Jn.	Fazakerley West Jn.	Down	Freight trains from Hartley's Sidings.
Aintree, Cheshire Lines Jn. (Central Lines)	Southport Jn.	Down and up	Exchange trips.
Burton, Wetmore Sidings	North Stafford Jn.	Down and up goods	
Burton, North Stafford Jn.	Horninglow Bridge		
Burton, Horninglow Bridge	Burton Station North		
Burton Station North	Burton Station South		
Burton Station South	Leicester Jn.		
Washwood Heath Jn.	Bromford Bridge	Up goods	2
Washwood Heath Jn.	Washwood Heath Sidings No. 2	From Dugout Sidings or down Sidings along 2nd down goods	50
Washwood Heath Jn.	Washwood Heath Sidings No. 3	From Dugout Sidings or down Sidings along Nos. 1, 2 or 3 reception	50
Washwood Heath Sidings No. 2	Washwood Heath Sidings No. 1	Down goods	2
Washwood Heath Sidings No. 1	Lawley Street No. 3	Down Lawley Street goods	2
Lawley Street	Saltley Jn.	2nd up goods	20
New Street No. 2 (Western Lines)	New Street No. 5 (Western Lines)	Nos. 9 and 10 platforms	12
New Street No. 5 (Western Lines)	New Street No. 2 (Western Lines)	Nos. 7 and 8 platforms	12
Tutbury Crossing	Tutbury Yard	Down	35
Tutbury Yard	Tutbury Crossing	Up	35
Burton, English Grain Co's. Siding	Wetmore Sidings	Single	
Hawkins Lane Jn.	Hawkins Lane Sidings	Down and up	
Hawkins Lane Jn.	Burton Goods Yard	Down and up	
Hawkins Lane Jn.	Anderstaff Lane	Down and up	
Anderstaff Lane	Salt's Engine Shed	Down and up	
Horninglow Bridge	Allsopp's Crossing	Down and up	
Horninglow Wharf	Horninglow Bridge	Single	
Wellington Street Jn.	Leicester Jn.	Down and up	
Shobnall Jn.	Wellington Street Jn.	Down and up	
Shobnall Jn.	Allsopp's Sidings	Down and up	
Allsopp's Sidings	Stretton Jn.	Down and up	
Wellington Street Jn.	Shobnall Maltings	Single	
Allsopp's Maltings	Allsopp's Sidings	Single	
Wellington Street Jn.	Dale Street Jn.	Down and up	
Dale Street Jn.	Uxbridge Street Jn.	Down and up	
Uxbridge Street Jn.	Branston Road	Down and up	
James Street Jn.	Uxbridge Street Jn.	Down and up	
Duke Street	James Street Jn.	Down and up	

TABLE H1—*continued*

WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR—*continued*

From	To	Line	Number of vehicles and special conditions
James Street Jn.	Shobnall Branch Extension	Single	
Leicester, Saffron Lane Jn.	Cattle Market Sidings .	Up (to Knighton North Jn) thence down main	10
Coalville Station Crossing..	Mantle Lane East .	Down	50
Mantle Lane East	Mantle Lane West ..	Down main	50
Ashby, Burton Road Crossing	Ashby Station	Single	10. A Guard, provided with the necessary signals, must ride upon the last vehicle.
Tamworth High Level ..	Tamworth Low Level (Western Lines)	Single	
Tamworth Low Level (Western Lines)	Tamworth High Level ..	Single	
New Street No. 1 (Western Lines)	New Street No. 5 (Western Lines)	Nos. 4, 5 and 6 platforms	12
New Street No. 5 (Western Lines)	New Street No. 1 (Western Lines)	Nos. 3 and 4 platforms and Nos. 1 and 2 Sidings	12
New Street No. 5 (Western Lines)	New Street No. 6 (Western Lines)	No. 1A platform .	12
New Street No. 6 (Western Lines)	New Street No. 5 (Western Lines)	No. 2A platform .	12
Longbridge West	Longbridge East	Up	Equal to 40 empty wagons by Austin Motor Co's engine. **Note.**— 1 loaded wagon equals 2 empty wagons. 1 empty motor-car van equals 1½ empty wagons. 1 W.R. Bocar equals 2½ empty wagons.
Marylebone Goods Yard ..	Marylebone Station ..	Up fast and up slow ..	10
Neasden	Marylebone	Up	1, fully fitted.
Neasden Coal Yard and Loco. Sidings	Neasden North Jn. ..	Down slow and down goods arrival	Empty wagon trains.
Woodford No. 4	Woodford No. 3 ..	Down main	10
Woodford No. 3	Woodford No. 4 ..	Up main	10
Woodford No. 3	Woodford No. 2 ..	Down main	10
Woodford No. 2	Woodford No. 3 ..	Up main	10
Leicester Goods South ..	Leicester Passenger ..	Down	20
Leicester Passenger ..	Leicester Goods South ..	Up	20
Annesley South Jn. ..	Annesley No. 4	Down goods	30
Annesley No. 4	Annesley South Jn. ..	Up goods	30
Annesley No. 4	South Departure ..	Up engine	30
Annesley No. 4	Annesley North Jn. ..	Down goods	30. Sufficient brakes to be pinned down to ensure train being kept under control.
Annesley No. 4	Annesley No. 3	Nos. 1 and 2 down arrival and down engine	30
Annesley No. 3	Annesley North Jn. ..	Down departure and Nos. 1, 2 and 3 down reception	30
Annesley No. 2	Annesley No. 4	Up engine	30
Annesley North Jn. ..	Annesley No. 4	Up goods	30
Annesley North Jn. ..	Annesley No. 2	Nos. 1, 2, 3 and 4 up reception	30
Aylesbury South	Aylesbury North	Down main and down loop	20, in clear weather only.

TABLE H1—*continued*

WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR—*continued*

From	To	Line	Number of vehicles and special conditions
Aylesbury North	Aylesbury South	Up	20, in clear weather only.
Netherfield (Eastern Region)	Nottingham, London Road Goods	Down	4, fitted
Nottingham, London Road Goods	Netherfield (Eastern Region)	Up	4, fitted.
Nottingham, London Road Goods	Nottingham Victoria	Down	4, fitted.
Nottingham Victoria	Trent Lane Jn.	Up	20, fitted. Fish and parcels trains for Nottingham Goods Yard.
Basford North	Nottingham Victoria	Up	8, fitted.
Pinxton South	Jacksdale	Up	1, fitted or piped only, horse box.
Ilkeston Station	Nutbrook Jn.	Down	Freight vehicles.
Mottram or Godley	Guide Bridge, Ardwick or Manchester Lon. Rd. (Western Lines)	All	6, fully fitted behind an electric locomotive. (See local instructions on page 380).
Dewsnap Sidings	Hyde Jn.	Up	30, for C. & W. shops at Dukinfield.
Dewsnap Sidings	Ashton Jn.	Down goods No. 1	25
Priory Jn.	Ashburys East Jn.	Down goods Nos. 1, 2 and 3	70
Ashburys East Jn.	Ardwick No. 3	Up goods	25, in clear weather only.
Ardwick No. 3	Ashburys East Jn.	Down goods	25, in clear weather only.
Ardwick No. 3	Ardwick Jn. (Western Lines)	Down and up	5, fitted.
Glossop Central	Mottram	Down and up	6, fully fitted behind an electric locomotive. (See local instructions on page 380.)
Dinting Station	Glossop Central	Up	30, in daylight only.
Guide Bridge Station	Ashton, Park Parade	Up	3, fitted.
Guide Bridge North Jn.	Ashton Jn. or Stockport Jn. and Cockham	Down and up	60
Guide Bridge North Jn.	Guide Bridge East Jn.	Up	40
Guide Bridge East Jn.	Guide Bridge North Jn.	Down	35
Ashton Moss South Jn.	Ashton Moss North Jn. (Central Lines)	Down	25 freight vehicles.
Ashton Moss South Jn.	O.A. & G.B. Jn. (Central Lines)	Up main	Freight vehicles.
Ancoats Jn.	Palmerston Road Ground Frame	Arrival	10, unfitted or 20 fitted.
Palmerston Road Ground Frame	Ashton Road	Departure	6, fitted.
Manchester, London Road No. 1 (Western Lines)	Ardwick Jn. (Western Lines)	Up fast	10

TABLE H2

WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN 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
St. Pancras Station	Carlton Road Jn.	All down	2
Kentish Town, Cattle Docks Jn.	St. Pancras Station	All up	3, in clear weather only.
Kentish Town Jn.	Islip Street Jn.	Up fast	When necessary to attach a vehicle or vehicles in rear of down passenger trains standing in Kentish Town Station.
Kentish Town Sidings	Islip Street Jn.	Up slow	
Luton South	Luton North	All down	4
Luton North	Luton South	All up	4
Bedford Jn.	Bedford South	Up slow	4
Market Harboro' No. 2	Market Harboro No. 3	Down "Midland" line	P. One
Wigston South Sidings	Wigston Central Jn.	Down main and down goods	20
Leicester, Cattle Market Sidings	Leicester, London Road Jn.	Down goods	Equal 18
Leicester, London Road Jn.	Leicester, Cattle Market Sidings	Up main	Equal 18
Leicester, London Road Jn.	Leicester North	Platforms 1 and 2 (down) and 3 and 4 (up)	15
Leicester, London Road Jn.	Leicester North	Platforms 1 and 2 (down) and 3 and 4 (up)	P. 6
Oakham Level Crossing	Oakham Jn.	Down	6
Nottingham, London Road Jn.	Nottingham Station East	All	P. 6 in each direction.
Nottingham, London Road Jn.	Nottingham Station East	All	Continuous brake not in use, in each direction. During fog restricted to 12.
Nottingham Station East	Nottingham "A" and "B"	All	P. 6 in each direction.
Nottingham Station East	Nottingham "A" and "B"	All	Continuous brake not in use, in each direction. During fog restricted to 12.
Nottingham "A" and "B"	Nottingham Station West	All	P. 6 in each direction.
Nottingham "A" and "B"	Nottingham Station West	All	Continuous brake not in use, in each direction. During fog restricted to 12.
Nottingham Station West	Wilford Road	Up passenger	Loco. stores van.
Wilford Road	Mansfield Jn.	Up passenger and up goods	Loco. stores van.
Market Harboro' No. 1	Market Harboro' No. 3	Down main	P.
Market Harboro' No. 3	Market Harboro' No. 1	Up main	P.
Market Harboro' No. 1	Market Harboro' No. 3	Down goods	
Market Harboro' No. 3	Market Harboro' No. 1	Up goods	
Nottingham, London Road Jn.	Sneinton Jn.	Down and up main and down and up goods	6. In clear weather only.
Derby, Way and Works Sidings	Derby, London Road Jn.	Down and up main	In clear weather. During fog restricted to 12.
Derby, Way and Works Sidings	Derby, London Road Jn.	Down and up intermediate	
Derby, Way and Works Sidings	Derby, Engine Sidings No. 1	Down and up Loco.	

TABLE H2—*continued*

WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS—*continued*

From	To	Line	Number of vehicles and special conditions
Derby, London Road Jn. . .	"A" box	All main	P. In each direction.
Derby ,"A" box	Derby Station North Jn. . .	All main	P. In each direction.
Derby Station North Jn. . .	Derby Jn.	All main	P. In each direction.
Derby, London Road Jn. . .	Derby Jn.	Down and up goods	
Derby Jn.	Derby North Jn. . . .	Down and up main . .	5
Rowsley South Jn.	Rowsley North Jn. . .	Down and up main and down and up goods. .	One milk tank or horse box.
Chaddesden South Jn. . .	Derby South Jn.	Down and up main	
Derby South Jn.	Derby North Jn.	Down and up main	
Derby South Jn.	Derby Jn.	Down and up main	
Buxton East Jn. . . . . (Western Lines)	Buxton (Mid.) Station . . (Western Lines)	Down and up	4
Buxton East Jn. . . . . (Western Lines)	Buxton No. 1 . . . . (Western Lines)	Down and up	4
Brunswick	Liverpool Central . .	Down and up	4
Burton Station North . .	Burton Station South . .	All	
Burton Station North . .	Burton, Leicester Jn. . .	Down and up main and down and up goods	Loco. stores van.
Saltley Sidings	Duddeston Road. . . .	Down main	Loco. stores van.
Saltley Jn.	Washwood Heath Sidings No. 1	Up Lawley Street goods	12
New Street No. 1 . . . . (Western Lines)	Duddeston Road. . . .	Up	Loco. stores van.
New Street No. 2 (Western Lines)	New Street No. 5 (Western Lines)	Nos. 9 and 10 platforms	P.
New Street No. 5 (Western Lines)	New Street No. 2 (Western Lines)	Nos. 7 and 8 platforms	P.
Coalville Station Crossing. .	Mantle Lane East . .	Down and up	6
New Street No. 1 (Western Lines)	New Street No. 5 (Western Lines)	Nos. 4, 5 and 6 platforms	P.
New Street No. 5 (Western Lines)	New Street No. 1 (Western Lines)	Nos. 3 and 4 platforms and Nos. 1 and 2 Sidings	P.
New Street No. 2 (Western Lines)	New Street No. 1 (Western Lines)	Connecting	
New Street No. 5 (Western Lines)	New Street No. 6 (Western Lines)	No. 1A platform	
New Street No. 6 (Western Lines)	New Street No. 5 (Western Lines)	No. 2A platform	
Marylebone	Neasden South Jn. . .	Down	Loco. stores van.
Longsight No. 1 . . . . (Western Lines)	Manchester, London Road No. 3 (Western Lines)	Down fast and slow . .	3
Manchester, London Road No. 3 (Western Lines)	Longsight No. 1. . . . (Western Lines)	Up fast and slow . .	3

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 shown, join or leave the train at any intermediate signal box.

ENGINES ASSISTING IN REAR OF TRAINS—Rule 133—*continued*

When, during fog or falling snow, 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 lines.

Wherever an assisting engine is attached to a train the man responsible for arranging such working must advise the Signalman 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.
E C S .. 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
St. Pancras Passenger Station	Down home 3 signal ..	P E C S	N	East and West departure to down fast line.

Engines must, unless instructions are given to the contrary by the Station Master, assist trains in the rear if the banking indicator is off before the train starts. Should the indicator be taken off after the train has started, the train must be allowed to proceed without assistance, and the engine must follow at a safe distance as far as the home 1 (platform starting) signal (except No. 5 platform), but must not pass such signal until it has been placed to Danger and again taken off. In the case of No. 5 platform, the engine must follow at a safe distance as far as the position light shunting signal reading along No. 5 platform or to siding 8.

Engines assisting trains in the rear must be brought to a stand on the East or West departure line at the down home 3 signals,and may return to St. Pancras Station on the same line as soon as the proper setting-back signal is taken off to give permission for them to do so.

If, however, the assistant engine requires to proceed beyond the home 3 signal, the Driver must not pass such signal until it has been placed to Danger and again taken off.

St. Pancras Goods Yard	Highgate Road Jn. ..	F	N	Goods and High Level line.
Hendon	Mill Hill	F	..	Goods and Slow lines. With the 7-38 p.m. (SX) freight train Hendon to Derby only.
Toton Up Sidings (via Toton East Jn. or Toton Jn.)	Stanton Gate North ..	F	..	Goods line.
Alfreton Station ..	Blackwell South Jn. ..	F	..	Main line.
Blackwell South Jn. ..	Westhouses & Blackwell Station	F	..	Goods line.
Westhouses and Blackwell Station	Morton Sidings ..	F	N	Main and goods lines.
Morton Sidings	Westhouses & Blackwell Station	F	..	Main and goods lines.
Acton Wells Jn.	Cricklewood Jn. ..	See remarks	..	Only during emergency when necessary to divert Western Division postal trains to Midland Division.
Cardington	Bedford..	P	..	
Bedford	Cardington	P	..	
Olney	Ravenstone Wood Jn.	F	N	In clear weather only.
Blisworth..	Towcester	F	N	In clear weather only.
Welham Jn.	Market Harborough ..	E C S F	N	
Market Harborough ..	Kelmarsh	E C S F	N	
Bestwood Park Jn. ..	Kirkby Station Jn. ..	F	N	
Sherwood Colliery Sidings South, (Mansfield Woodhouse)	Kirkby Sidings ..	F	N	
Mansfield North Jn. ..	Mansfield Colliery Jn.	F	N	
Rufford Colliery Sidings	Mansfield Colliery Jn.	F	N	

TABLE J—*continued*

ENGINES ASSISTING IN REAR OF TRAINS—Rule 133—*continued*

From	To	Class of train	Conditions	Remarks
Pye Bridge Jn.	Kirkby Sidings ..	F	N	
Sleights Sidings East ..	Pye Bridge Jn.	F	N	
Blackwell East Jn. ..	Blackwell South Jn. ..	F	N	
"B" Winning Colliery .. (Blackwell Branch)	Westhouses & Blackwell Station	F	..	
Westhouses & Blackwell Station	Weighing Machine Sidings	F	..	2nd goods line.
Weighing Machine Sidings	Tibshelf East Jn. ..	F	..	2nd goods line.
Tibshelf South Jn. ..	Skegby Jn.	F	..	

Trains for Tibshelf Colliery. During fog or falling snow freight trains for Tibshelf Colliery will be worked between Blackwell Sidings and Tibshelf & Newton Station with an engine at both ends.

Skegby Jn.	Butcherwood Sidings ..	F	..	
Avenue Sidings	Notice board immediately on Holmewood side of Williamthorpe Crossing	F	..	When Pilot Guard is on duty, the Pilot Guard must ride on the assisting engine, which must be coupled to the train.
Staveley	Morton Sidings ..	F	†	Main and goods lines. († Engines assisting from Avenue Sidings or Clay Cross to Morton Sidings need not be coupled.)

BETWEEN ROWSLEY, BUXTON AND PEAK FOREST. An engine assisting a train between these points must be coupled to the train at Rowsley. Should a train assisted by an engine in the rear be brought to a stand at Peak Forest South box down home signals, the assisting engine must be uncoupled, and when the signals are taken off the engine in the rear must assist the train away, but must not proceed beyond Peak Forest South box. If the signals at Peak Forest South box are already off for the passage of the train it must not be stopped there for the assisting engine to be uncoupled, but must be brought to a stand at Peak Forest North box down home signal for this to be done, and the assisting engine must then closely follow the train to Peak Forest North box, but unless absolutely necessary, must not give any assistance after being uncoupled.

Exception to the above. Class "D" hopper trains Tunstead to Northwich and Hartford to be assisted in rear from Tunstead to Peak Forest North, but not to be coupled, and the assisting engine to follow through sufficiently to clear the crossover adjacent to Peak Forest North box.

Rowsley South Jn. ..	Peak Forest North .. or Buxton No. 1	F	..	All running lines.
Rowsley Down Sidings	Rowsley North Jn. ..	F	..	On siding alongside down goods line.
Riddings Jn.	Swanwick Sidings ..	F	N	
Codnor Park Jn. ..	Ironville Jn.	F	N	
Alsop-en-le-Dale ..	Brigg's Sidings ..	F E C S	..	
Millers Dale Jn. ..	Buxton No. 1 .. .. (Western Lines)	F	..	
Buxton Jn.	Peak Forest Jn. ..	F	..	Trains to be brought to a stand clear of crossover road at Buxton Jn. for assistant engine to be coupled in rear.
Buxton East Jn. .. (Western Lines)	Buxton Down Sidings (Western Lines)	F	N	
Macclesfield Goods Jn. ..	Bollington	F	N	
Stockport Tiviot Dale ..	Woodley Jn. .. .. Brookfold or Romiley Jn.	F E C S Parcels	N	An illuminated indicator lettered "Stop here for bank engine" is fixed on Brinnington Jn. up home signals post. All up freight trains requiring assistance must be brought to a stand at this indicator.
Woodley Jn.	Apethorne Jn. ..	F	N	
Apethorne Jn.	Godley Jn.	F	N	

TABLE J—*continued*

ENGINES ASSISTING IN REAR OF TRAINS—Rule 133—*continued*

From	To	Class of train	Conditions	Remarks
Manchester Central ..	Cornbrook Sidings ..	E C S Parcels	..	Fast and slow lines. When necessary to facilitate working.
Cornbrook Sidings ..	Manchester Central ..	E C S	..	Fast and slow lines. When necessary to facilitate working.
Cornbrook West Jn. ..	Trafford Park Jn. ..	E C S	..	For reversing purposes only. In clear weather only.
Trafford Park Jn. ..	Throstle Nest South Jn.			
Throstle Nest South Jn...	Cornbrook West Jn. ..			
Cornbrook West Jn. ..	Trafford Park Sidings	F	N	
Trafford Park Sidings ..	Cornbrook West Jn. ..	F E C S†	N	†When necessary to facilitate working.
Brunswick	Liverpool Central ..	E C S	..	When necessary to facilitate working. (* Fitted freight vehicles.)
Liverpool Central ..	Brunswick	*F		
Edge Green & Golborne Colliery Sidings	Ashton-in-Makerfield ..	F	..	Trains worked by N.C.B. engines.
Bickershaw Jn. .. .. (Western Lines) (via Hindley South)	Amberswood Jn. East .. (Western Lines)	F	..	
Tanhouse Lane Station ..	Widnes East Jn. ..	F	N	
Tanhouse Lane Station	Moor Lane	F	N	
Huskisson	Fazakerley West Jn. ..	F	N	Drivers of trains requiring assistance must be careful to regulate the speed of the train when leaving Huskisson to allow the assisting engine to reach the rear of the train before the brake van enters the tunnel at exit from yard.
Langton Dock Goods Yard	Fazakerley North Jn.	F	N	
Washwood Heath Sidings No. 1	Grand Jn. or Kings Heath	F E C S Parcels	N	On main or Camp Hill goods lines between Washwood Heath Sidings No. 1 and Landor Street Jn.

When a down train requires the assistance of a pilot engine from Washwood Heath Sidings No. 1, the Driver of the train engine must give five long whistles when passing the pilot engine sidings at Washwood Heath Sidings No. 1 box.

Guards of all down freight trains running between Washwood Heath sidings and Camp Hill must inform their Drivers the number of wagons on their trains and the weight of the brake van, and they must, before leaving Washwood Heath Sidings, decide whether a pilot engine is required.

In the case of trains not stopping at Washwood Heath sidings, the Guard and Driver must, before leaving the last stopping place, decide whether a pilot engine is required.

Freight trains requiring assistance in the rear must not exceed a speed of **10 m.p.h.** so as to allow the assisting engine to reach the rear of the train as quickly as possible.

The assistant engine must normally leave the train at Camp Hill, but if the Brighton Road down intermediate block outer distant signal is at Caution and assistance is required to King's Heath, the Driver of the train engine must advise the Driver of the bank engine by giving the whistle " 2 short, 1 long."

Birmingham New St. .. No. 1 (Western Lines)	Sheepcote Lane .. (Western Lines)	All	N	No. 5 or No. 6 platform. Assisting engine not to proceed beyond No. 5 box down starting signal unless the Driver has requested assistance to Sheepcote Lane.
New Street Station, Birmingham (Western Lines)	Church Road Jn. ..	All	N	Nos. 10 and 9 platform lines. Clear weather only. (See Local Instructions on page 363.)
Desford Jn.	Ellistown Sidings (Bagworth)	F	N	
Mantle Lane, Coalville	Ellistown Sidings (Bagworth)	F	N	When necessary, trains may be assisted in the rear by an engine and brake van.

ENGINES ASSISTING IN REAR OF TRAINS—Rule 133—*continued*

From	To	Class of train	Conditions	Remarks
Woodville Jn.	Moira East Jn. ..	F E C S Parcels	N	
Weddington Jn., Nuneaton	Arley Colliery Sidings..	F E C S Parcels	..	
Ryecroft Jn. .. .. (Western Lines)	Aldridge Jn.	F E C S Parcels	N	
St. Andrews Jn. ..	Exchange Sidings .. (Western Lines)	F	N	
Exchange Sidings .. (Western Lines)	St. Andrews Jn. ..	F	N	
Church Road Jn. ..	Birmingham Central ..	F Parcels	..	
Birmingham Central ..	Church Road Jn. ..	F Parcels	..	

AT BIRMINGHAM CENTRAL. Drivers must be careful not to take the rear of their train into the tunnel until the assisting engine has joined the train.

BIRMINGHAM CENTRAL AND CHURCH ROAD JN. When the assisting engine requires to return from Church Road Jn. to the Central Goods Depot with wagons, a Guard's freight brake van, in which a Guard must ride, may be taken behind the assisting engine from the Central Goods Depot to Church Road Jn.

Longbridge West ..	Halesowen Station .. (Western Region)	F E C S Parcels	..	At least 6 wagons must separate the train engine and the assisting engine. (See Local Instructions on page 369.)
Halesowen Station .. (Western Region)	Longbridge West ..	F E C S Parcels	..	
Redditch .. .. (Western Region)	Barnt Green Single Line Jn.	F E C S Parcels		

Trains assisted in the rear must be brought to a stand at Barnt Green Single Line Jn. up starting signal for the assisting engine to be uncoupled from the train. The engine must then remain behind the train and, when the up starting signal is taken off, assist the train to start. The assisting engine must not pass the up starting signal.

Marylebone	Neasden	E C S	..	
Neasden	Marylebone	E C S	..	
Woodhead	Up goods to up main starting signal	F	N	By engines detached from trains in up goods. In daylight and clear weather only.
Dewsnap Sidings ..	Godley Jn.	F	N	By light engines or engines and brakes proceeding to Godley.
Manchester, London Road Station (Western Lines)	Ardwick No. 1.. ..	E C S	..	
Guide Bridge North Jn..	Ashton Moss Sidings ..	F	N	Fast and slow lines to Stockport Jn. If assistance from Stockport Jn. only, Drivers leaving Ashton Jn. must, as far as possible, draw their trains clear of fast and slow lines at Stockport Jn. to enable assisting engine to join train, and also work their engines light when approaching Crowthorne Jn. in order that banking engine can buffer up whole of train. Drivers of assisting engines must exercise special care over curve to Oldham Branch.

TABLE J—*continued*

ENGINES ASSISTING IN REAR OF TRAINS—Rule 133—*continued*

From	To	Class of train	Conditions	Remarks
Fallowfield	Hyde Road Jn.	F	N	To Fairfield when Hyde Road Jn. box closed.
Ashburys West Jn.	Ancoats Jn.	F	N	See Local Instructions on page 385.
Ancoats Jn.	Philips Park Sidings (Central Division)	F		
Palmerston Road Ground Frame	Ashburys West Jn.	F	N	Departure line to Ancoats Jn., thence up line. Rule 133, clause (b) does not apply.
Ashburys West Jn.	Belle Vue Engine Shed	F	N	In clear weather only. Rule 133, clause (b) does not apply.
Longsight (Western Lines)	Manchester, London Road (Western Lines)	E C S		
Manchester, London Road (Western Lines)	Longsight (Western Lines)	E C S		

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
Dudding Hill Jn	Brent Jn. No. 2		Goods
Lenton South Jn.	Lenton North Jn.	Goods	Goods
Godley East Jn.	Godley Jn.	Goods	—
Guide Bridge East Jn.	Ashton Jn.	Goods No. 1	—
Ashton Jn.	Guide Bridge East Jn.		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. The provisions of Rule 55 must be carried out for all trains at all times.

From	To	Lines	
		Down	Up
Kibworth Station	Kibworth North	Slow	
Syston South Jn.	Syston North Jn.	2nd Passenger	
Saxby West Jn.	Saxby Station Jn.	Slow	Slow
Derby South Jn.	Derby North Jn.	Main	Main
Little Eaton Jn.	Little Eaton Station Crossing	Main	Main

TABLE K2—*continued*

LINES EQUIPPED FOR PASSENGER TRAIN WORKING, OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE

(Rule 55)—*continued*

From	To	Lines	
		Down	Up
Kilburn Station	Denby South	Main	.. Main
Ambergate West Jn. ..	Ambergate North Jn. ..	Main	.. Main
Crich Jn.	Riddings Jn.	Main	.. Main
Ironville Jn.	Codnor Park Jn. ..	Main	.. Main
Clifton Yard .. .. (Western Lines)	Ashbourne No. 2 ..	Main	.. Main
Chinley East Jn.	Chinley South Jn. ..	Main	.. Main
Apethorne Jn.	Godley Jn.	.. ..	.. Main
Bredbury Jn.	Woodley Jn.	.. ..	.. Main
Brinnington Jn.	Reddish Jn.	Main	.. Main
Skelton Jn.	Deansgate Jn.	Main	.. Main
Throstle Nest South Jn. ..	Trafford Park Jn. ..	Main	.. Main
Chellaston Jn.	Melbourne Jn.	Main	.. Main
Sheet Stores Jn.	Chellaston Jn.	Main	.. Main
Knighton South Jn. ..	Saffron Lane Jn. ..	Main	.. Main
Nuneaton, Ashby Jn. ..	Shackerstone Jn... ..	Main	.. Main
Measham	Moira West Jn.	Main	.. Main
Moira South Jn.	Moira East Jn.	Main	.. Main
Charnwood Forest Jn. ..	Coalville Jn.	Main	.. Main
Wigston South Jn. ..	Wigston Glen Parva Jn...	Main	.. Main
Lifford Station Jn. ..	Bournville Station .. (Junction for Lifford)	Main	.. Main

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 preceding train.

Guards of freight trains brought to a stand at a signal box where trains can be coupled together, must, providing they have no other duty to perform, IMMEDIATELY proceed to the signal box, inform the Signalman where the train has 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 line concerned must not be exceeded, except where specially authorised.

Section of line		Line	Remarks
From	To		
	NIL		

TABLE M

PLACING TRAINS OR 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 not more than two brake vans.
(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 brake van 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 brake van must be provided at the lower end of the movement and a Guard or Shunter must ride in the brake van to attend to the brake until the movement comes to a stand.

(*b*) in the case of coaching stock vehicles, a brake van 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
St. Albans City—South	Down slow	Empty coaching stock
Wellingboro' Mid. Road—Station	Down fast	Empty coaching stock
Byfield—Woodford West Jn.	Up from Byfield	Not exceeding 20 freight wagons
Gretton—Station	Up	Empty coaching stock
Holwell—Sidings	Down main	Ballast train
Mansfield Town—		
South Jn.	Up from East Jn.	Freight trains
North Jn.	Down from East Jn.	Freight trains
Station South	Up main and up back platform	Freight trains and empty coaching stock
Station North	Up	Empty coaching stock
Millers Dale—Junction	Up branch	Freight trains
Millers Dale—Peak Forest Jn.	Up branch	Freight trains—in clear weather only
Romiley—Junction	Up from Bredbury Station	—
New Mills—Tunnel End	Up	—
West Leigh and Bedford—Bickershaw Jn.	Down	Freight trains
Repton & Willington—Stenson Jn.	Down branch	Freight trains
Stoke Works—Junction	Down W.R.	Freight trains and empty coaching stock—in clear weather only
Hugglescote—Charnwood Forest Jn.	Down	Freight trains
Nuneaton (Abbey St.)—Abbey Jn.	Up branch	Freight trains
Barnt Green—Single line Jn.	Up	Empty coaching stock
Nottingham Victoria—South	Down main	—
Annesley—South Jn.	Down main	—
Kirkby Bentinck—South Jn.	Down main	Ballast train
Tibshelf Town—Station	Down main	—
Pilsley—Station	Down main	—
Kimberley East—Awsworth Jn.	Up branch	—
Annesley—G.N. Jn.	Down main	—
Hadfield—West	Up goods	Empty coaching stock train fitted with continuous brake
Broadbottom—Godley East Jn.	Up main	Ballast train
Broadbottom—Godley East Jn.	Up goods	Ballast train
Stalybridge—No. 3 (Western Lines)	Down platform and down main	Empty coaching stock between home 2 and home signals.

TABLE N

TROLLEYS GOING INTO OR THROUGH TUNNELS

The following is a list of tunnels to which Rule 215(l) and Block Regulation 9 apply:—

Tunnel	Between	Length	
		Miles	Yards
Manton	Manton Jn. and Egleton		749
Grimston	Grimston Station and Old Dalby Station		1,305
Thurnby	Marefield Jn. and Thurnby		516
Milford	Duffield Jn. and Belper Goods Station		855
Willersley	Cromford Sidings and Matlock Bath Station		764
Chee Tor No. 1	Millers Dale Station and Millers Dale Jn.		401
Chee Tor No. 2			94
Dove Holes	Peak Forest North and Dove Holes Tunnel	1	1,224
Clay Cross	Stretton Station and Clay Cross South Jn.	1	24
Marple South	Strines and Marple		224
Bredbury (High Level)	Romiley Jn. and Bredbury		162
New Mills	Tunnel End and New Mills Jn.		198
Bredbury (Low Level)	Romiley Jn. and Bredbury Jn.		162
Tiviot Dale	Stockport Tiviot Dale Station and Georges Road Jn.		230
Wellington Road			245
Brownsword			40
Fulwood			200
St. Michaels	Otterspool Station and Brunswick		103
Dingle			1,082
St. James No. 4			211
St. James No. 3			153
St. James No. 2	Brunswick and Liverpool Central Station		172
St. James No. 1			185
Liverpool Central			1,002
Walton No. 1			240
Walton No. 2	Fazakerley West Jn. and Huskisson		643
Walton No. 3			249
Huskisson			99
New Street (Midland Lines)	Proof House Jn. and New Street No. 2		266
New Street (Western Lines)	Proof House Jn. and New Street No. 1		266
Lord's	Marylebone Goods Yard and Canfield Place		237
St. John's Wood			1,279
Hampstead			693
South Harrow	Sudbury Hill and Northolt Jn. East (Western Region)		204
Catesby	Charwelton and Staverton Road	1	1,240
Victoria Street	Weekday Cross Jn. and Nottingham Victoria South		393
Mansfield Road	Nottingham Victoria North and Carrington		1,189
Sherwood Rise	Carrington and New Basford		665
Annesley	Annesley North Jn. and Kirkby South Jn.		1,001
Watnall	Nuthall Sidings and Kimberley		268
Morley	West Hallam and Breadsall		238
Mickleover	Derby West and Mickleover		464
Mapperley	Gedling Colliery (Eastern Region) and Daybrook		1,132
Woodhead	Dunford Bridge West (Eastern Region) and Woodhead	3	66

Trolleys must NOT be taken into or through the following tunnels unless the Ganger is in possession of the train staff:—

Tunnel	Between signal boxes	Length	
		Miles	Yards
Glenfield	West Bridge G. F. and Desford Jn.	1	30

TABLE N—*continued*

TROLLEYS GOING INTO OR THROUGH TUNNELS—*continued*

The following is a list of tunnels into or through which trolleys must NOT be taken:—

Tunnel	Between signal boxes	Length	
		Miles	Yards
Camden Road (slow lines)	King's Cross (L.T.) and Islip Street Jn.	..	307
Camden Road (fast lines)	Dock Jn. and Islip Street Jn.	..	307
Camden Road (goods lines)	St. Paul's Road Goods Jn. and Islip Street Jn.	..	307
Belsize (main lines)	Carlton Road Jn. and Finchley Road	1	62
Belsize (goods lines)	Carlton Road Jn. and Finchley Road	..	1,734
Elstree (fast lines)	Mill Hill Station and Elstree Station	..	1,050
Elstree (slow lines)	Scratchwood Sidings and Elstree Station	..	1,050
Ampthill (main and slow lines)	Ampthill Station and Millbrook	..	716
St. Pancras	Kings Cross " C " (L.T.) and Islip Street Jn.	..	1,397
Warden	Southill Station and Bedford No. 1	..	882
Corby	Lloyds Sidings North and Gretton Station	1	160
Glaston	Harringworth Station and Wing Sidings	1	82
Stanton	Widmerpool Station and Plumtree Station	..	1,330
Disley	Disley and Hazel Grove Station	2	346
Totley	Totley Tunnel East (Eastern Region) and Grindleford Station	3	950
Cowburn	Edale Station and Cowburn Tunnel West	2	182
Suffolk Street	New Street No. 5 and Church Road Jn.	..	176
Holliday Street	New Street No. 5 and Church Road Jn.	..	93
Canal	New Street No. 5 and Church Road Jn.	..	224
Granville Street (main lines)	New Street No. 5 and Church Road Jn.	..	83
Bath Row (main lines)	New Street No. 5 and Church Road Jn.	..	209
Gresley	Woodville Jn. and Gresley Station	..	623
Arley	Stockingford Tunnel Sidings and Arley Colliery Sidings	..	995

Trolleys passing through all other tunnels must be protected by the Lengthmen's own signals in accordance with Rule 215.

TABLE O

VEHICLES BEHIND REAR BRAKE VAN

The following instructions must be observed with regard to the conveyance of vehicles behind the rear brake van 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 brake van	Remarks
From	To		
Kentish Town	Highgate Road (via Highgate Incline)	One fitted	Down trains. A Guard must travel in the rear brake van.
Kentish Town	Highgate Road (via Highgate Incline)	4½—Fitted with continuous brake complete and in use, provided the last vehicle is fitted with a Guard's hand brake or a side brake	Down and up trains. A Guard must travel in the rear brake van.
Dudding Hill	Cricklewood		
Harpenden Jn.	Hemel Hempstead		
Kettering	Raunds	4½—Fitted with continuous brake complete and in use provided the last vehicle is fitted with a Guard's hand brake or a side brake—except that one passenger carrying vehicle may be attached fitted with continuous brake complete and in use	Up trains. If three vehicles are conveyed one may be piped only and if four vehicles are conveyed two may be piped only, provided in each case the rear-most vehicle is fitted with the continuous brake complete and in use. A Guard must travel in the rear brake van.
Kimbolton	Kettering		Down trains. A Guard must travel in the rear brake van.

TABLE O—*continued*

VEHICLES BEHIND REAR BRAKE VAN—*continued*

Section of line		Not more than the number of vehicles shown below to be conveyed behind rear brake van	Remarks
From	To		
Bulwell	Kirkby Station Jn. ..	4½ fitted	Down trains.
Elmton & Creswell Jn. (Eastern Region)	Pleasley Jn.	4½ fitted	Up trains.
Kirklington .. .. (Eastern Region)	Mansfield (Town) ..	One—Fitted with continuous brake complete and in use	Down trains.
Kirklington .. .. (Eastern Region)	Mansfield (Town) ..	4½—Fitted with continuous brake complete and in use, provided the last vehicle is fitted with a Guard's hand brake or a side brake	Down trains. A Guard must travel in the rear brake van.
Ilkeston South Jn. ..	Ilkeston Town ..	4½ fitted	Down trains.
Pinxton (North) ..	Kirkby Station Jn. ..	4½ fitted	Down trains.
Tibshelf South Jn. ..	Pleasley Jn.	4½ fitted	Down trains.
Pleasley Jn.	Pleasley Station ..	—	Up trains. Rear vehicle must have continuous brake connected and in use.
Rowsley	Peak Forest	4½ fitted	Down trains.
Cheadle Heath ..	Peak Forest	4½ fitted	Up trains.
Manchester Cen. ..	Buxton .. .. (Western Lines)	—	Up trains (to Peak Forest Jn.) thence down. Vehicles not fitted with vacuum automatic brake must not be run on express passenger trains.
Little Eaton	Ripley	4½—Fitted with continuous brake complete and in use, provided the last vehicle is fitted with a Guard's hand brake or a side brake	Down trains. A Guard must travel in the rear brake van.
Ashbourne	Buxton .. .. (Western Lines)	1 conveying passengers, or 2 not conveying passengers	Fitted.
Buxton .. .. .. (Western Lines)	Ashbourne	1 conveying passengers, or 2 not conveying passengers	Fitted.
Millers Dale Jn. ..	Buxton .. .. (Western Lines)	4½ fitted	Down trains.
Buxton Jn.	Peak Forest	4½ fitted	Up trains (to Peak Forest Jn.) thence down.
Manchester Vic. .. (Central Lines)	Peak Forest	4½ fitted	Up trains.
New Mills	Hayfield	4½—Fitted with continuous brake complete and in use, provided the last vehicle is fitted with a Guard's hand brake or a side brake	Up trains. A Guard must travel in the rear brake van.
Stockport T.D. ..	Peak Forest	4½ fitted	Up trains.
Stockport T.D. ..	Ashburys	4½ fitted	Up trains (to Brinnington Jn.) thence down.
Stockport T.D. ..	Godley	4½ fitted	Up trains.
Saltley	Camp Hill	4½ fitted	Down trains.

TABLE O—*continued*

VEHICLES BEHIND REAR BRAKE VAN—*continued*

Section of line		Not more than the number of vehicles shown below to be conveyed behind rear brake van	Remarks
From	To		
Birmingham New St. Station (Western Lines)	Camp Hill .. .. (via Grand Jn.)	4½ fitted	Up trains (to St. Andrews Jn.) thence down.
Birmingham New St. Station (Western Lines)	Church Road Jn. ..	4½ fitted	Down trains. No restriction when trains assisted in rear.
Desford	Ellistown Sidings ..	One—Fitted with continuous brake complete and in use, or equal to 4½ fitted with continuous brake complete and in use, provided the last vehicle is fitted with a Guard's hand brake or a side brake	Down trains. A Guard must travel in the rear brake van.
Shepshed	Coalville East ..	Equal to 3 fitted bogies ..	Up trains.
Swadlincote Station ..	Woodville Jn. ..	One—Fitted with continuous brake complete and in use	Up trains. A Guard must travel in the rear brake van.
Swadlincote Station ..	Swadlincote Jn. ..	One—Fitted with continuous brake complete and in use	Down and up trains. A Guard must travel in the rear brake van.
Halesowen Jn... ..	Halesowen Station .. (Western Region)	4½—Fitted with continuous brake complete and in use, provided the last vehicle is fitted with a Guard's hand brake or a side brake	Down and up trains. A Guard must travel in the rear brake van.
Alcester .. .. (Western Region)	Barnt Green.. ..	4½ fitted	Up trains.

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 re-lock 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
Beaumont's	Redbourn and Hemel Hempstead ..	White marker lights provided on both sides of, and 200 yards from, crossing gates. A telephone, for use of Trainmen, provided adjacent to crossing gates.
Pilsley	Pilsley Branch (Doe Hill)	Keys to gates kept in Yard Foreman's cabin at Morton Sidings.

TABLE P—*continued*

LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN—*continued*

Name of Crossing	Situated at or between	Remarks
Newhaven..	Minninglow and Friden	Between 8-0 p.m. (Mon. to Fri.) and 7-0 a.m. (Tues. to Sat.) and from 8-0 p.m. (Sat.) to 7-0 a.m. (Mon.). With trains, Guard to open and close gates. (See local instructions on page 358.)
New Bridge Nos. 1 and 2	West Bridge Branch	In the event of the Shunter or Porter referred to in the local instructions not being available, Guard to open and close gates. (See local instructions on page 366.)
Ratby		
Barrows Lane		
Glenfield Station ..		
East Leake	Gotham Branch	—
Wilford Road	Clifton Colliery Branch	—
Clifton Colliery Road ..	Clifton Colliery Branch	—
Kegworth Road	Nottingham Goods..	—
Wharf Lane	Pinxton Colliery Branch	—
Meynells Coppice ..	Heanor Branch	—
Brickyard Coppice ..	Heanor Branch	—
Heanor Coppice	Heanor Branch	—
Gamesley	Waterside Branch, Dinting	Goods Porter or Shunter to attend gates. (See local instructions on page 381.)
Woolley Bridge Road ..	Lower Barn Siding, Waterside Branch, Dinting	—

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 signal boxes are open or closed :—

Exception 1. On lines where the trains 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 signal boxes which are opened temporarily for seasonal or special traffic, the signals shown below will not be lighted during the period of the year the signal boxes are closed:—

Signal box	Signals affected
Newchurch Halt	All

*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
204, Cambridge Street	Between St. Pancras Stn. and Dock Jn.	Down carriage	Ground frame, electrically controlled from St. Pancras Stn. box.
Up Siding, Luton South	Between Luton South and Harpenden Jn.	Up slow ..	Ground frame, electrically controlled from Luton South box.
Limbury Road Down Line	Between Luton North and Leagrave	Down slow ..	Ground frame, electrically controlled from Luton North box.
Limbury Road Up Line	Between Leagrave and Luton North	Up slow ..	Ground frame, electrically controlled from Leagrave Station box.
Up Sidings, South end, Ampthill	Ampthill	Up slow ..	Ground frame, bolt locked from Ampthill box.
Up Sidings, North end, Ampthill	Ampthill	Down slow ..	Ground frame, controlled by key from Ampthill box.
Finedon Sidings ..	Between Finedon Station and Neilson's Sidings	Up goods ..	Ground frame, controlled by Annett's key from Finedon Station box.
Co-operative Mill Sidings	Between Humberstone Road Jn. and Bell Lane	Up goods ..	Ground frame, unlocked by key from Humberstone Road Jn. box frame.
Sileby Goods Yard ..	South end of Station Yard	Up goods ..	Ground frame, bolt locked from Sileby Station box.
Toton Down Side ..	Between Long Eaton and Toton Centre	Down goods..	Ground frame, protected by fixed signals.
Up Sidings, Bennerley	Between Bennerley Jn. and Ilkeston South Jn.	Up goods ..	Ground frame, bolt locked from Bennerley Jn. box.
Centre Stop, Alfreton..	Between Alfreton and Blackwell South Jn.	Down goods..	Ground frame, controlled by bolt from Alfreton Station box.
Doe Hill Yard (Tibshelf South end)	Between Doe Hill and Tibshelf South Jn.	Up goods ..	Ground frame, controlled by bolt from Doe Hill Station box.
Morton Sidings (Doe Hill end)	Between Morton Sidings and Doe Hill	Up goods ..	Ground frame, controlled by bolt from Morton Sidings box.
Willow Street	Between Cardington and Bedford No. 1	Single ..	Ground frame, controlled by token (See special instructions on page 340).
Goods, Higham Ferrers	Higham Ferrers ..	Single ..	Ground frame, controlled by Irchester Jn. to Higham Ferrers Goods ground frame token (See special instructions on page 347).
Manton South.. ..	Between Manton Jn. and Wing Sidings	Up	Ground frame, electrically controlled from Manton Jn. box.
Ashwell Station Yard Sidings	Between Ashwell and Whissendine	Up	Ground frame, electrically controlled from Ashwell Station box.
Ashwell Down Lie-by..	Between Ashwell and Whissendine	Down ..	Ground frame, electrically controlled from Ashwell Station box.
Wilford Road Up Sidings	Wilford Road	Up goods ..	Ground frame, bolt locked from Wilford Road box.
Wollaton West ..	Between Wollaton Colliery Sidings and Trowell Jn.	Down ..	Ground frame, electrically controlled from Wollaton Colliery Sidings box.
Goods Yard	Market Harborough No. 1 and No. 3	Down goods	Ground frame, electrically controlled from No. 1 box.
Coal Yard	Market Harborough No. 1 and No. 3	Down goods	Ground frame, electrically controlled from No. 1 box.
Clifton Colliery, Lenton	Between Lenton South Jn. and Beeston North Jn.	Up goods ..	Ground frame, electrically controlled from Lenton South Jn. box.
Pilton Sidings ..	Between Luffenham Jn. and Manton East	Up	Ground frame, electrically controlled from Luffenham Jn. box.
Grassmoor Colliery (Jubilee)	Grassmoor No. 1 ground frame	Single ..	Ground frame, controlled by Grassmoor Branch token.
Grassmoor Colliery (Shale)	Grassmoor No. 2 ground frame	Single ..	Ground frame, controlled by Grassmoor Branch token.
Goods Yard, Chapel-en-le-Frith	Between Chapel-en-le-Frith and Chinley South Jn. ..	Down goods..	Ground frame, bolt locked from Chapel-en-le-Frith Station box.

TABLE S1—*continued*

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

Name of Siding	Situation	Line connected with	Method of control
Denby Washery ..	Between Denby North and Marehay Crossing	Single ..	Ground frame, controlled by Denby North to Marehay Crossing token.
Sunny Hill Down ..	Between Sunny Hill and Stenson Jn. ..	Down goods..	Ground frame, electrically controlled from Sunny Hill box.
Brook Street, Alex Dock Road	Horninglow Bridge ..	Down goods..	Ground frame, bolt locked from Horninglow Bridge box.
Marshalling Sidings Kings Norton	Between Kings Norton and Northfield	Down goods..	Ground frame, electrically controlled from Kings Norton Station Jn. box.
Goods Yard, Northfield	Between Northfield and Kings Norton ..	Up main and up goods ..	Ground frame, bolt locked from Northfield Station box.
Goods Yard, Tonge & Breedon	Tonge & Breedon ..	Single ..	Two ground frames, controlled by Worthington to Melbourne token. (See special instructions on page 364.)
Goods Yard, Kirkby Muxloe	Between Kirkby Muxloe and Saffron Lane Crossing	Up	Ground frame, controlled by key from frame in Kirkby Muxloe Station box.
Swadlincote East ..	Between Woodville Passenger Station and Swadlincote West	Single ..	Ground frame, controlled by Woodville Passenger Station to Swadlincote West token. (See special instructions on page 367.)
Barby	Between Braunston & W. and Rugby (Central)	Down ..	Ground frame, electrically controlled from Braunston & W. box.
Wembley Park ..	Between Brent North and Harrow (L.T.)	Down ..	Ground frame, electrically controlled from Brent North 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 or 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 Signalman must be obtained before the train enters the section.

Sidings from	To	Remarks
Henlow	Hitchin Goods Yard (Eastern Region) ..	Passenger and empty coaching stock trains; freight trains and light engines. (For propelling, see Table F.)
Henlow	Shefford	Passenger and empty coaching stock trains; freight trains and light engines. (For propelling, see Table F.)
Cardington	Bedford No. 1	Passenger and empty coaching stock trains; freight trains and light engines. (For propelling, see Table F.)
Byfield Ironstone Sidings	Byfield Station.. ..	Freight trains and light engines. (For propelling, see Table F.)
Iron Ore Nos. 1 and 2 Sidings	Blisworth Station ..	Freight trains.
Rushden	Higham Ferrers ..	Freight trains and light engines.
Rushden	Irchester Jn.	Freight trains and light engines.
Cranford Sidings East ..	Butlins Sidings.. ..	Freight trains and light engines.
Morcott	Seaton	Freight trains.
Slag Crusher Sidings or High Level Sidings (Mapperley Branch)	Stanton Gate North ..	Freight trains. (For propelling on outward journey, see Table F.)

TABLE S2—*continued*

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

Siding from	To	Remarks
Blidworth Station ..	Rufford Jn.	Freight trains and light engines.
Any intermediate sidings between Mansfield Colliery Jn. and Mansfield East Jn.	Mansfield East Jn. ..	Freight trains and light engines. (For propelling on outward journey, see Table F.)
"A" Winning Colliery ..	Blackwell East Jn. ..	Freight trains without brake van. (For propelling on outward journey, see Table F.)
Teversall Station	Skegby Jn.	Freight trains.
Pleasley Vale Lower and Upper Sidings	Pleasley East G.F. ..	Freight trains and light engines.
Pleasley Vale Lower and Upper Sidings	Pleasley Jn.	Freight trains and light engines. (For propelling on outward journey, see Table F.)
Birch Vale	Hayfield	Freight trains and light engines.
St. Helens Gas Works and Forster's Siding	St. Helens Central ..	Freight trains. (For propelling, see Table F.)
Burton Road Crossing ..	Ashby Station	Freight trains and light engines. (For propelling on outward journey, see Table F.)
Heather Brick Co. ..	Hugglescote	Freight trains. (For propelling, see Table F.)
National Brick Co. (Heather)	Hugglescote	Freight trains not exceeding 15 vehicles. (For propelling on outward journey, see Table F.)
Snarestone	Measham Station ..	Freight trains and light engines. (For propelling, see Table F.)
Coronet Sidings	Measham Station ..	Freight trains and light engines. (For propelling, see Table F.)
Red Bank Brick Works Sidings Nos. 1 and 2	Measham Station ..	Freight trains and light engines. (For propelling on outward journey, see Table F.)
Measham Colliery ..	Measham Station ..	Freight trains and light engines.
Whitwick	Coalville East	Freight trains. Permission of Signalman at Coalville East to be obtained on telephone before return.
Any of the sidings between Woodville Goods Jn. and Boothorpe Sidings	Swains Park Crossing..	Freight trains and light engines. (For propelling on outward journey, see Table F.)
Wragg's Sidings	Swadlincote West ..	Freight trains and light engines. (For propelling on outward journey, see Table F.)
Any of the sidings between Swadlincote Jn. and Swadlincote West	Swadlincote West ..	Freight trains and light engines.

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 undermentioned sidings in the wrong direction to the signal box in rear are authorised to do so on the authority of the Signalman 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 Signalman has been obtained.

Unless otherwise shown, the movement may be propelled.

Siding	Position	Remarks
Up Siding, Luton South	Up slow line, between Luton South and Harpenden Jn. (Ground frame, electrically controlled from Luton South box)	—
Up Sidings, South end, Ampthill	Up slow line, Ampthill. (Ground frame, bolt locked from Ampthill box)	—
Goods Shed, Stapleford & Sandiacre	Second down goods line, between Stapleford & S. and Stanton Gate South. (Ground frame, electrically controlled from Stapleford & S. Station box)	—
Up Sidings, Bennerley	Up goods line, between Bennerley Jn. and Ilkeston South Jn. (Ground frame, bolt locked from Bennerley Jn. box)	—

TABLE S3—*continued*

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—*continued*

Siding	Position	Remarks
Doe Hill Yard (Tibshelf South end)	Up goods line, between Doe Hill and Tibshelf South Jn. (Ground frame, controlled by bolt from Doe Hill Station box)	—
Morton Sidings (Doe Hill end)	Up goods line, between Morton Sidings and Doe Hill. (Ground frame, controlled by bolt from Morton Sidings box)	—
Ashwell Station Yard Sidings	Up line, between Ashwell and Whissendine. (Ground frame, electrically controlled from Ashwell Station box)	—
Ashwell Down Lie-by	Down line, between Ashwell and Whissendine. (Ground frame, electrically controlled from Ashwell Station box)	—
Goods Yard, Chapel-en-le-Frith	Down goods line, between Chapel-en-le-Frith and Chinley South Jn. (Ground frame, bolt locked from Chapel-en-le-Frith Station box)	—
Sunny Hill Down ..	Down goods line, between Sunny Hill and Stenson Jn. (Ground frame, electrically controlled from Sunny Hill box)	—
Up Carriage Siding, Burton Station	Up goods line, between Burton Station South and Burton Station North. (Signal put to Danger and lever working disc in Burton Station South box reversed by Guard or Shunter before self-acting lever points operated)	—
Marshalling Sidings, Kings Norton	Down goods line, between Kings Norton Station Jn. and Northfield. (Ground frame, electrically controlled from Kings Norton Station Jn. box)	Propelling must be restricted to clear weather only.
Quarry Down Sidings, Chellaston	Down line, between Chellaston Quarry and Chellaston Jn. (Ground frame, controlled by Annett's Key from Chellaston Quarry box)	Engines only, when in possession of the Annett's Key.
Northolt Park	Down line, between Sudbury Hill and Northolt Jn. East. (Ground frame, controlled by lever in Sudbury Hill Station box.)	Not more than 10 freight vehicles may be propelled, in clear weather only. (See Table " F.")
Down Siding, Ilkeston North	Down main line between Ilkeston North Station and Stanton Jn. (Ground frame, electrically controlled from Ilkeston North Station box.)	Not more than 30 freight vehicles may be propelled. (See Table " F.")

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
Northants and Bucks—Yardley..	Between Olney and Piddington Stations, 63¼ and 64 mile posts	**February to May.** (inclusive) Danger severe.
Northants—Hazelborough ..	Between Blakesley and Woodford West Jn., 9¾ and 10 mile posts	**February to April** (inclusive) and **any dry period in summer.**
Nottingham—Bestwood Park ..	Between Bestwood Park and Calverton, 134¼ and 135¼ mile posts	Danger always present in **dry weather** and in particular **February to May** (inclusive).
Nottingham—Sherwood.. ..	Between Linby and Kirkby-in-Ashfield, 133 and 136 mile posts Calverton Colliery Branch line from Papplewick pumping station, Eastwards for ¾ mile. Mineral line along the Southern edge of Cuckney Hay Wood. Mineral line—section through plantations at Armesley. Mineral line—section running North from Newstead Colliery past the Western edge of Hollinwell Golf Course. Short section on Leen Valley Extension, Pleasley.	Danger always present in **dry weather** and in particular **February to May** (inclusive).

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
St. Pancras	Church Yard sidings	To place wagons at the opposite end of the engine.
Knowles sidings alongside North London Exchange sidings, St. Pancras Goods Yard	Knowles sidings	To place wagons at the opposite end of the engine.
Brent up sidings	Cripple Wagon sidings	Used for moving crippled wagons only.
Hendon	Goods yard	To take vehicles into dead-end siding at South end of cattle dock to and from the goods shed siding and the dock siding at the back of the up local line platform and into storage sidings alongside up local line.
Flitwick		Wagons detached by up trains.
Irchester	To Dock siding	—
Hemel Hempstead		To place wagons clear of connections.
Rushden		To move wagons clear of main line connections.
Holwell Wharf Sidings	Holwell Branch	Brake vans only.
Trent Sheet Stores sidings	Sheet Stores siding	To enable wagons to be placed in sack shed road.
Marple	Outside road	9 wagons to engine stop board.
*Bredbury	Goods yard	6 wagons to station end of goods shed.
*Woodley	Goods yard	4 wagons to West end of loading dock.
Burton-on-Trent	Down carriage sidings	To be used in case of emergency only in connection with the placing of coaching stock vehicles in down carriage sidings and only by a person regularly employed as a passenger shunter.
Saltley Wharf	To and from sidings alongside canal	—
Egginton Goods	Up line to siding	—
Bagworth		When necessary to move wagons from Nailstone and Ibstock Collieries clear of connections.
Gresley Colliery Sidings East		To be used only in case of emergency to move wagons clear of main line connections.
Hugglescote	South Leicestershire Colliery sidings	—
Penns, Goods Yard	Sidings	To place wagons on dead end sidings.
Ashton Park Parade	Coal drop sidings	7 wagons. Positioning in siding.

TABLE V

LIST OF LOCAL HEADCODES

Empty Coaching Stock Trains between St. Pancras, Kentish Town, Kentish Town Cattle Docks Sidings and Cricklewood Carriage Sidings must carry headcodes as follows:—

Between St. Pancras and Kentish Town must carry Class " K " headcode.

Between St. Pancras and Cattle Docks Sidings, Kentish Town, must carry Class " C " headcode.

Between St. Pancras and Cricklewood Carriage Sidings must carry Class " D " headcode.

Engine headcodes:—L.M.R. over E.R. line, and E.R. over L.M.R. line:—

Destination	Headcode
L.M.R. trains over E.R. line:—	
Freight trains between St. Pancras and Poplar (via South Tottenham)	One white light at foot of chimney, one over right-hand buffer beam and one over left-hand buffer beam.
Freight trains to and from Bow Depot (via South Tottenham and Stratford)	One white light at foot of chimney, one over right-hand buffer and one in centre of buffer beam.
E.R. trains over L.M.R. line:—	
Temple Mills and Lillie Bridge (via Tottenham and Hampstead line)	One white light at foot of chimney, one over right-hand buffer and one in centre of buffer beam.
Temple Mills to Southern Region (via Tottenham and Hampstead line and Gospel Oak)	One white light at foot of chimney, one white light in centre of buffer beam, and one white light over right-hand buffer.

Southern Region trains working via Acton Wells Jn.:—

Trains to or from unless otherwise shown.	Headcode
Light engines, Old Oak and Midland Lines to Nine Elms	White light on right-hand side of buffer beam.
Feltham and Brent (via Gunnersbury)	Three white lights, one over each buffer and one on the centre of buffer beam.
Feltham and Neasden (via Kew East Jn.) ..	White light on left-hand side of smoke box and white light over centre of buffer beam.
Battersea Yard and Brent (via Kew East Jn.) ..	White light at foot of chimney and white light over centre of buffer beam.
Feltham and Brent (via Kew East Jn.)	White light, or disc at foot of chimney and one white light, or disc over left-hand buffer.
Nine Elms and Brent (via New Kew Jn.) ..	White light at foot of chimney, white light over centre of buffer beam and white light over left-hand buffer.
From Neasden, Brent to the main line (except trains terminating at Woking) (via Kew East Jn. and Chertsey)	White light at foot of chimney and white light on left-hand side of smoke box.
From Neasden, Brent to Woking (via Kew East Jn. and Chertsey)	White light at foot of chimney.
From Neasden, Brent to Woking (via Gunnersbury and Chertsey)	White light on right-hand side of smoke box and white light on left-hand side of buffer beam.
From Neasden, Brent to main line (except trains terminating at Woking) (via Gunnersbury and Chertsey)	White light on right-hand side of buffer beam and white light on left-hand side of buffer beam.
Brent to Reading (via Kew East Jn.)	White light on right and left side of smoke box.
Reading to Brent (via Kew East Jn.)	White light on right-hand side of smoke-box and white light centre of buffer beam.

TABLE V—*continued*

LIST OF LOCAL HEADCODES—*continued*

Midland Lines trains working to and from Southern Region via Acton Wells Jn.:—

Trains to or from unless otherwise shown	Headcode
Midland Lines trains:—	
Brent and Kensington (High Street)— One square white disc on smoke box ..	One white light in centre of buffer beam.
Brent and West Kensington— One square white disc with black diagonal cross in centre of buffer beam	White light in centre of buffer beam and white light over left-hand buffer.
Brent and Acton (W.R.)..	One white light in centre of buffer beam and one white light over right-hand buffer.
Brent, Hammersmith and Kew Bridge— Two white round discs, one in centre of buffer beam, and the other on left-hand buffer	Two white lights in same positions as discs by day and one white light at foot of chimney.
Brent and Battersea (via New Kew Jn.) ..	White light at foot of chimney and centre of buffer beam.
Brent and Herne Hill (via Barnes)	One white light on smoke box and one white light over right-hand buffer.

Headcodes to be carried by engines over London Transport (City and Suburban) lines:—

L.M.R. engines, whether working trains or running light, passing over the London Transport (City and Suburban) lines to and from the Southern Region, must carry white headlights as indicated below, and the lamps must be lighted by day as well as by night when running over the L.T. lines:—

Train	Headcode
L.M.R. (Midland) to or from Clapham Jn. (via Blackfriars Jn.)	One white light over left-hand buffer.
L.M.R. (Midland) to or from Victoria	
L.M.R. (Midland) to or from Battersea Yard (via Blackfriars Jn.)	
L.M.R. (Midland) to or from Bricklayer's Arms..	One white light over right-hand buffer and one white light over left-hand buffer.
L.M.R. (Midland) to or from Cannon Street ..	One white light over right-hand buffer and one white light in centre of buffer beam.
L.M.R. (Midland) to or from Walworth Coal Sidings	One white light in centre of buffer beam and one white light over left-hand buffer.
L.M.R. (Midland) to or from Herne Hill Sorting Sidings	
L.M.R. (Midland) between Brent and Hither Green Sidings (via Barnes, Factory Jn. and Nunhead)	One white light at foot of chimney, one white light over right-hand buffer and one white light over left-hand buffer.
L.M.R. passenger train to or from Moorgate Street	One white light at foot of chimney, one white light over centre of buffer beam, and one white light over left-hand buffer.
L.M.R. empty coaching stock train to or from Moorgate Street	One white light at foot of chimney, one white light over centre of buffer beam, and one white light over right-hand buffer.
L.M.R. (Midland) to or from Hither Green Sidings	One white light over right-hand buffer, one white light over centre of buffer beam, and one white light over left-hand buffer.

TABLE V—*continued*

LIST OF LOCAL HEADCODES—*continued*

ELECTRIC TRAIN HEADCODES

No.	*Service*	*Code*
	Manchester, Sheffield, Wath—Multiple Unit Stock—	
1	Manchester, London Road to Hadfield direct	0
	Hadfield to Manchester, London Road, direct	0
2	Manchester, London Road, to Glossop or to Hadfield via Glossop	0
	Glossop to Manchester, London Road, or Hadfield to Manchester, London Road, via Glossop	0
3	Staff Train Ashburys to Mottram Yard Halt	0 0
	Mottram Yard Halt to Ashburys	0
4	Empty Coaching Stock	0 0
		0 0

TABLE X

TAIL LAMPS—LIGHTING WHEN PASSING THROUGH TUNNELS—Rule 120

All trains and light engines must carry a lighted tail lamp when passing through any of the undermentioned 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
Dove Holes	Peak Forest North and Dove Holes Tunnel
Disley	Disley and Hazel Grove Station
Totley	Totley Tunnel East (Eastern Region) and Grindleford Station
Cowburn	Edale and Cowburn Tunnel West
Dingle	Otterspool Station and Brunswick
Liverpool Central	Brunswick and Liverpool Central Station
Lord's	Marylebone Goods Yard and Canfield Place.
St. John's Wood	
Hampstead	
Catesby..	Charwelton and Staverton Road.
Mapperley	Gedling Colliery (Eastern Region) and Daybrook.
Woodhead	Dunford Bridge West (Eastern Region) and Woodhead.

Modifications 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
Spondon Station	Down outer home	Applies only to passenger trains timed to stop at the station, in clear weather only.
Monsal Dale	Down home..	Applies only to freight trains assisted in rear.
Ashwood Dale	Down home..	Applies only to freight trains assisted in rear.
Chellaston Jn.	Down main home 1 ..	Applies in clear weather only.

RULE 55

Referring to the Notes appearing on Pages 59 and 60 of the Rule Book :—

Firemen'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 *Is 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 Signalman 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 Signalman 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 Signalman 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 Signalman must not be regarded by Drivers as authority to pass an Intermediate Block Home signal at Danger.

Single Line Working—Rules 189 to 208.

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 Signalman controlling the Intermediate Block signal is first obtained.

TELEPHONES AT SIGNALS—" T " SIGNS

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

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.

TELEPHONES AT STOP SIGNALS

On the automatically signalled section of line between Marylebone and Neasden South Junction, Trainmen must communicate with the Signalman after the train has been held at a signal for a period of **1 minute.**

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:—

St. Pancras
Kentish Town
Cricklewood
Harpenden Central
St. Albans City
Bedford Midland Road
Wellingborough Midland Road
Kettering
Market Harborough
Kibworth
Wigston
Leicester London Road
Syston
Trent
Toton
Ilkeston
Langley Mill
Pye Bridge
Westhouses & B.
Clay Cross
Hasland
Corby
Nottingham Midland
Beeston
Radford
Kirkby-in-Ashfield East
Mansfield Town
Spondon
Derby Midland
Ambergate
Rowsley
Chaddesden
Repton & Willington
Burton-on-Trent
Water Orton
Saltley
Birmingham New Street
King's Norton
Coalville
Moira
King's Heath
Marylebone
Neasden
Nottingham Victoria
Annesley
Nottingham London Road
Basford North
Kimberley East
Ilkeston North
Derby Friargate
Daybrook
Mansfield Central
Guide Bridge
Ashburys
Ardwick
Manchester London Road

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 TRAINMEN RELATING TO THE REGULATIONS FOR TRAIN SIGNALLING BY TELEGRAPH BELLS:—

Protection of trains.—Trains stopped by accident, failure, obstruction or other exceptional cause, must be protected in accordance with the provisions of Rules 178 to 188.

During fog or falling snow, when trains are stopped at a home signal the Guard of the first and each succeeding train must at once go back 100 yards and place one detonator on the rail to protect his train and then return to his brake van. Should a train be assisted by an engine in the rear, the duty of so protecting the train will devolve upon the Guard in the same way as if no engine were assisting in the rear.

In the case of a light engine the Fireman must, if the engine is stopped at a home signal or in the rear of a train or another light engine, place one detonator on the rail as above directed. When there are two or more light engines coupled together the Fireman of the rearmost engine must perform this duty.

When a detonator, which has been put down, as described above, is exploded by an engine, the Driver must be prepared to stop clear of the train or engine in front of him. Should the train or engine, to the rear of which the detonator was placed, have moved forward, he must proceed cautiously so as to be able to stop at any moment.

When a train is brought to a stand, the Driver must not start until the Guard has had time to return to his brake van.

Telegraph Bells Regulation 5—Trains being allowed to enter a section before the Train out of Section signal has been received from the signal box in advance:—

(*a*) Should a following train arrive before the **Train out of Section** signal has been received from the signal box in advance for the previous train, and the home signal applicable to the train is in such a position that the Signalman can communicate verbally with the Driver when the train is standing at the home signal, the Danger signal will remain exhibited at the distant and home signal applicable to the line on which the train requires to run, until the train has been brought to a STAND at the home signal. When this has been done, if the previous train is not a passenger train, the Signalman will verbally instruct the Driver that the section ahead is not clear. A green hand signal, held steadily, will at the same time be exhibited to the Driver, and the necessary fixed signals taken off to give permission for the train to proceed.

(*b*) Where the home signal is such a distance from the signal box that it is not possible for the Signalman to communicate verbally with the Driver when the engine is standing at the home signal, and there is not a calling-on arm on the home signal nor a stop signal in advance of the signal box, the Signalman will, after bringing the train to a STAND at the home signal, as provided in clause (*a*), take it off to allow the Driver to draw to his signal box, and will stop the train at the signal box by exhibiting a red hand signal. Where a stop signal is provided in advance of the box and there is not a calling-on arm on that signal, the Signalman will take off the home signal when the train has been brought quite or nearly to a stand at it, and will stop the train at the signal box by exhibiting a red hand signal. The Driver will then be verbally instructed that the section ahead is not clear, after which a green hand signal, held steadily, will be exhibited to the Driver, and the necessary fixed signals taken off to give permission for the train to proceed.

(*c*) If the train is assisted by an engine in rear or two trains are coupled together, a green hand signal, held steadily, will also be exhibited to the Driver of each engine.

Where a calling-on arm is provided on the stop signal controlling the entrance to the section ahead, it will be used as laid down in Rule 44.

(*d*) When a calling-on arm has been taken off for a train to proceed to the signal box in advance, or when a Driver has been verbally instructed by a Signalman that the section which he is about to enter is not clear, or should he enter the section in advance from another line or siding through a connection ahead of the signal box and cannot therefore be verbally instructed by the Signalman, he must proceed at caution and be prepared to stop short of any obstruction that may be on the line ahead as far as the home signal at the next signal box in advance which is open.

NOTE—When it is necessary for a Signalman at the undermentioned signal boxes to stop and caution the Driver of a train, running on any of the lines named, in accordance with the above instructions, the home signal must not be taken off until the train has been brought to a stand and the Driver must, on passing these boxes, be on the look-out for a hand caution signal, or to receive any verbal instructions, which it may be necessary for the Signalman to give. On observing a hand caution signal when passing the box, the Driver must give a short whistle in acknowledgement, to indicate to the Signalman that his hand signal is understood, and then proceed cautiously so far as the line is clear in the section in advance. Should the Driver fail to receive a signal or instructions when passing the box, he must assume that the line ahead is obstructed, and must act accordingly.

Signal box	*Line*
Sidings on Sandiacre side of Toton Down Sidings North box ..	2nd down goods
Toton Down Sidings North box	2nd down goods
Toton Centre box	2nd down goods

Telegraph Bells Regulation 25—Failure of Bells:—

Except as provided in the last paragraph, a train must not in any circumstances be allowed to pass a signal box into that section of the line where the failure exists without having been previously brought to a stand, and the Driver and rear Guard, and Driver of an engine assisting in rear, if any, advised of the failure. The Driver or Drivers will in addition be instructed to proceed cautiously in order to stop short of any obstruction there may be on the line.

When a Driver has been stopped at a signal box and advised by the Signalman of the failure of the bells, he must draw his train forward and bring it again to a stand with the brake van near to the signal box to enable the Signalman to verbally inform the Guard in rear and Driver of an engine assisting in rear, if any, of the failure. After the train has thus been brought to a stand for the Signalman to communicate with the Guard and Driver of an engine assisting in rear, the Driver must not start again until he receives a green hand signal from the Signalman.

In the event of the first portion of a divided train being required to enter the section in advance, in accordance with Rule 182, during a failure of bells, it will not be necessary for the Driver to be advised of the failure or cautioned.

SINGLE LINES OF RAILWAY WORKED BY PILOT GUARD

The Pilot Guard will wear a special badge. No train must run on the line unless accompanied or personally started by the Pilot Guard.

The Pilot Guard must, when practicable, accompany every train, but when it is necessary to start two or more trains from one end of the section he must personally start every train, and himself accompany the last train. The Driver must not start without authority of the Pilot Guard. A Driver working an engine unaccompanied by a Guard must observe the same regulations as herein laid down for a Guard with a train.

In the event of a train accompanied by the Pilot Guard becoming disabled, he must make arrangements for obtaining assistance with least delay and if he has to leave the engine on the line he must, before leaving, give the Driver a written order not to move his engine until he returns. Should a train unaccompanied by a Pilot Guard become disabled, the Guard of the train must arrange for the protection of his train, and communicate with the Pilot Guard as soon as possible.

When a train or a portion of a train is left upon the single line from accident, or inability of the engine to take the whole forward, or from any other cause, the Driver must not, unless accompanied by the Pilot Guard, return for it, except as prescribed in Rule 183, clause (f). If the Pilot Guard be with the train the Driver may return to the rear portion without authority from the Guard provided the Pilot Guard accompanies the engine.

When the train has to be divided the man who divides it must inform the Driver how many vehicles, if any, are being taken forward. After sunset or during fog or falling snow, or if the division is made in a tunnel, he must place three detonators on the line 10 yards apart not less than 100 yards ahead of the portion left behind.

The Guard must similarly place detonators on the line when a train is accidently divided.

The Guard must protect his train in the rear in accordance with Rule 179 whether the train is accompanied by the Pilot Guard or not.

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 Superintendents' Control Rooms, as under:—

Control Room	Time Open	Control Room	Time Open
London (Midland)	Continuously	Nottingham	Continuously
Marylebone	,,	Manchester (South) ..	,,
Leicester	,,	Liverpool Central ..	,,
Rugby	,,		
Birmingham	,,		
Derby	,,		

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.

This particularly applies to all parts of the Midland Lines, except the undermentioned portions of line:—

Melton Mowbray North to Welham Junction.

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 coaching stock trains must be reported to the appropriate Control Room by staff in charge at starting points on commencement of journey.

ENGINEMEN AND GUARDS TO USE 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 services; 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 or the General Regulations for Train Signalling by Telegraph Bells are in operation, the Signalman 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 Signalman has been obtained and must be only 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 (CO_2) 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, CO_2 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:—

Bedford Mid. Road—Houghton Conquest—London Brick Co.'s Sidings.

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 Signalman 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 Signalman concerned an exact description of the nature of the work to be carried out and the Signalman 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 Signalman 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 Signalman, 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 Signalman 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 Signalman, the precautions 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 Signalman 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 Signalman, 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 Signalman 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 Signalman, 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 Signalman, 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 Handsignalman 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 Handsignalman in accordance with Rule 77, provided that he can satisfactorily carry out the provisions of Rule 217 (h), and also advise the Signalman whether the portion of the line to which the track circuit applies is clear.

In such cases the Handsignalman 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 Signalman and Handsignalman 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 Handsignalman 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 Handsignalman 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 Handsignalman 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 Handsignalman 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 Signalman 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 Signalman 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 Signalman 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 Signalman 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 Handsignalman 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. Enginemen 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 ¾ 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.

MOVEMENT OF RAIL VEHICLES BY ROAD MOTOR VEHICLES

Referring to Rule 110, clause (c), the following is a list of places where authority is given for rail vehicles to be moved by road motor vehicles, except by towing. (For towing see Table "U".)

Place	Remarks
Woodley	—
Bredbury	—

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 Signalman 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.

SIDINGS WHERE LEVER WORKING INDICATOR IN SIGNAL BOX IS PROVIDED

At the following places immediately a train requiring to enter the sidings shown is brought to a stand ahead of the connection from the main line the Guard or Shunter, or Fireman in the case of a light engine, must pull over the lever which works an indicator in the signal box to show that it is necessary to set the points for the sidings, and the lever must remain in the pulled position until the train has been shunted into the sidings and the main line is clear:—

Place	Trains setting back from
Barrow-on-Soar	Down passenger line to the down sidings.
Highgate Road Jn.	Up main line into Hardy's Siding on the up side of the line.
Crich Jn.	Down main line to the down sidings.
Kettlebrook Sidings	Down main line to the down sidings.

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 a 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 purpose 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 Workings for Special and Additional Trains Notice, or other special advice. Such trains will not carry the prefix letter "W" otherwise applicable to 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 number 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 workmen'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 on 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 not to 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 is likely to travel by a particular train, he must advise the District Operating Superintendent or District Traffic Superintendent, as the case may be, so that proper accommodation may be provided.

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 OK4625 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 Firemen 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 on 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 & 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 & Wagon staff, must be drawn at the first stopping place. 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 & 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

Engines must be coupled to and uncoupled from trains by the Traffic (Operating) Department Staff except as shown in the table below. When working over other Regions' lines the practice on those lines must be adopted. 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
Kentish Town—Highgate Road Sidings ..	Empty coaching stock trains.
Kentish Town—Cattle Dock Jn.	When no male member of the staff is available.
Dudding Hill Jn.	—
Brent Jn. No. 2	Passenger or empty coaching stock trains.
Brent Loaded Wagon Sidings	Empty coaching stock trains.
Napsbury	Empty coaching stock trains at up (Asylum) sidings.
Harpenden Central	7-57 a.m. (SX) Harpenden Central to Moorgate for preheating purposes, October 1st to May 1st.
Bedford Midland Road	All trains between 5-0 p.m. and 9-0 a.m.
Stapleford & Sandiacre	Passenger and empty coaching stock trains when no member of station staff is available.
Stanton Gate	—
Ilkeston Jn.	When no member of station staff is available.
Langley Mill	When no member of station staff is available.
Clay Cross	When no member of station staff is available.
Higham Ferrers	When only one Porter is on duty.
Rushden	—
Corby	Passenger and empty coaching stock trains terminating at and starting from Corby when only one Porter is on duty.
Gretton	Passenger and empty coaching stock trains terminating at and starting from Gretton when only one Porter is on duty.
Manton..	When no member of station staff is available.
Melton Mowbray Town	On Sundays when no member of station staff is available.
Plumtree	Empty coaching stock trains when no member of station staff is available.
Lubenham	Passenger trains.
Attenborough—Chilwell Sidings	5-52 a.m. (SX) Langwith to Chilwell when the Shunter is not available.
Mansfield Town	When no member of station staff is available.
Spondon	Passenger and workmen's trains.
Darley Dale	6-25 a.m. to Derby, 12-5 p.m. (SO) ex Spondon and 5-50 p.m. (SX) ex Derby.
Bakewell	7-35 a.m. to Derby.
Chapel-en-le-Frith Central	Passenger and empty coaching stock trains when no member of station staff is available.
Chinley	When requested by the station Inspector and when no suitable member of the station staff is available.
Cheadle Heath	Empty coaching stock trains when no member of station staff is available.
Wirksworth	When no member of station staff is available.
Hathersage	When no member of station staff is available.

Place	Remarks
Hope	When no member of station staff is available.
Edale	—
Whitacre	When only one Porter is on duty.
Castle Bromwich	All passenger and workmen's trains terminating at and starting from Castle Bromwich.
Birmingham New Street	—
Bournville	Empty coaching stock trains.
Kings Norton	When no suitable member of station staff is available.
Barnt Green	When no suitable member of station staff is available.
Coalville Town	When necessary for the purpose of changing engines of passenger trains.
Woodville	—
Shackerstone	—
Nuneaton Abbey Street	When no member of station staff is available.
Sutton Park	When no member of station staff is available.
Longbridge	Workmen's trains.

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 Regions' engines:—

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

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

DESTINATION BOARDS ON CITY AND SUBURBAN PASSENGER TRAINS

Engines of L.M.R. passenger trains running between the Midland Lines and the L.T.E., via King's Cross, must carry a board to indicate, for the information of passengers, the destination of the trains.

GONGS IN TUNNELS

Gongs are fixed in the undermentioned tunnel for the purpose of warning Drivers that they are approaching the distant signal.

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	Line	Position of gong
Totley	Down	30 yards before reaching outer distant signal for Grindleford Station box.
St. John's Wood	Down	75 yards before reaching Signal D.23.
Catesby	Up	100 yards before reaching outer distant signal for Charwelton.
Victoria Street	Up	100 yards before reaching home signals for Weekday Cross Jn.
Victoria Street	Down	100 yards before reaching home signal for Nottingham Victoria South.
Mansfield Road	Up	100 yards before reaching home signal for Nottingham Victoria North.

LIGHTS IN TUNNELS

Lamps showing white lights for the purpose of indicating to Drivers the position of the signals are fixed on the walls of the tunnels as follows:—

St. Pancras Tunnel—

One on the up side wall, 50 yards on the Kentish Town side of King's Cross (L.T.) up home signal.

One on the down side wall, 50 yards on the King's Cross side of King's Cross (L.T.) down advanced starting signal.

Disley Tunnel—

One on the up side of the tunnel, 100 yards on the Cheadle Heath side of the Disley up main outer distant signal.

Cowburn Tunnel—

Two on the up side of the tunnel, 904 yards and 464 yards on the Chinley side of the up distant signal for Edale Station box.

One on the down side of the tunnel, 100 yards on the Dore side of Cowburn West down main distant signal.

All lamps are to be lighted on trains passing through Dove Holes, Disley, Totley and Cowburn tunnels.

SPECIAL INSTRUCTIONS IN CONNECTION WITH DOVE HOLES, DISLEY, CLAY CROSS, TOTLEY AND COWBURN TUNNELS:—

Communication with Signalmen.

Wires are provided, one on each wall of the tunnels, about six feet from the ground which, when cut or broken, give indication of this fact to the Signalman at the box at each end of the tunnel concerned. Where there are other wires, these special wires are always the lowest.

If for any reason the line is unsafe for the passage of trains, or a train is unable to proceed, or is divided, or there is a serious personal injury, the following instructions must be observed:—

If the up line only is affected, the wire on the up side of the line must be cut or broken.

If the down line only is affected, the wire on the down side of the line must be cut or broken.

If both lines are affected, the wires on both the up and down sides of the line must be cut or broken.

Rear Guard in case of train, and Fireman in case of light engine to break wire (or wires) as necessary. Lengthmen and Trainmen must not rely upon the cutting or breaking of the wires for the protection of the line or their trains, and these must be properly protected in accordance with Rules 178 to 180, or 217 as the case may be.

When the line is again clear the Signalman must be advised, and he must make an entry to this effect in the train register book, which must be signed by the person giving the advice.

Trains Divided.

When this is done owing to the inability of the engine to haul the whole train the provisions of Rule 183 must be observed, except that when drawing a portion of the train out of the tunnel a lamp must be fixed at the rear of the last vehicle instead of a man riding on it.

Should a train be accidentally divided and the rear portion left in the tunnel, the Driver must not return on the same line for the portion left, but cross on to and travel along the proper line and recross at the signal box at the opposite end of the tunnel, and after obtaining Wrong Line Order form " D " from the Signalman, he must enter the tunnel and draw the rear portion of the train back to the box in rear, where the train must be run round and then proceed on its journey. The Driver must warn persons he passes when entering the tunnel that the train will return in the wrong direction.

When passing through the tunnel to get to the opposite end, the Driver must go slowly past the portion left in case anything might be foul of the road.

Ballast Train Working.

When a ballast train is required to stop in any of these tunnels a Handsignalman must remain at the signal box in rear of the tunnel and protect the train with detonators and hand signals, in accordance with the Rules.

When the work is completed and the train proceeds, it must be stopped at the signal box at the end of the tunnel, and the Guard must advise the Signalman that the work is complete and the line is clear, and when the Signalman has seen the tail lamp of the ballast train he must advise the Signalman at the box in rear that the Handsignalman may be withdrawn.

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 signal 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 engine 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 brakes, 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
Cricklewood Jn.	Up goods	—
Desborough North	Up goods	—
Braybrook	Up goods	—
Kilby Bridge	Up goods	—
Stapleford & Sandiacre	Up goods	These instructions also apply to trains standing on the up goods line at Stapleford & Sandiacre and requiring to enter the Toton reception lines, except that the assisting engine may proceed midway between Stapleford & Sandiacre up goods home signals and the signals at the entrance to the reception lines. The assisting engine must not return to its train until the Driver has received a hand signal from the Signalman at Stapleford & Sandiacre to do so.
Clay Cross North Jn.	Up goods	—
Brentingby Jn.	Up goods	—
Nottingham London Road Jn. ..	Down goods	—
Meadow Lane Jn.	Down goods (from Attenboro' Jn.)	—
Derby North Jn.	Up goods	Outer home signal.
Peak Forest South	Down goods	—
Whitacre Jn.	Down goods loop	—
Halesowen Jn.	Down 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.**

Snow ploughs are located at the following Motive Power Depots—

Derby	Neasden	Annesley
Rowsley	Woodford Halse	Gorton

(*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:

Trent Station South Jn.
Market Harboro' No. 1
Avenue Sidings
Kirkby Colliery Sidings
Peak Forest North
New Mills South Jn.
Throstle Nest South Jn.
Manchester Central
Millers Dale, Buxton Jn.
Hope Station
Chinley East Jn.
Skelton Jn.
Glazebrook East Jn.
Warrington Central Station
Halewood East Jn.
Burton, Leicester Jn.
Duddeston Road
Coalville, Mantle Lane East
Birmingham New Street No. 1

(ii) Motive Power Depots:

Kentish Town
Cricklewood
Wellingborough
Leicester London Road
Toton
Westhouses
Hasland
Nottingham
Mansfield
Derby
Rowsley

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 " 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
Cricklewood	Nos. 1 or 2 down goods between Watling Street Jn. and Cricklewood Jn. or Cricklewood Down Sidings	Also applies during fog or falling snow. A man is specially appointed to advise Guards of trains travelling on these lines to leave their trains when they come to a stand in accordance with this instruction. This man will also advise the Drivers of such trains that the train Guards are being withdrawn, but the train Guards should also advise the Driver when they leave.
Brent Up Sidings or Loaded Wagon Sidings	No. 2 up goods, No. 3 up-and-down goods, Nos. 1 or 2 up outside lines between Brent Up Sidings Stage and Brent Loaded Wagon Sidings box, or on Nos. 2 or 3 up goods between Brent Loaded Wagon Sidings and Cricklewood Jn. boxes	Also applies during fog or falling snow.
Wellingboro' Down Sidings ..	Down goods at Finedon Road.. ..	—
Wigston Up Sidings	Up local goods or up goods at Wigston Up Sidings box	Also applies during fog or falling snow.

Place	Line	Remarks
Leicester Up Sidings	Up goods between Engine Shed Sidings and Bell Lane boxes and between Bell Lane and Humberstone Road Jn. boxes	Also applies during fog or falling snow. A Guard must always be in charge of the rear train.
Beeston Up and Down Sidings..	Up goods line between Beeston North Jn. and Beeston Sidings No. 2, and on down goods line between Beeston South Jn. and Beeston Sidings No. 2, and Beeston Sidings No. 2 and Beeston North Jn.	—
Westhouses & Blackwell, Blackwell Sidings	Down line between Blackwell South Jn. and Blackwell East Jn.	Also applies during fog or falling snow.
Rowsley Up and Down Sidings	Up goods between North Jn. and Up Sidings boxes or on down goods between South Jn. and Down Sidings No. 1 boxes, or on the coal line between South Jn. and Down Sidings No. 2 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 Signalman of this by the most convenient telephone. In order to avoid delay in advising the Signalman, 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 Signalman has been advised, proceed as far as the loop line 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
Old Dalby Station	Down and up reception.
*Disley	Down goods loop.
*Marehay Crossing..	Reception
Stretton Station	Down goods loop
*Clay Cross South Jn.	2nd down goods

*At these places where delay would be avoided by notifying the Signalman 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 signalman being informed on which line the train is standing.

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

SIGNALLING OF TRAINS AT STATIONS WHERE CENTRE SIGNAL BOXES ARE PROVIDED

Drivers of trains entering the passenger stations at Leicester, Nottingham and Derby under the authority of a calling-on signal at the signal box controlling the entrance to the station or after receiving a warning by hand signal at such signal box, must be prepared to stop clear of any obstruction in the station, although the signal worked from the centre signal box may have been taken off for their train before being brought to a stand.

The " Centre " signal boxes referred to in this instruction are those shown below:—

Leicester—Station East and West boxes.
Nottingham—Station "A" and " B " boxes.
Derby—Station "A" box.

APPROACH LIGHTED COLOUR LIGHT SIGNALS PROTECTING CROSSOVER ROADS USED FOR SINGLE LINE WORKING—RULES 189–208

Where crossover roads to be used for Single Line Working are protected by approach lighted colour light home and distant signals, or by approach lighted colour light Automatic and Semi-Automatic signals, these signals, except as shown in the following clause (*a*), will not be illuminated during Single Line Working when a train passes on the opposite line to which they normally apply.

(*a*) **Crossover roads controlled from signalboxes.**

Switches on the signal posts or adjacent to the signals have in some cases been provided for the purpose of continuously lighting these signals when they are approached by up trains travelling over the down line or down trains over the up line. Keys for these switches are kept in the signal boxes at each end of the section concerned.

When instituting Single Line Working the person acting as Pilotman must obtain the key from the Signalman before commencing to distribute the necessary forms, and operate the switches whilst passing through the section.

When Single Line Working is terminated the Pilotman or a man deputed by the Station Master must again operate the switches to restore the approach lighting to the signals and return the key to the Signalman.

The Signalman must advise the Lineman when the switches are operated to light the signals continuously.

Where the special switches referred to above are not provided, Handsignalmen must be stationed opposite the signals concerned.

(*b*) **Crossover roads controlled from intermediate ground frames.**

Where these crossover roads are worked from track controlled intermediate ground frames, these switches are not provided, and Handsignalmen must be stationed opposite the Automatic and Semi-Automatic signals acting as home and distant signals for trains approaching the crossover road in the wrong direction.

(*c*) Until the Handsignalmen referred to in clauses (*a*) and (*b*) above, are provided, Drivers must be specially warned by the Pilotman to be prepared to stop clear of the crossover road.

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.

On the section of London Transport line between Aylesbury South Junction and Harrow-on-the-Hill, it is the duty of the Fireman, on the instructions of the Driver, to apply sufficient wagon brakes before a freight train descends a gradient, and the wagons braked must be those nearest to the engine.

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.
Exchange Sidings (Western Lines)	North London Incline box	Before leaving top of incline and before passing signal worked from North London Incline box	Church Yard Sidings.
Highgate Road Jn.	Kentish Town Jn.	Between signal box and starting signal at Highgate Road Jn. (See local instructions on page 346)	Islip Street Jn. up goods home signal.
Godwin's Sidings	Hemel Hempstead	Godwin's Sidings	Hemel Hempstead.
Loddington ..	Kettering ..	Overbridge No. 6 (A.W.B. board at 2¼ m.p.)	Overbridge No. 3 between ¾ and and 1 m.p.
*Market Harborough	Northampton ..	Northampton end of Kelmarsh Tunnel	Lamport.
(*Guards must record on their journals whether the trains stop at Kelmarsh Tunnel.)			
Mapperley Colliery	Mapperley Jn. ..	A.W.B. board 150 yards on the Mapperley Jn. side of the exit from Mapperley Loaded Wagon Sidings.	Mapperley Jn. end of branch.
Waltham	Holwell Sidings	At 5¼ m.p. between Waltham and Stanton Mines	Branch home signal at West end of Welby Sidings.
Stanton Mines ..	Holwell Sidings	Outlet of sidings, Stanton Mines	Branch home signal at West end of Welby Sidings.
Cinder Hill Colliery Jn.	Basford Jn. ..	A.W.B. board 250 yards on the Basford Jn. side of Cinder Hill Jn. box.	Basford Jn. branch home signal.
Cinder Hill Colliery Empty Wagon Sidings	Basford Jn. ..	Exit from Empty Wagon Sidings	Basford Jn. branch home signal.
Bestwood Colliery	Bestwood Park Jn.	Exit from Loaded Wagon Sidings	Bestwood Park Jn. branch home signal.

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
Langton Colliery	Pinxton Station	Run round loop line, within the Colliery Yard	Pinxton Station branch stop signal.
Bentinck Colliery	Pinxton Station	With engine at ground frame leading into Langton Colliery	Pinxton Station branch stop signal.
New Hucknall Colliery	"B" Winning ..	A.W.B. board 240 yards on the "B" Winning side of New Hucknall box	"B" Winning Loaded Wagon Sidings.
Whiteborough ..	Tibshelf Sidings	A.W.B. board 150 yards approaching Tibshelf & Newton up distant signal near 140 m.p.	Opposite Tibshelf Weighing Machine Sidings box.
Tibshelf & Newton	Tibshelf Sidings	A.W.B. board 10 yards in rear of Tibshelf & Newton up starting signal	Opposite Tibshelf Weighing Machine Sidings box.
Seeley's Sidings ..	Tibshelf Sidings	A.W.B. board at exit of old Colliery Loaded Sidings	Opposite Tibshelf Weighing Machine Sidings box.
Pilsley Colliery ..	Morton Sidings	A.W.B. board at exit of Loaded Wagon Sidings	Morton Sidings branch home signal.
Grassmoor Colliery	Avenue Sidings	A.W.B. board 160 yards on the Avenue side of Grassmoor No. 1 ground frame	Half released at end of single line; remainder at Avenue arrival loop.
Alma Jn.	Avenue Sidings	A.W.B. board opposite Alma Jn. ring down cabin	Half released at end of single line; remainder at Avenue arrival loop.
Ripley	Marehay Crossing	Ripley	Marehay Crossing.
Marehay Crossing	Denby	Marehay Crossing	Denby.
Denby	Little Eaton Jn.	Denby	Little Eaton Jn.
Wirksworth Incline branch	Wirksworth Station	Messrs. Bowne & Shaw's outward siding (See local instructions on page 356)	Wirksworth Goods Yard.
Swanwick Colliery	Swanwick Sidings	A.W.B. board Swanwick Sidings end of Leabrookes Sidings	Swanwick Sidings branch home signal.
Shirland Colliery	Shirland Sidings	Shirland Colliery	Shirland Sidings.
Cromford Goods	High Peak Jn. ..	Cromford Goods Office.. ..	High Peak Jn. branch stop signal.
H.W.S.F. Quarry	Sheep Pasture Top	Firm's Office	Steeplehouse.
Hopton Top ..	Middleton Top	Hopton Top	Hopton Bottom.
Parsley Hay ..	Ashbourne ..	Bridge No. 12 between Hartington and Alsop-en-le-Dale (See local instructions on page 358)	Ashbourne No. 2 up starting signal.
Woodley	Stockport (T.D.)	Immediately clear of Woodley Jn.	Brinnington Jn. down main starting signal or in Portwood loops.
Widnes East Jn. ..	Tanhouse Lane	Widnes East Jn. (down branch)	Tanhouse Lane.
Bamfurlong (assisted trains)	Hindley South	Amberswood Jn. West (Western Lines)	Hindley South.

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
Walton-on-the-Hill	Huskisson Station	Fazakerley West Jn.	Huskisson Station.
Walton-on-the-Hill	Langton Dock ..	Fazakerley North Jn.	Langton Dock.
New Lount Colliery	Worthington ..	New Lount Colliery	Worthington.
Boothorpe Sidings	Woodville Goods Jn.	Boothorpe Sidings	Woodville Goods Jn.
Boothorpe Sidings	Swadlincote Station	Boothorpe Sidings	Swadlincote Station.
Swadlincote Station	Swadlincote Jn.	Old Swadlincote Colliery Sidings	Swadlincote Jn.
Woodville Goods Station	Woodville Goods Jn.	Granville Colliery Sidings ..	200 yards in advance of where brakes are applied.
Baddesley	Hall End ..	Before leaving sidings	Bridge 23 near 3¼ m.p.
Hall End	Kingsbury Colliery Sidings	Bridge 15 near 1½ m.p.	Kingsbury Branch Sidings.
Ansley Hall ..	Stockingford Sidings	Before leaving sidings	Stockingford outer home signal.
Church Road Jn.	Birmingham Cen.	Church Road Jn. branch starting signal	Birmingham Cen. Station
Annesley	Bulwell Common	Annesley .. .. (Applies to Class H, J and K Common only)	Bulwell Common. trains from Annesley to Bulwell
Aylesbury	Harrow-on-the-Hill	Amersham (near 24¼ m.p.) ..	Rickmansworth (signal J.P. 68).
New Hucknall Sidings	Blackwell Colliery Empty Wagon Sidings	New Hucknall Sidings .. (See local instructions on page 373)	Blackwell Colliery Empty Wagon Sidings.
New Hucknall Sidings	South Normanton	New Hucknall Sidings	South Normanton Sidings.
Tibshelf Colliery	Tibshelf Station	Tibshelf Colliery Sidings .. (See local instructions on page 373)	Tibshelf Station.
Pilsley Station ..	Pilsley Colliery ..	Approaching level crossing .. (See local instructions on pages 373 and 374)	Pilsley Colliery.
Watnall Sidings ..	Nuthall Sidings	Watnall Sidings .. .. .. (See local instructions on page 374)	Nuthall Sidings.
Heanor	Nutbrook Jn. ..	Heanor	After passing over Meynells Coppice Level Crossing.
Stanton Jn. ..	Stanton Works	Derby Road Sidings .. .. (See local instructions on page 375)	Fork Jn. No. 1.
Leen Valley Jn. ..	Colwick .. (Eastern Region)	Daybrook up I.B. home signal (Applies to block loads for beyond Colwick only)	Colwick (Eastern Region)

Manchester to Sheffield and Wath electrified lines:—

Pinning down of wagon brakes will not be necessary in normal circumstances on any trains worked by electric locomotives.

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 brake van, 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 brake van and particulars stipulated in the loading:—

Bogie Bolster.
Gun.
Machine, Low.
Rectank.
Transformer.
Trolley.

GUARDS LEAVING TRAINS UNATTENDED.

Referring to the instruction on page 76 of the General Appendix ; in connection with passenger or empty coaching stock trains terminating at and starting from the following points, Guards must remain in charge of the train during all shunting operations which may be performed, and must work to instructions given by the station staff :—

Stockport, Tiviot Dale
Irlam
Warrington Central
Lowton St. Mary's
Wigan Central.
Ashton-in-Makerfield.
Gateacre
Aintree Central
Allerton Carriage Sidings.

EXAMINATION OF FREIGHT TRAINS

Wigston—

Down freight trains to the Nuneaton branch, which have attached wagons at places intermediate between Kettering and Blaby, must stop at Blaby Sidings for examination, and up trains which have attached wagons at stations intermediate between Water Orton and Blaby must stop at Wigston South Jn. for examination.

Mineral trains from Coalville to Wellingborough which attach at places intermediate between Coalville and Wigston must stop at Wigston South Jn. for examination.

ENGINES COUPLED TOGETHER

Not more than five engines coupled together may be run over any portion of the former Cheshire Lines section, with the following exceptions:—

Between Manchester Central and Throstle Nest East Jn.	.. Only two engines permitted.
Between Throstle Nest East Jn. and Glazebrook East Jn.	.. Only three engines permitted.
Between Liverpool Central and Glazebrook East Jn.	.. Five engines permitted but
Via Warrington	.. adjoining line to be blocked between Sankey Jn. and Warrington Workshops box;
Via Straight Line	.. adjoining line to be blocked between Sankey Jn. and Padgate Jn.
Between Glazebrook East Jn. and Heaton Mersey East Jn.	.. Only three engines permitted between Cadishead and Partington, and between Cheadle Jn. and Heaton Mersey East Jn.

The heaviest types of passenger engines granted permission to work over the former Cheshire Lines section on special occasions in the past (e.g. Grand National) are not to be included in any series of coupled engines.

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 250, 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
Passenger coach } accommodation.
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 position 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's Passenger Train Control.

In exceptional circumstances, when there is insufficient time to telephone the Line Traffic Officer's 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 Lines Passenger Train Controller, stating precisely what has been done.

The Line Traffic Officer's 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:—

Hitchin (Eastern Region) and Bedford.
Cossall Colliery Branch, Ilkeston.
Shirland Branch, Wingfield.
Cromford and Parsley Hay.
Halesowen Jn. and Halesowen Station (Western Region).
Leicester, West Bridge and Desford Jn.

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 Timetable :—

Indication

D1. Trains composed of the following formations :

Motor Coach	*Trailer*	*Total No. of Vehicles*	
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 :

Motor Coach	*Trailer*	*Total No. of Vehicles*	
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 :

Motor Coach	*Trailer*	*Total No. of Vehicles*	
1	—	1	
2	—	2	
3	—	3	
4	—	4	
5	—	5	*
6	—	6	*

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

Motor Coach	*Trailer*	*Total No. of Vehicles*
2	2	4
4	4	8

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

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 easements 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 A.C.V. (non-bogie type) units 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 Guard's compartment.

In the case of a diesel multiple-unit train, consisting of more than three vehicles, requiring to call at Coleshill, Shustoke, Arley & Fillongley or Stockingford stations, the Guard may travel in the most convenient Guard's compartment to enable him to alight at those stations.

5. **Signalling** — Diesel multiple-unit trains will be signalled in accordance with the bell signals applicable to steam passenger or empty stock trains.

LONDON TRANSPORT SECTION OF LINE BETWEEN HARROW-ON-THE-HILL AND AYLESBURY SOUTH JUNCTION

1. Station Limits. The definition of " Station Limits " as shown on page 61 of the General Appendix will not be applicable at signal boxes on the London Transport section of line, except as shown below :—

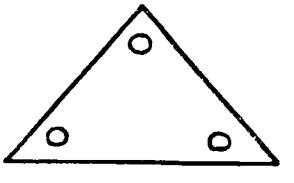
(*a*) **Rickmansworth.**

Down line—between the outer home signal (JP.47) and the advanced starting signal (JP.43)
Up line—between the home signal (JP.1) and the shunt-back signal from the up line into the goods yard (JP.41).

(*b*) **Chalfont & Latimer.**
Down line—between the outer home signal (JW.82) and the advanced starting signal (JW.77).
Up line—between the home signal (JW.6) and the starting signal (JW.10).

(*c*) **Great Missenden, Wendover and Stoke Mandeville.**
Normal " Station Limits " will apply at these signal boxes.

2. Current rail gap indicators. Current rail gap indicators are provided at certain places, and when the current in the section beyond the indicator is off, three red lights will appear in the form of a triangle as shown below :—



If a Driver observes a current rail gap indicator illuminated he must proceed cautiously, keeping a sharp lookout, and be prepared to stop short of any obstruction there may be. He must stop at the next station or signal box beyond the indicator, report the circumstances and not proceed until authorised by the station staff or Signalman.

The foregoing instructions do not apply after the normal time for switching off current at night.

3. Telephones at Stop Signals. Referring to the instruction on page 63 of the General Appendix, the following arrangements are applicable on the London Transport section of line :—

Train to be held at signal ..	If after a period of **2 minutes** signal does not clear, Driver must again communicate with the Signalman.
Signal defective, or cannot be lowered and train must **not** proceed	Driver must communicate with Signalman at intervals of not more than **3 minutes.**

Where a train is detained at a semi-automatic signal (other than an intermediate block signal) provided with a telephone, and no reply is received within 2 minutes of the telephone being used, the person designated in Rule 55(c) must proceed to the nearest signal box or station, report the circumstances to the person in charge, and act on his instructions.

4. Regulations for communications between passenger, Guard and Driver by means of the Automatic Vacuum Brake—London Transport (Met.) Steam Stock.

Referring to the instructions shown on page 12 of the General Appendix, the following modification will apply in respect of L.T. (Met.) Steam Stock:—

When the train has been brought to a stand, the Driver must place the brake valve handle in the application position, apply the handbrake and send the Fireman to the rear of the train to notify the Guard.

The Fireman, after observing the provisions of Rule 181 (f), must return to the Guard's brake compartment and remain there until the Guard returns from the carriage in which the communication has been operated.

The Fireman, when satisfied that it is in order to do so, must then return to the engine and the train must be restarted in accordance with the provisions of Rule 141 (e).

5. Modifications to Rules. The following modifications to Rules are in operation on the London Transport section of line between Harrow-on-the Hill and Amersham.

Rule 35 (*b*) (ii)—Repeating Signals

Certain repeating signals are of the colour light type, the Caution indication being yellow and the Clear indication green.

Rule 35 (*c*)—Automatic and semi-automatic signals

Automatic stop signals are distinguished by the letter "A" prefixed to the number of the signal. Semi-automatic stop signals are distinguished by the identification letters of the signal box or interlocking machine room prefixed to the number of the signal.

At certain places an automatic stop signal in rear of a controlled section is distinguished by the identification letters of the signal box followed by the letter "X" and the number of the signal. Such signals must be regarded as semi-automatic stop signals and must only be passed at Danger as laid down in Rules 37 (*a*) and 38 (*a*) and (*b*), or where specially authorised.

Rule 35 (*e*)—Route indicators

Route indicators of the theatre type (i.e. a number of lamps in a rectangular frame illuminating figure/s to indicate the line over which the train will run), are provided at certain shunt signals applying to more than one route. The illuminated figure/s indicate the route for which the signal is lowered, number "1" indicating that the route is set to the line on the extreme left, number "2" to the line next in order from the left, and so on.

Rule 35—Additional clause—Trainstops

Trainstops are provided outside the right-hand running rail at running stop signals South of Amersham and some shunt signals. When the signal is at Danger the trainstop arm is raised to open the tripcock on a train overrunning the signal; when the signal is lowered the trainstop arm is also lowered. Trainstops are not provided at repeating signals.

In the event of a trainstop failing to operate at a signal which is lowered, red and green aspects will be displayed simultaneously at the signal. The signal must be regarded as being at Danger and must not be passed except in accordance with Rule 55 or Rule 81.

Rule 39—Operation of signals

Clause (*a*) will not apply. Provided that their controls allow this to be done, stop signals will be lowered as necessary without regard to the aspect of the stop signal next in advance.

Rule 42—Repeating signals

Repeating signals are distinguished by a yellow number plate displaying the letter "R" prefixed to the letters and number (in the case of semi-automatic signals) or to the number only (in the case of automatic signals) of the signals to which they apply. Colour light type repeating signals fixed below and on the same post as a stop signal will not be illuminated when that stop signal is at Danger.

Fog repeating signals are mounted in a white frame bearing the letters "FR" prefixed to the letters and number (in the case of semi-automatic signals) or to the number only (in the case of automatic signals) of the signals to which they apply. Such signals display a yellow aspect with a black "F" superimposed when the signal to which they apply is at Danger, and a lunar white aspect with a black "F" superimposed, when that signal is displaying a yellow, double yellow or green aspect, and are fixed about 100 yards in rear of the stop signal to which they apply. Where only one fog repeating signal is provided for a diverging junction it applies to all trains approaching it.

Rule 50—Hand signals

Additional exception (*a*) To indicate to Driver that a repeating signal is defective and cannot be placed at Caution (Rule 81).	Red hand signal held steadily by Handsignalman at repeating signal.
Additional paragraph (*c*) 6 To indicate to Driver of following train that he is required to move forward (Rule 179).	White light waved slowly from side to side across the body by Guard of defective train.
Additional paragraph (*d*) 20 To indicate to Driver that a repeating signal fixed below a stop signal is defective and cannot be placed at Caution (Rule 81).	Green light moved vertically up and down above shoulder level.

Rule 55—Detention of trains at signals on running lines

General

Except in the case of a semi-automatic signal not provided with a telephone, or when no reply can be received from a telephone at a semi-automatic stop signal it will not be necessary for Trainmen to go to the signal box. During fog or falling snow, however, if a train is detained at a signal on a running line for more than one minute, the Guard must at once satisfy himself that the tail lamp and side lamps, where provided, are alight and showing properly.

Controlled signals without telephones

Should a train be detained at a signal which is not an automatic signal and at which a telephone is not available, the person designated in Rule 55 (*c*) must proceed to the nearest signal or station at which a telephone is available or, if necessary, to the signal box to advise the Signalman of the circumstances.

Platform starting signals

The Driver must not restart a passenger train until he has received a signal to start from the Guard in accordance with Rule 141.

The final sentence of clause (*h*) (ii) will not apply.

Rule 77 (i)—Duties of Handsignalmen at inoperative automatic signals

The following instructions will apply on the section of line between Harrow-on-the-Hill and Rickmansworth (inclusive):—

After a train has been brought to a stand, the Handsignalman must inform the Driver of the circumstances (i.e. "Signal No. . . . . is inoperative") and, unless he has been instructed to hold the train, withdraw the hand Danger signal.

When the hand Danger signal is withdrawn, the Driver MUST ACT IN ACCORDANCE WITH THE PROVISIONS OF RULE 55.

No verbal or written authority or instruction will be given to a Driver by the Handsignalman to pass the signal which has been made inoperative.

Rule 81 (*h*)—Signal failing in the Clear position

A Driver finding another train in the section, although the signal in rear was not at Danger for his train, must bring his train to a stand and the Guard must protect the train as required by Rule 179, thereafter returning to his train. The Person in charge at the station or the signal box in rear must also be advised.

Rule 81 (*l*)—Authority to Drivers to pass signals at Danger

Drivers may be authorised to pass signals at Danger verbally or by telephone by the Station Master or Signalman, or by the appropriate hand signal displayed by a Handsignalman posted at the signal, or by a properly completed "Station-to-Station Working" form (see below).

NOTE : Between Harrow-on-the-Hill and Rickmansworth inclusive, Drivers may pass automatic signals at Danger only on the direct telephoned authority of the Signalman, or in accordance with Rule 55 (h) (i), or under the authority of a "Station-to-Station Working" form.

Station-to-Station working. When Station-to-Station working is in force as a means of dealing with the failure of one or more automatic signals (or semi-automatic signals working automatically) between two or more stations, a red hand Danger signal will be exhibited near the starting signal of the first station concerned, and all trains must stop there whether booked to do so or not. Drivers will be authorised to proceed by the Station Master after he has issued a properly completed "Station-to-Station Working" form to the Driver and notified the Guard that Station-to-Station working is in force. The "Station-to-Station Working" form is the Driver's authority to pass at Danger the signals which have failed. The Guard must not give the Driver the signal to start until he has received a green hand signal from the Station Master.

When Station-to-Station working is in force, Drivers will be authorised by the Station Master to close the tripcock isolating cock, and they must then proceed with extreme caution. On arrival at the last station to which Station-to-Station working is in force the Driver must open the tripcock and the Station Master at that station will check that he has done so. The Driver must hand his "Station-to-Station Working" form to the Station Master at that station.

A Driver must not regard a "Station-to-Station Working" form as an authority to pass a semi-automatic stop signal at Danger, except when the Station Master handing him the form has endorsed it "Pass . . . ." (letter/s and number of semi-automatic stop signal).

THE STRICT OBSERVANCE OF THE PRECAUTIONS LAID DOWN FOR STATION-TO-STATION WORKING AND THE TAKING OF ALL NECESSARY STEPS TO AVOID ANY MISUNDERSTANDING ARE OF GREATER IMPORTANCE THAN ANY DELAY TO TRAINS WHICH MAY BE OCCASIONED THEREBY.

PRINTED ON WHITE PAPER.

LONDON TRANSPORT

..... LINE

"STATION-TO-STATION" WORKING

CAUTION TO DRIVER OF TRAIN No.....

Owing to the failure of the following automatic stop signal(s)

.....

.....

"station-to-station" working is in force and YOU MUST PROCEED WITH GREAT CAUTION TO.....STATION in accordance with Rule 81, clause (q).

The tripcock isolating cock at the leading end of your train must be closed before leaving this station, and must be re-opened on arrival at

.....station where you must hand this form to the Station Master.

The Guard has been notified that this method of working is in operation.

Time issued.....M .....
STATION MASTER

.....19..... .....
ISSUING STATION

Rule 81—Trainstop defective

The failure of a trainstop will be treated as a failure of the signal in connection with which it operates.

Rule 82—Signal not shown or imperfectly shown

The action required to be taken by this Rule will also apply to the absence of a route indication where one is ordinarily shown, and to a repeating signal as to a distant signal. If a Signalman is not available, the circumstances must be reported to the staff at the next station.

Rules 84 to 95—Signalling during fog or falling snow

Fogsignalmen are not employed South of Great Missenden, but during fog or falling snow, fog repeating signals will be switched on and remain on while the stop signals are not visible at a distance of at least 200 yards.

When a train is stopped from any cause on the running line during fog or falling snow, the Guard must immediately satisfy himself that the tail lamp, and side lamps, where provided, are alight and showing properly.

Rule 111 (*a*)—Availability of continuous brakes

Except in non-electrified goods yards and sidings, when it is required to shunt vehicles fitted with the continuous brake, such vehicles must be coupled up to a vehicle or engine from which the necessary brake power can be obtained, except when vehicles fitted with the air brake are being shunted by an engine fitted only with the vacuum brake. The train pipe must be coupled throughout the train, the angle cocks opened, and the proper air pressure or vacuum created.

Rule 121—Side lamps

All running lines and loops must be treated as FAST lines.

Rule 127 (vii)—Use of engine whistle

One long whistle must be given when necessary to warn staff on the track or where a "Whistle" board is fixed, and on approaching a station platform at which the train will not stop.

Rule 127 (xii)—Train stopping at signals at Danger

The Driver must always draw his train as close as practicable to stop signals at Danger, except in the case of station starting signals where he must use his discretion, taking into account the length of his train in relation to the length of the platform and the position of the station buildings.

Rule 133—Train assisted in rear

An electric train with side buffers or buffing plates can be used to propel a steam train and, similarly, a steam engine may assist an electric train fitted with side buffers or buffing plates, due regard being paid to the weight of the respective trains.

Rule 136 (*a*)—Passenger trains overrunning platforms

The train must not be set back without the authority of the Signalman. Where a Signalman is not on duty this authority may be given by the Station Master, but not by an employee below the rank of Station Foreman.

Rule 136 (*b*)—Passenger train running past a station

In the event of the whole of a train running past a platform, the Guard may instruct the Driver to set back after obtaining the authority of the Signalman in accordance with Rule 184. Where a Signalman is not on duty this authority may be given by the Station Master but not by an employee below the rank of Station Foreman.

Rule 136 (*c*)—Train overrunning signal

If a train overruns an automatic or semi-automatic stop signal at Danger, or overruns and restores a starting signal to Danger, it may come to a stand in such a position as to prevent the lowering of the signal. In such circumstances the Driver must not set back unless he receives the authority of the Signalman or Station Master where a Signalman is not on duty. If such authority is not received, the Driver must, subject to the provisions of Rule 55 or 81, proceed with the signal at Danger.

Rule 141 (*a*)—Starting of passenger trains

No passenger train may be started before the time stated in the timetable, except on instructions from the Station Master.

Rule 141 (*b*)—

The Guard must not give the signal to start unless the starting signal, where provided, is lowered, except when it is necessary to pass the signal at Danger in accordance with Rules 55 or 81.

Rule 142 (*b*)—Starting of freight trains

The Guard must not give the signal to start unless the starting signal, where provided, is lowered, except when it is necessary to pass the signal at Danger in accordance with Rule 55 or 81.

Rule 148 (*b*)—Hand signals given by Goods Guard

If the Guard of a freight train should see any reason to apprehend danger to a train on an adjoining line he must, should his train pass a station, exhibit a red hand signal waved slowly from side to side to the platform staff.

Rule 179—Protection of train stopped by accident, failure, etc., when only one line obstructed

Except as shown in respect of modified Rule 81 (h) (see page 333), the Guard will not go back ¾ mile, placing detonators at the prescribed distances, or to the next automatic or semi-automatic signal in rear if such signal is showing Danger but, after satisfying himself that the tail lamp and side lamps, where provided, are alight, when necessary, and showing properly, go to the signal box or station in rear, exhibiting a hand Danger signal, and report the circumstances. During fog or falling snow, should a train approach whilst the Guard is on his way back to the signal box or station in rear, he must, if practicable, place one detonator on the rail. Should the Guard stop an approaching train, he must advise the Driver of the circumstances, and if assistance is required, pilot the assisting train forward to the rear of the disabled train.

If a following train arrives within sight of the defective train before the Guard has left to obtain assistance he must exhibit a white hand lamp signal waved slowly from side to side to authorise the Driver of the following train to draw forward. The Driver of the following train must not pass a semi-automatic signal at Danger without the permission of the Signalman.

Rule 179 (*d*)—Assistance obtained from the rear

When assistance is obtained from the rear, the assisting train will not be detained at the signal box or station in rear to await the arrival of the Guard of the disabled train.

Rule 179 (*f*)—Assistance obtained from the front

Where the signal box or station ahead is the nearer, the engine may be uncoupled to proceed to such box or station for assistance, or the Fireman must go forward on foot. If, however, it is afterwards found assistance can be given from the rear, any "Wrong Line" order issued must be cancelled and, in clear weather, the Guard must wait at the rear of his train and hand-signal the assisting train forward. During fog or falling snow, the Guard must go back 100 yards to meet the assisting train, place three detonators on the rail, exhibit a hand Danger signal, and await the arrival of the assisting train, which he must pilot to the rear of the disabled train.

Rule 181 (*f*)—Protection of train stopped by passenger communication

It will not be necessary for a train which has been stopped by the use of the communication between passenger, Guard and Driver, to be protected in rear whilst the Guard attends to the passenger who used the communication.

Rule 183 (*d*)—Protection of rear portion of a train which has to be divided

It will not be necessary for the rear portion of a train which has to be divided to be protected in rear.

Rule 183 (*g*)—Disabled train—Fireman taking "Wrong Line" order to signal box

The Fireman of the disabled train on his way to the signal box must satisfy himself that the line over which the wrong direction movement is to be made is clear, before handing the written authority to the Signalman.

Rule 184—Train travelling in wrong direction

In the event of the whole of a train having run past a station platform it must not be set back without the authority of a "Wrong Line" order form "D".

The Driver of a train or portion of a train travelling in the wrong direction to the station in rear on the authority of such an order must approach the starting signal with great caution, bring his train to a stand at it, and wait for a green hand-signal before attempting to enter the platform.

Where automatic signalling is in operation and no signal box exists a "Wrong Line" order form "D", may be issued by the Station Master.

When a wrong direction movement is to be made within an area comprising a number of stations remotely controlled from a signal box within the area, the "Wrong Line" order form "D" will be issued by the Signalman controlling the area and countersigned by the Station Master at the station to which the wrong line movement is to be made.

Rule 187—Detraining passengers from disabled trains

Passengers must not be detrained from a disabled or stalled train until authority is received from the local London Transport Supervisor, who will be responsible for making the necessary arrangements for the safety of the passengers.

Rule 188—Train on fire

If an outbreak of fire or fusing occurs on a passenger train while running, the Driver must make every effort to reach the next station where arrangements will be made for passengers to be detrained, for traction current to be removed (if necessary) and for the vehicle/s concerned to be dealt with. If the Driver is forced to stop, i.e. due to the use of the passenger communication chain, he must endeavour to continue to the next station at the earliest possible opportunity.

Rule 194 (*c*)—Single line working—Provision of Fogsignalman

Where automatic and semi-automatic signalling is in operation the provision of a Fogsignalman during fog or falling snow at the distant signal for the obstructed line will not apply, but a Fogsignalman will be provided not less than ½ mile from the crossover road through which trains are crossed to their proper line of rails.

Rule 197 (*b*)—Single line working—Working of fixed signals

Where automatic and semi-automatic stop signals are installed the signals applying to the unobstructed line between the two crossover roads will apply to trains running over the single line in the right direction. The signals applying to the obstructed line will not apply to trains travelling over the single line in the wrong direction.

Rule 197—Single line working—Provision of Handsignalman

A Handsignalman will be stationed opposite the signal immediately protecting the crossover road where trains cross to their proper line and he will keep a detonator on the line and exhibit a hand Danger signal to stop any train approaching on the single line in the wrong direction until the Signalman gives permission for the train to proceed.

Rule 206—Single line working—Provision of Station and Junction Pilotmen

If it is required to use the crossover road through which trains are crossed from the single line to their proper line without the Pilotman being present, a Station Pilotman may be appointed to control such movements and the Pilotman referred to in Rule 191 will then be known as the Section Pilotman. The Station Pilotman will wear two armlets, or two red flags, round his left arm until the armlets are available. Drivers will in such cases be suitably instructed by each Pilotman how far to proceed.

Where the single line working terminates at a junction, a Junction Pilotman may be appointed to facilitate working at the junction, in which case the Pilotman referred to in Rule 191 will be known as the Section Pilotman. A Junction Pilotman will wear two armlets, round his left arm, one above and one below the elbow. If these armlets are not immediately available he must wear two red flags until the proper armlets are obtained.

A Junction Pilotman may also be appointed at an intermediate junction not provided with a crossover road where trains cross or foul the single line.

The Section Pilotman will be responsible for passing trains over the single line, except between the stop signal (or Handsignalman) immediately protecting the junction and the crossover road at the junction.

The Junction Pilotman will be responsible for piloting all trains coming from or going to the single line controlled by the Section Pilotman, and for personally authorising the Drivers of such trains to proceed, also for authorising all shunting operations within the signals immediately protecting the junction, and in these circumstances Rule 200 (*f*) will not apply.

ST. PANCRAS

Telephones are provided at the up fast home 2 and the up goods home signals and when light engines are detained at these signals, Drivers must immediately communicate with the Signalman, by telephone, giving particulars of the train they are required to work or their next working.

WORKING OF LIGHT ENGINES AND PLATFORM LINES. Unless instructed by the Station Master to remain coupled to the train for steam heating purposes, engines of incoming trains must be detached as soon as they come to a stand, and unless instructed to the contrary, or where the engine is not required to bank the empty stock, Drivers must, when the train is again departing, follow at a safe distance as far as the home 1 (platform starting) signal (except No. 5 platform) but must not pass such signal until it has been placed to Danger and taken off again. In the case of No. 5 platform the engine must follow at a safe distance as far as the position light shunting signal reading along No. 5 platform or to siding 8.

PASSENGER AND EMPTY COACHING STOCK TRAINS ASSISTED BY AN ENGINE IN THE REAR. The first paragraph of Rule 133 (c) does not apply to passenger and empty coaching stock trains starting from St. Pancras, and which are assisted by an engine in the rear in accordance with the arrangements laid down in Table " J," and in such cases the Guard's signal to start the train must be given to the Driver of the train engine who, provided the fixed signal is off, must acknowledge the Guard's signal by a short whistle; the train engine and, provided the banking indicator is off, assisting engine may then move forward.

UNCOUPLING OF ENGINES OF PASSENGER AND EMPTY COACHING STOCK TRAINS ON Nos. 6 and 7 PLATFORM LINES. Referring to the instructions shown on page 318, the Fireman will, in the absence of a Shunter, perform the duty of uncoupling the engine from a passenger or empty coaching stock train in cases where it is necessary for the engine to return to Station box through the crossover road near the buffer stops.

ENGINES ENTERING THE NORTH END OF THE GOODS SHED AND SHUNTING OPERATIONS INSIDE THE SHED, ST. PANCRAS. An engine may proceed its own length in the goods shed on any line to allow for the points being closed, and on " Waring's " road, as far as necessary to deal with four wagons in the loco. coal stock road. When in the goods shed engines must be worked very lightly, with the damper shut.

The Yard Inspector, or person appointed by him, must examine the shed after an engine has been working in it.

Shunting operations inside the shed must be performed from that side of the wagons where there are no columns supporting the upper stories of the shed.

Coupling and uncoupling of wagons in the spaces between the roads where there are supporting columns is strictly prohibited.

TELEPHONE COMMUNICATION BETWEEN TURNTABLE SIDING AND OLD LOCO. SIDINGS AND ST. PANCRAS STATION BOX. Telephone communication is provided at the North and South ends of the engine turntable siding and also at the old loco. sidings to enable Enginemen to communicate with the Signalmen at St. Pancras Station box.

When an engine is ready to leave the turntable sidings or old loco. sidings, the Fireman must inform the Signalman at St. Pancras Station box, by means of telephone, the train his engine is booked to work, and whether the engine is standing first, second or third from the exit.

SOMERS TOWN GOODS DEPOT

A loud sounding electric bell is fixed alongside the departure line from Somers Town Goods Depot to warn Shunters and others when a train is about to enter the Depot on the departure line. The bell will continue to ring until the movement has come to a stand.

No six-wheeled vehicle should be allowed to pass through the slip between the arrival and departure lines in the Depot.

WORKING OF TRAFFIC BETWEEN NORTH LONDON INCLINE BOX AND SOMERS TOWN COAL DEPOT. Before a train is allowed to enter these sidings it must be brought to a stand at the North London Incline box up home signal, and the Guard must ascertain that all the points are in the proper position, and that the line on which the train is to enter the sidings is clear.

KENTISH TOWN

SHUNTING ON DOWN GOODS LINE IN CAMDEN ROAD TUNNEL. A white marker light is provided about 230 yards from the St. Paul's Road Goods Junction end of the tunnel which must not be passed by Drivers of shunting movements proceeding under the authority of the shunt ahead signal along the down goods line. A mechanical gong is fixed about 50 yards in rear of the light to indicate to Drivers their position in the tunnel.

The down goods line starting signal for St. Paul's Road Goods Junction box will be used for shunting movements when the line is clear to the Islip Street Junction down goods home signal, and Drivers of shunting movements proceeding under the authority of this starting signal may pass the white marker light in the tunnel as may be necessary.

A loud sounding electric bell fixed at the North end of Kentish Town Road Overbridge is in use to warn men at work on the line when a train is about to set back from Kentish Town Station or any point South of the crossover road.

The bell will commence to ring when any one of the set back signals applicable to trains on the up slow line is taken off and will cease when the signal is replaced to Danger.

SIDINGS BOX. The plunger fixed on No. 4 platform must be used by Trainmen in accordance with the code exhibited to intimate to the Signalman when a train is ready to set back from the up slow line into City Sidings or to cross from the up slow line to the down slow line.

The plunger fixed on No. 3 platform must be used by Enginemen (after taking water) or station staff (in the case of passenger trains) in accordance with the code exhibited to indicate to the Signalman that the train is ready to depart.

CATTLE DOCKS JUNCTION. Movements exceeding 20 wagons or equal to four 60 ft. coaching vehicles must not be propelled on to the down goods line at this place.

A Klaxon horn is fixed alongside the down goods line to indicate to Drivers of empty coaching stock trains standing on the down goods line that the points have been set and the signal taken off for such trains to set back into Cattle Docks Siding.

When this horn is operated by the Signalman at Cattle Docks Jn. box, Drivers are authorised to commence setting back without first obtaining a hand signal from the Guard, Shunter or other Person in charge, as laid down in Rule 108.

Drivers of trains requiring to set back from the down fast line to Cattle Docks Sidings must first bring their trains to a stand with the engine at the Northern end of Haverstock Hill Covered Way.

CARLTON ROAD JUNCTION—WARNING OF TRAINS ON THE UP GOODS LINE ACCEPTED UNDER ABSOLUTE BLOCK REGULATION 5. Drivers of trains on the up goods line proceeding to the up slow line or up branch line under Absolute Block Regulation 5 will not be verbally instructed as to the state of the line ahead, but will be brought to a stand at the home signal, and a green hand-signal, held steadily, will be exhibited by the Signalman at Carlton Road Junction box when the train is passing the box, and this hand-signal must be acknowledged by a short whistle.

CARLTON ROAD JN. DOWN PASSENGER LINE STARTING SIGNAL (OUTER DISTANT SIGNAL FOR FINCHLEY ROAD)—Rules 84 to 95. A Fogsignalman will be employed at this colour light signal during fog or falling snow.

HAVERSTOCK HILL DOWN GOODS LINE INTERMEDIATE BLOCK HOME SIGNAL (OUTER DISTANT SIGNAL FOR FINCHLEY ROAD)—Rules 84 to 95. A Fogsignalman will be employed at this colour light signal during fog or falling snow.

BETWEEN WEST HAMPSTEAD (FINCHLEY ROAD) AND HENDON (SILKSTREAM JN.) BETWEEN FINCHLEY ROAD AND SILKSTREAM JN.—Side lights on freight trains. Freight trains travelling over the down and up local lines between Finchley Road and Silkstream Jn. must carry side lights in accordance with Rule 121 (b).

CRICKLEWOOD

BETWEEN CRICKLEWOOD JN. AND BRENT EMPTY WAGON SIDINGS GROUND FRAME—Side lights on freight trains. All freight trains on the down reception line between Cricklewood Jn. and Brent Empty Wagon Sidings ground frame must exhibit side lights in accordance with Rule 121 (b) until the train has been drawn clear at Brent Empty Wagon Sidings.

EXPRESS DAIRY COMPANY'S PRIVATE SIDINGS. Before any movement is made in the back road, the Guard or Shunter in charge must satisfy himself that the firm's engine is standing in the short dead end siding.

CARRIAGE WASHING MACHINE. Enginemen, before passing engines through the washing machine at the North end of the carriage arrival line Cricklewood Carriage Sidings, must see that the revolving brushes are stationary, and then bring the train to a stand when the engine has cleared them.

The machine should then be started, and as soon as the proper velocity is reached by the revolving brushes, and after permission has been given by Shunting staff for the train to pass the Stop and Await Instructions board, a signal will be given to the Driver by the man in charge of the machine to pull the train slowly through.

Before a Driver commences to draw the train through the machine or to restart the train after it has been stopped whilst passing through the machine, he must give one crow, which will indicate to the washing machine attendant that the train is about to move forward.

Should a train be stopped whilst passing through the machine by sudden loss of vacuum indicating that a disc has been turned, the Driver must not move forward until he has received a hand signal from the Person operating the machine. The hand signal must be acknowledged by a short whistle.

During the time a train is drawing through the washing machine the Fireman must be prepared to receive a hand-signal from the person operating the washing machine, if for some reason the train is required to stop.

Drivers leaving the shunting lines along the carriage departure line must give a low whistle when approaching the carriage washing shed and passing the platform alongside the arrival line to warn men who may be at work thereon.

It is essential that all windows and ventilators on trains should be closed before passing through the washing machine, and this must be done before the trains are despatched to Cricklewood.

BRENT ENGINE LINE. The engine line commences at Brent South Sidings and Brent up sidings at a point clear of all connections and the instructions for working the line are exhibited in the East and West Staff boxes.

Drivers must not enter the engine line without being in possession of a Staff and must not leave the line without permission from the Person in charge of the sidings at the end they require to leave.

The Fireman of a light engine or, in the case of engines coupled together, the Fireman of the rearmost engine, will be responsible for obtaining the Token before entering upon the engine line and for placing it in the instrument at the end of the line at which they leave.

With trains, the Person in charge of the line at the end concerned will be responsible for this duty and for handing the Token to, and receiving it from, the Driver.

BETWEEN HENDON AND CRICKLEWOOD

DIVIDING OF FREIGHT TRAINS ON UP GOODS LINE BETWEEN WELSH HARP JUNCTION AND BRENT JUNCTION No. 2 BOXES. Engines of freight trains for Brent Sidings divided on the up goods line between Welsh Harp Junction and Brent Junction No. 2 boxes after disposal of the front portion of the train at Brent Junction No. 2 box, are authorised to return in the wrong direction over the up goods line from Brent Junction No. 2 box to Welsh Harp Junction box to the rear portion of the train.

The Shunter must inform the Signalman at Brent Junction No. 2 box on which side of the starting signal for Welsh Harp Junction box the train has been divided.

In the event of the division being made on the Hendon side of Welsh Harp Junction starting signal the Guard must inform the Signalman at Welsh Harp Junction box when the engine has returned, been coupled to the rear portion of the train and is ready to proceed forward to Brent Junction No. 2 box.

MILL HILL (BROADWAY)

BELL COMMUNICATION BETWEEN YARD AND SIGNAL BOX. A plunger fixed on the post of Mill Hill up slow home signal is provided to enable Guards to communicate with the Signalman in connection with shunting operations, and must be used in accordance with the instructions exhibited at the signal post.

LUTON (MIDLAND ROAD)

TRAINS ALLOWED TO ENTER NO. 3 PLATFORM LINE WHEN OCCUPIED. A train, other than a freight train, terminating at Luton may be allowed to enter No. 3 platform line when that line is already occupied by a train other than a freight.

During fog or falling snow the Driver of the second train must not enter the station until his train has been brought to a stand at the entrance to the platform and he has been advised by the person appointed for the duty to what point the platform line is clear.

HARLINGTON

SUNDON. All traffic from British Portland Cement Manufacturers works to be attached by B.R. trains must be placed by the firm in the two sidings South of the cement works, and all traffic for the cement works must be placed by B.R. engines on either of these two sidings as required. No shunting must be performed at the cement works for the purpose of placing wagons in position for loading or unloading, or for the purpose of sorting out wagons that are ready to be despatched.

Engines may run tender first from the up slow line as far as the second set of safety points in the line leading to the cement works for the purpose of attaching any wagons which may be standing there waiting to be attached, but no engine must run tender first beyond this point.

A brake van with brake applied must be left on the up slow line on the Harlington side of the points leading from the Cement Sidings before any vehicles are withdrawn from the sidings.

The vehicles must be set back and coupled to the brake van before any further backward movement is made.

Trains must not be shunted at these sidings to allow other trains to pass.

SUNDON—INN'S SIDING. Trainmen using this siding must operate the locked point lever in connection with the runaway catch points before entering, and after leaving the siding. The key for the padlock is kept in the signal box.

BEDFORD (MIDLAND ROAD)

TELEPHONE COMMMUNICATION BETWEEN LOCO. SIDINGS AND BEDFORD SOUTH JN. SIGNAL BOX. Drivers requiring to leave the Loco. Sidings at the South end must advise the Signalman at Bedford South Jn. box their engine number and the train they are required to work.

TELEPHONE COMMUNICATION BETWEEN LOCO. SIDINGS AND BEDFORD NORTH BOX. No engine must proceed in the direction of North box on the line alongside the down fast line although the signal may be in the " Clear " position until permission has been obtained by telephone from the Signalman, who must be informed the direction in which each engine requires to run at North box.

The Signalman must also be advised by telephone when each engine proceeding from North box to the shed passes the signal and the engine number given.

The Driver, or the Driver of the leading engine when two or more engines are coupled together, must see that these instructions are carried out.

WORKING OVER LINE LEADING TO COUNTY COUNCIL SIDINGS. The line leading to the County Council Sidings from Lights Sidings and adjoining the private sidings of Messrs. Hairlock Ltd. may occasionally be occupied by wagons which are being off-loaded by Messrs. Weaver Ltd. Guards and Shunters must, therefore, observe the provisions of Rule 112(*a*) before authorising a movement to enter upon this line.

WILLOW STREET GROUND FRAME. An auxiliary token instrument is provided at this place and Guards of trains having to do work or be shunted inside for other trains to pass, will require to use the instrument in accordance with the instructions exhibited; the Fireman will be similarly responsible in the case of a light engine.

WELLINGBOROUGH (MIDLAND ROAD)

FINEDON ROAD. Before a movement is put on the inward loco. road for outward departure, permission must be obtained from the Signalman at Finedon Road box.

FINEDON STATION. When up trains have to work at the connection at the Wellingboro' end of the sidings, the rear portion must be left on the up goods line whilst the engine is in the sidings.

KETTERING

CRANSLEY AND LODDINGTON BRANCH. All traffic from the sidings on the Loddington Branch for the bunkers at the Loddington end of Cransley furnaces must be worked by B.R. engines separately from other traffic, and placed on the sidings leading to the bunkers.

Trains conveying traffic to and from any other point must not stop at the sidings leading to the bunkers for traffic purposes.

All traffic between the bunkers and Kettering Station must be dealt with by B.R. engines at the sidings at the Kettering end of Cransley furnaces, and must be worked between that point and the bunkers by the Cransley Co.'s engine.

BETWEEN GLENDON & RUSHTON AND KETTERING

Trains from the Market Harborough direction to the Manton and Kettering line, consisting of not more than 60 wagons, must be run round between Glendon North Junction and Glendon South Junction and propelled to South Junction on the up slow line.

Trains from the Market Harborough direction to the Manton and Kettering line, consisting of more than 60 wagons, must be run round between Glendon South Junction and Kettering Iron and Coal Company's Sidings box.

DESBOROUGH

DESBOROUGH NORTH. The points leading to the two sidings used for traffic for the Desboro' Co-operative Society and The British Gas Purifying Company, Ltd., adjoining, must be kept locked open for the siding alongside the down main line, with the bolt and lock provided for the purpose, except when wagons are being take into or out of these sidings. The key must be kept in Desboro' North box.

MARKET HARBOROUGH

ENGINE SHED. On Sundays, when No. 3 signal box is closed, engines must enter and leave the shed via the Goods Yard ground frame and the Long Siding. The signals reading from the engine shed sidings and from the Long Siding to the neck will be left at Danger, and Drivers of engines requiring to leave or enter the engine shed sidings must use the telephone positioned at the Loco. outlet to obtain the permission of the Signalman at No. 1 box to pass the signal concerned at Danger.

WIGSTON MAGNA

BLABY UP SIDINGS. Freight trains from the Nuneaton direction requiring to stop at Blaby Up Sidings to attach or detach must not exceed the equivalent of 44 wagons and an engine and brake in length unless prior arrangements have been made with the D.O.S. Control Office, Leicester.

WIGSTON DOWN SIDINGS. A telephone is provided on the telegraph post adjacent to the police cabin and the Guard of a train, or Fireman in the case of a light engine, which is shunted from the down main or down goods line to the down sidings without passing the signal box, must inform the Signalman at Wigston North Junction box immediately their train, complete with tail lamp attached, has arrived in the sidings clear of the running lines.

LEICESTER (LONDON ROAD)

NORTH BOX. Movements must not proceed from the Breakdown Van siding, or Loco. sidings via the emergency connection to the up siding line, nor from the up siding line to the sidings referred to above until the permission of the Signalman at North box has been obtained. When the movement is completed the Person in charge must inform the Signalman.

RULE 55 EXEMPTION—NORTH BOX. It is not necessary for Rule 55 to be carried out in connection with engines standing on the down passenger line at the set-back signal fixed ahead of the down passenger starting signal for North box.

WORKING OVER UP MAIN LINE. Drivers of trains entering the up main line from the down sidings or down main line, or from the up siding at North box, to proceed along No. 3 or No. 4 platform line will not be warned when the platform line concerned is not clear throughout, and they must be prepared to stop short of any obstruction.

HUMBERSTONE ROAD—MESSRS. RICHARD'S SIDING. Except during daylight, and when the weather is clear, vehicles must not be allowed to stand unattached to an engine on Richard's siding, South of the gate leading to Messrs. Richard's Works.

HUMBERSTONE ROAD JUNCTION—DOWN FREIGHT TRAINS. Trainmen of down freight trains stopping for attaching or detaching purposes must in all cases leave the rear part of the train clear of the crossover road at Humberstone Road Junction.

SYSTON

The rear portion of up trains must be left on the up goods line during the time traffic is being attached or detached at the Leicester end of the goods yard sidings.

QUENIBORO', CARRIAGE SIDING. When vehicles have to be placed into or taken out of this siding, the Guard or Shunter must obtain the key of the scotch block from the signal box and return it thereto after use. When any vehicles are left in the siding the scotch block must be placed and locked across the siding before the key is returned to the signal box.

LOUGHBOROUGH (MIDLAND)

Traffic for the Brush Electrical Engineering Company must be detached in the Station sidings, and up trains must not stop at the sidings at the North end of the Brush Electrical Works for detaching purposes. Traffic for these sidings must be placed therein by the Loughboro' shunting engine under the supervision of the Foreman or Shunter.

TOTON

UP SIDINGS—HUMPING. Position light humping signals are provided, with lunar-white lights capable of displaying the following aspects:—

Horizontal	Stop	O O O
Inclined	Hump slow	O O or O O O O
Vertical	Hump Normal	O O O

These position light signals will, except as shown below, apply only to Drivers of engines actually humping:—

Drivers of engines drawing wagons back over the hump on to the hump engine run-round road, No. 6, for re-shunting, must observe the position light humping signals applicable to that line and be prepared to come to a stand when the signals indicate " Stop", which will be an intimation that the last vehicle has passed over the hump.

Drivers of engines drawing wagons back over the hump on to arrival lines 1 to 5, and 7 to 11, for any purpose must likewise be prepared to come to a stand when the position light humping signals applicable to the particular line on to which they are proceeding displays the " Stop " aspect.

The position light units inside the arrival lines are fitted with lunar white " wing " lights on the upper left and right-hand sides. When the " wing " light on the left-hand side of the signal is illuminated, it indicates that the humping aspect displayed applies to the line on the left-hand side of the signal as observed looking in the direction of the hump, and similarly, when the one on the right-hand side is illuminated, it applies to the line on the right-hand side.

The first two rows of these position light humping signals approached from the entrance end of the arrival lines from Stapleford & Sandiacre are double-sided. The last row at the hump end of the arrival lines are single-sided only. (These latter signals carry bracket arms with two-aspect colour light signals applying only to Drivers of engines working incoming trains.) Position light humping signals between the last row on the arrival lines and the hump do not carry " wing " lights but are displayed in unison with those applying to the line off which a train is being humped.

DOWN SIDINGS—HUMPING. Position light humping signals are provided, with lunar-white lights capable of displaying the following aspects:—

Horizontal	Stop	O O O
Incline to 45 degrees	Hump slow	O O
Vertical	Hump normal	O O O

These position light signals will, except as shown below, apply only to Drivers of engines actually humping, and hump shunting may be carried out when the signals indicate " hump slow " or " hump normal " irrespective of the aspect exhibited at the two-aspect colour light running signals.

Drivers of engines drawing wagons on to the East or West arrival lines from the low level reception lines preparatory to humping, or from the down Sorting Sidings back over the hump for re-shunting, must observe the position light humping signals applicable to the particular arrival line, and be prepared to come to a stand when the signal indicates " Stop", which will be an intimation that the last wagon is clear of the scissors crossing situated on the Long Eaton side of the hump.

Drivers in charge of movements other than the humping of trains must obey the aspects displayed at the two-aspect colour light running signals.

MEADOW SIDINGS. Drivers of trains requiring to proceed along the arrival line from Stapleford & Sandiacre towards the down empty wagon sidings must, when the arrival line signal is at Danger, communicate with the Meadow Sidings Inspector by means of the telephone provided adjacent to the signal.

BETWEEN TOTON EAST JUNCTION AND STANTON GATE

In foggy weather all trains from Toton East and West Yards to Stanton Gate via Toton East Junction must be worked by two engines, one of which must be in front and the other in the rear of the train to Toton East Junction, and when it is not necessary for an engine to proceed in the rear of the train from Toton East Junction to Stanton Gate, the Signalman at Toton East Junction box must be advised by the Guard, who must uncouple the engine after the train has been brought to a stand, and before it is crossed to the down goods line, and the engine must follow the train to the box and wait for instructions from the Signalman.

STANTON GATE

Trains must not proceed on the up goods line from the connection between the South end of the up sidings and the up goods line to the Stanton Gate South box.

ILKESTON JUNCTION AND COSSALL

SHIPLEY GATE—DOWN SIDINGS. Trains must not be shunted at these sidings to allow other trains to pass.

ILKESTON TOWN BRANCH—GAS WORKS SIDINGS. Vehicles must not be taken between the main line and the gas works sidings, or between the main line and the goods yard siding through the gas works sidings connection, unless there is an engine at the Ilkeston Junction end of them, and the Driver is in possession of the Train Staff.

LANGLEY MILL

TRAINS READY TO DEPART FROM HEANOR JUNCTION SIDINGS. A plunger is provided on the post of the signal reading from the Heanor Branch to enable the Guard or Person in charge of a train to advise the Signalman at Heanor Junction box when the train is ready to depart. If on pressing the plunger an audible indication is not heard, the plunger must be pressed again.

PYE BRIDGE

RIDDINGS COLLIERY SIDINGS. Trains must not be shunted at these sidings to allow other trains to pass.

PYE BRIDGE JUNCTION—CHEMICAL WORKS SIDING. The scotch blocks on this siding must be kept locked across the railway, except when required to be removed for wagons to pass. The keys must be kept in Pye Bridge Junction box.

The Guard must satisfy himself that all wagons about to be taken into the siding are properly coupled together and attached to the engine, and that the brake on the front wagon is pinned down.

The wagons must be moved at a slow speed, and remain attached to the engine until brought to a stand, and no wagon standing in the siding must be moved until the Guard is satisfied it can be done with safety.

Before commencing shunting operations in the siding, the Guard must caution all persons concerned of what is about to be done, and the Shunter or Guard must remain in attendance during the time the shunting is being carried out, and continue to caution all persons concerned as may be necessary.

ALFRETON

Before authorising the Driver to pass the board indicating the termination of the single line, located on the Colliery side of Meadow Lane crossing, the Shunter must proceed to the top of the Branch to ascertain that the line is clear for the movement to be made, and must warn the N.C.B. staff of the approach of trains.

The points leading from the goods yard to the Colliery Branch must be kept locked open for the goods yard siding with the bolt and lock provided for the purpose, and the key kept with the Train Staff.

WESTHOUSES AND BLACKWELL

When necessary, trips consisting of not more than 70 wagons may be worked without brakevan but with an engine in front and one in rear from Tibshelf Sidings to the down loop via the up goods line to up passenger line at Blackwell South Junction, thence via the down passenger line and on to the down loop at Westhouses Station box; also from Tibshelf Sidings to Tibshelf Down Sidings and down loop line via the up goods line towards Blackwell South Junction and thence over the down goods line from Station box to Tibshelf South Junction.

When necessary a similar arrangement will apply to trips of not more than 70 wagons from Tibshelf Sidings to Blackwell East Junction via the up goods line and Blackwell South Junction.

Both engines must be coupled to the trains (which must be accompanied by a Guard or Shunter) until the movements are clear of the main line.

BLACKWELL BRANCH

WESTHOUSES AND BLACKWELL. In the event of failure of the apparatus used for the signalling of trains over the up and down single goods line between Blackwell East Junction box and Westhouses and Blackwell Station box, a Pilotman will be appointed to accompany each train passing over that line. The Yard Master will be responsible for the appointment of the Pilotman, and a train must not be allowed to enter the line unless accompanied by the Pilotman.

WORKING BETWEEN BLACKWELL EAST JUNCTION AND "B" WINNING COLLIERY SIDINGS. No train must stop at any place on the Branch for traffic purposes without the authority of the Pilot Guard

The Inspector on duty at Blackwell Sidings must inform the Signalman at Blackwell East Junction box when it is necessary for Pilot Guard working to be put into operation or withdrawn.

"A" WINNING COLLIERY. The single-armed signal fixed near the Colliery buildings must be kept exhibiting a Clear signal except when required to be placed to Danger for the protection of B.R. trains working in the sidings.

The scotch block provided on the line to the coke oven sidings must be kept locked across the railway except when required to be removed for engines and vehicles to pass.

The scotch block on the loaded wagon sidings must always be kept locked across the railway, except when required to be removed for engines and vehicles to pass. The key when not in use must be kept in Blackwell East Junction box.

NEW HUCKNALL COLLIERY BRANCH. Trains must not proceed on to the Colliery Running line between the home signals on the single lines from the London Midland and ex-Eastern Regions and the notice board at the Loaded Wagon Sidings end of the Colliery single line until the Guard has ascertained that points in the Colliery running line are in the proper position for the movement and that no wagons are foul of the running line, afterwards informing the Signalman. Guards must, therefore, immediately on arrival at the home signals or notice board in question proceed to carry out this examination, and in the case of a train requiring to leave the Colliery single line obtain the permission of the Signalman to proceed on to the Running line, and on receiving such permission instruct the Driver to pass the notice board.

Drivers of trains proceeding over the Colliery single line in the direction of the Empty Wagon sidings must bring their engines to a stand at the stop board situated approximately 300 yards on the approach side of the notice board at the Empty Wagon sidings end of the Colliery single line, and must not proceed until a green light signal is exhibited in the lamp fixed alongside the stop board. The green light signal will be an indication to Drivers that the line and connection ahead of the notice board to the Empty Wagon sidings are clear for them to proceed.

A switch is provided at the Colliery Empty Weigh Office to operate the green light signal. This signal applies only to B.R. movements, and the switch must be operated by Guards, after they have ascertained that the line and siding connections ahead of the notice board at the Empty Wagon sidings end of the Colliery single line are clear.

The key to the switch is kept in New Hucknall Colliery box. Guards of trains requiring to proceed to the Colliery Empty Wagon sidings must obtain the key to the switch from the Signalman at this box, and must return the key to the Signalman after use.

Drivers must run at slow speed on the Colliery running line, the Colliery single line and on the line to the Empty Wagon sidings and make frequent use of their whistles.

Engines, box vans and highly loaded vehicles will not pass under the bridge near the centre of the Empty Wagon sidings, and all such vehicles must be taken to the Colliery marshalled next to the engine.

HASLAND

N.C.B. AVENUE COKING PLANT. The line between No. 9 siding and the "Stop and Await Instructions" board must in no circumstances be occupied until the permission of the Signalman at Hasland Sidings box has been obtained.

Immediately the train for the Coking Plant has arrived within the "Stop and Await Instructions" board the Guard must so advise the Signalman at Hasland Sidings box, by telephone.

AVENUE SIDINGS. A telephone is provided outside No. 1 Arrival line at a point 265 yards from the box, and the Guard of a train, or Fireman in the case of a light engine, must inform the Signalman immediately their train, complete with tail lamp attached, has arrived on either No. 1, 2, or 3 arrival line clear of the connections with the Exchange Sidings line.

GRASSMOOR BRANCH. The line between Avenue Crossing Signal box and a point opposite the illuminated notice board in the single line near Avenue Sidings auxiliary token hut is worked as a goods yard under the supervision of the Inspector at Avenue Sidings.

The single line between a point opposite the illuminated notice board in Avenue Sidings and Grassmoor East is worked by token with "No signalman" type of Token Instrument at Avenue Sidings, and no train must proceed on to the single line between Avenue Sidings and Grassmoor East unless the Driver is in possession of a token, or he has been shown the token which has been delivered to the Driver of an engine to which his engine is attached except as provided in Electric Token Block Regulations 14, 18 and 25.

Auxiliary Key Token Instruments are provided at Grassmoor Junction and Grassmoor Colliery Sidings Nos. 1 and 2 ground frames, and Guards or Shunters with trains having to do work at these places or be shunted clear inside for other trains to pass will require to use the instruments in accordance with the instructions exhibited at these places. The Fireman will be similarly responsible in the case of a light engine.

Pouches are provided in which the key token is placed before being handed to the Driver.

Section Obstructed by Accident, by Disabled Train, or by portion of Train.

Engine entering Section for Examination of Line.

Working of Trains to and from Point of Obstruction.

Failure of Token Instrument or Token Damaged.

Electric Token Regulations 14, 15, 18, 23 and 25 apply. The Person working the instrument at Avenue Sidings must be regarded as the Signalman.

When it is necessary to ascertain if the line is clear an engine must not be allowed to enter the section unless a token has been obtained from the token instrument and is in possession of the Driver. The circumstances must be explained to the Driver, and he must be instructed to proceed cautiously through the section, prepared to stop short of any obstruction. Where practicable, the engine must be accompanied by a Station Master or other competent person. After sunset or during fog or falling snow, the engine must always be so accompanied.

The Person in charge of the token station at which the engine enters the section can in these circumstances, obtain a token and the token so obtained must not be placed in the instrument at either end of the section until that Person in charge or Driver, as the case may be, has reported that the line is safe for the passage of trains.

TRANSFERENCE OF TOKENS. A magazine is provided in connection with the transfer of tokens from one instrument to the other between Avenue Sidings and Grassmoor East, and this 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 Signalman.

This magazine, although containing tokens, must not be treated by a Driver as authority to foul the single line, but the Driver must be in possession of a token in accordance with the regulations.

WORKING BY PILOT GUARD BETWEEN GRASSMOOR EAST AND NOTICE BOARD SITUATED IMMEDIATELY ON THE HOLMEWOOD SIDE OF WILLIAMTHORPE CROSSING. In order that more than one train may be between Grassmoor East box and the notice board immediately on the Holmewood side of Williamthorpe Crossing at the same time, the line between Grassmoor East box and this notice board is, when necessary, worked by Pilot Guard, without tickets, in accordance with the Instructions for Working Single lines of Railway by Pilot Guard, shown on page 308.

The Pilot Guard will have possession of the Staff, which must be shown to each Driver.

The Pilot Guard will, when necessary, despatch a train from Grassmoor East box to the notice board at Williamthorpe Crossing, but must in all cases accompany the following train as far as it requires to proceed.

The Pilot Guard must remain with the second train until despatched from Alma Junction for Grassmoor East box, and, if necessary, accompany this train to Grassmoor East box for the purpose of conducting a subsequent train on to the branch. After the Pilot Guard has despatched the second, or subsequent train from Alma Junction, he must then walk to this notice board and accompany the other train to Grassmoor East box.

Not more than two trains may be between Grassmoor East box and the notice board at Williamthorpe Crossing at one time, except that when the second train has been assisted by a bank engine in rear, the bank engine may, if necessary, be detached and sent back to Grassmoor East.

When a Pilot Guard is on duty a train must not stop at Alma Junction for traffic purposes, unless accompanied by the Pilot Guard. In the event of a train unaccompanied by the Pilot Guard being detained by failure or any other cause at or approaching Alma Junction, the Guard, in addition to protecting the train as laid down, must at once arrange for the Shunter accompanying to advise the Signalman at Grassmoor East box and the Pilot Guard by means of the telephone at Alma Junction.

The Inspector on duty at Avenue Sidings will be held responsible for advising the Signalman at Grassmoor East box before Pilot Guard working is put into operation.

Before a train is allowed to leave Alma Junction for Grassmoor East box the Shunter or Pilot Guard must proceed to the hut and signal the train forward to Grassmoor East box in accordance with the bell code and instructions exhibited in the hut.

WILLIAMTHORPE CROSSING. The fixed signals for the protection of the crossing must be kept in the Danger position, and the level crossing gates must be kept locked across the railway, except when a train requires to pass. The key of the gates must, when not in use, be kept in the Inspector's cabin at Avenue Sidings.

Before any train passes over the crossing it must be brought to a stand at the home signal, and the Shunter accompanying the train must unlock the gates, place them across the roadway, and lower the home signal for the train to pass. When the train has passed over the crossing the Shunter must place the home signal to Danger and place and lock the level crossing gates across the railway.

Any defects in the gates or the locks securing them, or in the lamps, must be reported immediately by the Shunter to the Yard Master, Hasland.

WORKING OF B.R. TRIPS BETWEEN NOTICE BOARD AT WILLIAMTHORPE CROSSING AND HOLMEWOOD COLLIERY. The lines from the notice board at Williamthorpe Crossing to Pilsley Dead End and Holmewood Junction to Holmewood Colliery are worked as sidings.

The working line from Williamthorpe Crossing to Holmewood Junction is named No. 1 Siding and the adjacent looped siding is the Loaded Siding. N.C.B. locomotives work from Holmewood Colliery into the Loaded Siding at the Holmewood Junction end.

On arrival at the "Stop and Await Instructions" board at Holmewood Junction, the Branch Shunter or the Guard of a B.R. trip must advise the Holmewood Colliery Empty Weigh Office by telephone fixed near the board that the trip has arrived. Should he be informed that the N.C.B. engine or trip has already left for Holmewood Junction no movement must take place until it has arrived.

When the colliery trip has arrived, or if on arrival of the B.R. trip the N.C.B. engine is in any of the sidings, the Driver of the N.C.B. engine must be advised of the arrival of the B.R. trip and arrangements made for the N.C.B. engine to stand clear.

The Branch Shunter or the Guard of the B.R. trip, after satisfying himself that no conflicting movements are being made, must place the signal applying to movements from the Holmewood Colliery to the Danger position before instructing the Driver to pass the " Stop and Await Instructions " board to draw over the junction towards the Pilsley Dead End. In the event of failure of the telephone during darkness or foggy weather the Guard, after satisfying himself that the N.C.B. engine is not in the vicinity, must place the signal to the Danger position and then place three detonators 10 yards apart on the line from Holmewood Colliery, 100 yards beyond the Empty Wagon Sidings, before instructing the Driver to pass the stop board.

The B.R. trip will then, after detaching the brake van on to either No. 1 Siding or the Loaded Siding, detach the empty wagons in the two Empties Sidings at Holmewood Junction, of if necessary propel to the Pilsley Dead End. The B.R. engine will then attach the loaded wagons from the Loaded Siding, via the ground frame connection at the Williamthorpe Crossing end of this siding.

B.R. engines must not foul the line from Holmewood Colliery beyond the Empty Wagon Sidings, farther than is necessary to run round, except by authority from the Colliery Empty Weigh Office. In the event of failure of the telephone the Branch Shunter must proceed to the Colliery Empty Weigh Office for this authority, unless advice has been received prior to leaving Avenue Sidings that the N.C.B. engine is not at work.

The Branch Shunter or the Guard of the B.R. trip must advise the N.C.B. Empty Weigh Office by telephone when the train is ready to leave for Avenue Sidings, and before departing must place the signal applying to movements from the Holmewood Colliery to the Clear position. If, owing to failure of the telephone, detonators have been placed on the line from Holmewood Colliery as referred to above, these must be removed after movements have been completed and the B.R. engine is clear of the junction, before replacing the signal to the Clear position.

The moveable wheel scotch at the Williamthorpe Crossing end of the loop siding must be kept normally padlocked across the rail.

WORKING OF NORTH LONDON INCLINE

The Incline between the Western and Midland Lines worked by token instruments in accordance with the instructions exhibited in the Midland Token box at the top of the Incline and in North London Incline box.

No train must proceed on to the Incline unless the Driver is in possession of the token, or he has seen one in the possession of the Driver of an engine to which his engine is attached.

The key to the door of the Midland Token box supplied for use of the Inspectors must, when not in use, be kept in the St. Pancras (Midland Lines) Yard Inspector's Office. A spare key is kept in St. Pancras box and in North London Incline box, and on handing a token to a Driver or Fireman working a train on to the Wharf or Exchange Sidings only, the Signalman at North London Incline box must take care that the key is attached to the pouch. The Driver or Fireman of a train returning from the Wharf or Exchange Sidings must be careful to attach the key to the pouch before handing it back to the Signalman at North London Incline box.

When a train requires to proceed from North London Incline box to the North London line during the time a train is at the Wharf or Exchange sidings the Signalman at the North London Incline box will ring the bell outside the Midland Token hut. The Guard at the Wharf or Exchange Sidings must proceed at once to the telephone to ascertain what is required, and in the event of it being necessary to clear the line, the train must be placed in the sidings clear of the Incline. After this has been done the Fireman must place the token in the token instrument, and the Incline must not again be fouled until another token has been obtained.

Immediately a train which requires to proceed to the North London line has reached the top of the incline and the single line is again clear, the Driver must hand the key token to the Person in charge at the Exchange Sidings who must place it in the instrument in the Midland Token box.

When a train requires to proceed from the North London line to North London incline box, the Person in charge at Exchange Sidings must obtain a key token from the instrument in the Midland Token box and hand it to the Driver.

If the token should become wet or dirty it must be dried or cleaned before being placed in the token instrument.

Section obstructed by accident, by disabled train, or by portion of train.

Working of train to or from the point of obstruction.

Failure of token instrument or electric token damaged.

Electric Token Block Regulations 14, 18, 23 and 25 apply. Should the instruments fail or should a token be damaged so that it cannot be placed in the instrument, a Pilotman will be appointed to accompany each train passing over the Incline.

All trains requiring to pass on to the Western Lines main line must have an engine in front and a Guard's van, in which a Guard must ride, in the rear when ascending the incline.

Midland Lines trains going to the Exchange Sidings must be brought to a stand at the points leading into the Wharf siding until permission has been obtained from the Western Lines Inspector or Shunter in charge for the train to enter the Exchange Sidings.

BETWEEN KENTISH TOWN, ISLIP STREET JN. AND KING'S CROSS (L.T.)

An electrical horn, fixed near the up home signal for King's Cross (L.T.) box indicates to Drivers when they are near that signal, and commences to sound when the leading pair of wheels is 32 yards from the signal, whether the signal is in the " Danger " or " Clear " position.

An electrical bell, fixed near the down advanced starting signal for King's Cross (L.T.) box, indicates to Drivers when they are near that signal, and commences to sound when the leading pair of wheels is 12 yards from the signal, whether the signal is in the " Danger " or " Clear " position.

BETWEEN KENTISH TOWN AND JUNCTION ROAD JN. AND BETWEEN CARLTON ROAD JN. AND JUNCTION ROAD JN.

MORTIMER STREET JUNCTION. Guards of trains brought to a stand on the up main line from Carlton Road Junction must, immediately the last vehicle has passed the up main line outer home signal, advise the Signalman that the train has arrived complete with the tail lamp attached.

Guards of down trains brought to a stand before the rear of the train has passed the box must, immediately the train comes to a stand clear of the trailing catch points, inform the Signalman either verbally or by means of the telephone fixed near the trailing catch points that the train has arrived complete with tail lamp attached.

REGULATIONS FOR WORKING HIGHGATE INCLINE BETWEEN KENTISH TOWN JUNCTION AND HIGHGATE ROAD JUNCTION

No train, other than a passenger train, must leave Highgate Road Junction for Kentish Town Junction with less brake power than shown below, to regulate the running of the train down the incline, and to enable the Driver to stop clear of Kentish Town Junction whether the signals at that post are at Danger or not.

All trains, other than passenger trains, (except those authorised to descend the incline without stopping), must be brought to a stand between the box and the advanced starting signal at Highgate Road Junction to enable the Guard to pin down the prescribed number of brakes, and Drivers must be careful not to proceed until they receive the signal from the Guard intimating that it is right for them to do so.

Freight trains consisting of not more than 16 vehicles, exclusive of engine and Guards' brakes, may descend the incline without the brakes of any of the wagons being pinned down, but the speed of such trains must not exceed four miles an hour when passing Highgate Road Junction.

Freight trains consisting of more than 16 vehicles, exclusive of engine and Guards' brakes, must be brought to a stand between the box and the advanced starting signal at Highgate Road Junction and at least one wagon brake for every three wagons above 16 must be pinned down.

Every train which has had the wagon brakes pinned down at Highgate Road Junction must be brought to a stand at Islip Street up goods home signal, for the purpose of having the brakes released.

HEMEL HEMPSTEAD BRANCH

CLAYDALE BRICK AND TILE COMPANY'S SIDING. Vehicles must not be allowed to stand upon the main line at this siding unless attached to an engine. The rear portion of down trains, which have to attach or detach traffic, must be placed in the siding provided for the purpose, and the points in the main line must remain open for the siding during the time such trains are attaching or detaching traffic.

Down trains must not attach or detach at the connection at the Redbourn end of the siding.

GODWIN'S SIDING. All vehicles from Hemel Hempstead to this siding must be propelled with a brake van, in which a Guard must ride, leading; and vehicles from the siding to Hemel Hempstead must be taken behind the engine with a brake van, in which a Guard must ride, in the rear of them.

HEMEL HEMPSTEAD. Trains approaching Hemel Hempstead from Harpenden must be brought to a stand at Hemel Hempstead Station platform.

HITCHIN BRANCH

HENLOW. The signals regulating the running of the Aircraft Factory engines between the Aircraft Factory Sidings and the up sidings are worked by Guards and Shunters from Stages and are kept in the Clear position except when required to be placed to Danger for the protection of B.R. engines entering or leaving the sidings.

OLNEY

RAVENSTONE WOOD JUNCTION. Vehicles must not be allowed to stand on the main line at this place unless attached to an engine.

TOWCESTER

SHUNTING AT BLAKESLEY END OF STATION. Bell communication is provided between Towcester Signal box and the cupboard at the end of the centre girder of No. 12 Bridge at the Blakesley end of Towcester Station and it must be used by Guards and Shunters in accordance with the code exhibited to indicate to the Signalman the points which require to be set.

BYFIELD

ENGINES TAKING WATER. Drivers of freight trains booked to take water at Byfield during the time the Station box is switched out need not stop at the signal box open in the rear to advise the Signalman of the circumstances as laid down in the instructions on page 75 of the General Appendix.

BETWEEN BLISWORTH AND TOWCESTER

The single line between Blisworth and Towcester is worked by token with " No signalman " type of Token Instrument at Blisworth and no train must proceed on to the single line between Blisworth and Towcester unless the Driver is in possession of a token, or he has been shown the token which has been delivered to the Driver of an engine to which his engine is attached except as provided in Electric Token Block Regulations 14, 18 and 25.

An auxiliary Key Token Instrument is provided at Iron Ore Sidings Nos. 1 and 2 ground frames, and Guards of trains having to do work at these places or be shunted clear inside for other trains to pass will require to use the instruments in accordance with the instructions exhibited at these places. The Fireman will be similarly responsible in the case of a light engine. Vehicles must not be allowed to stand on the single line at this place unless an engine and brake van is attached, and except in the case of down trains with bank engine in the rear trains must be backed inside and all shunting movements performed in the private sidings.

Pouches are provided in which the Key Token is placed before being handed to the Driver.

Section Obstructed by Accident, by Disabled Train, or by portion of Train.

Engine entering Section for Examination of Line.

Working of Trains to and from Point of Obstruction.

Failure of Token Instrument or Token Damaged.

Electric Token Regulations 14, 15, 18, 23 and 25 apply. The person working the instrument at Blisworth must be regarded as the Signalman.

When it is necessary to ascertain if the line is clear an engine must not be allowed to enter the section unless a token has been obtained from the token instrument and is in possession of the Driver. The circumstances must be explained to the Driver, and he must be instructed to proceed cautiously through the section, prepared to stop short of any obstruction. Where practicable, the engine must be accompanied by a Station Master or other competent person. After sunset or during fog or falling snow, the engine must always be so accompanied

The Person in charge of the token station at which the engine enters the section can, in these circumstances, obtain a token, and the token so obtained must not be placed in the instrument at either end of the section until that Person in charge or Driver, as the case may be, has reported that the line is safe for the passage of trains.

HIGHAM FERRERS BRANCH

KEY TOKEN WORKING. No train must proceed on to the single line between Irchester Junction and Higham Ferrers Goods ground frame unless the Driver is in possession of a token, or he has been shown the token which has been delivered to the Driver of an engine to which his engine is attached, except as provided in Electric Token Block Regulations 14, 18 and 25. An engine may, however, work between Higham Ferrers Goods Yard sidings and the loop line at Higham Ferrers without being in possession of a token.

Pouches are provided in which the token is placed before being handed to the Driver.

The Driver of a train composed of coaching stock after obtaining a token for Higham Ferrers at Irchester Junction, may return from Higham Ferrers to Irchester Junction without passing the token through the token instrument at Higham Ferrers Goods ground frame, but when necessary to clear the single line to enable a token to be obtained by the Signalman at Irchester Junction for a second train to proceed to Higham Ferrers, the single line must be clear to the goods shed side of Higham Ferrers Goods ground frame before the token is placed in the instrument. Before a train composed of coaching stock is allowed to return to Irchester Junction from Higham Ferrers without passing the token through the token instrument at Higham Ferrers Goods ground frame, the Person in charge at Higham Ferrers must telephone to the Signalman at Irchester Junction and obtain his authority for the train to proceed to that box. Such train must not leave Higham Ferrers until the Driver is instructed to do so by the Person in charge there, unless the telephone has failed, in which case the single line must be cleared and the token passed through the instrument.

Section Obstructed by Accident, by Disabled Train, or by portion of Train.

Engine entering Section for Examination of Line.

Working of Trains to and from Point of Obstruction.

Failure of Token Instrument or Token Damaged.

Electric Token Regulations 14, 15, 18, 23 and 25 apply. The person working the instrument at Higham Ferrers must be regarded as the Signalman.

Should the instruments fail so that a token cannot be obtained, or should a token be damaged so that it cannot be placed in the instrument, the Signalman at Irchester Junction must be advised at once.

A damaged token which is out of the instrument at the Higham Ferrers end may, if necessary, be used for the passage of a train from that place to Irchester Junction without the Pilotman being present. On arrival at the latter place the Pilotman must take charge of the damaged token.

When it is necessary to ascertain if the line is clear, an engine must not be allowed to enter the section unless a token has been obtained from the token instrument and is in possession of the Driver. The circumstances must be explained to the Driver, and he must be instructed to proceed cautiously through the section prepared to stop short of any obstruction. Where practicable, the engine must be accompanied by a Station Master or other competent person. After sunset or during fog or falling snow, the engine must always be so accompanied.

The Person in charge of the token station at which the engine enters the section can in these circumstances obtain a token, and the token so obtained must not be placed in the instrument at either end of the section until the person in charge or Driver, as the case may be, has reported that the line is safe for the passage of trains

BETWEEN THRAPSTON (MIDLAND ROAD) AND KETTERING

CRANFORD SIDINGS EAST. Vehicles must not be allowed to stand upon the main line at Cranford Sidings East unless an engine is attached. The rear portion of down trains which have to attach or detach wagons at this place must be placed in the siding provided for the purpose, and the points in the main line must remain open for the siding whilst the trains are attaching or detaching traffic.

BETWEEN GLENDON SOUTH JUNCTION AND CORBY.

WORKING OF FREIGHT TRAINS FROM GLENDON SOUTH JUNCTION TO CORBY SIDINGS OR LLOYD'S SIDINGS. A freight train from the direction of Market Harboro' for Corby Sidings or Lloyd's Sidings may be run from Glendon South Junction to Corby Sidings or Lloyd's Sidings coupled to a freight train from the direction of Wellingboro', in which case the brake van of the train from Market Harboro' must be coupled to the brake van of the train from Wellingboro'. Trains must not be coupled when either of them requires to stop at an intermediate siding between Glendon South Junction and Lloyd's Sidings. The trains must be brought to a stand on the reception line at Corby Sidings or Lloyd's Sidings to be uncoupled.

CORBY

WORKING OF RECEPTION SIDINGS BETWEEN NORTH AND SOUTH BOXES. Plungers, one for each of the five reception sidings, are provided outside the Shunters' cabin at the North end, and when a train has arrived on one of these sidings the appropriate plunger must be pressed by the Guard or Shunter to indicate that the train has arrived complete and clear of any adjoining line.

SAXBY

WEST JN. Referring to the instructions headed " Rule 133 " on page 304; when a train has been drawn to the up slow home signal for Saxby Station Jn. to allow an assisting engine from the sidings at Saxby West Jn. to be placed in rear, the Signalman at Saxby West Jn. must first advise the Driver of the assisting engine of what is to be done and, after the necessary signals have been sent to and acknowledged by the Signalman at Saxby Station Jn. box, the assisting engine may proceed to the rear of the train under the authority of the ground shunting signal reading from the sidings to the up slow line.

MELTON MOWBRAY (TOWN)

BRENTINGBY TROUGHS. Engines of down freight trains fitted with water scoops, not requiring to stop at Melton for traffic purposes, must pick up water from Brentingby troughs when running over the main line, and not stop at Melton.

MELTON STATION. Plungers and a telephone are provided at Melton Station down main and down goods home signals, and Drivers must press the plunger when ready to depart after taking water, or if booked to stop for water and none required.

Drivers stopping for water, traffic purposes, etc., with signals " Off " must **at once** advise the Signalman of the fact by telephone.

NOTTINGHAM (MIDLAND)

EX-E.R. EXCHANGE SIDINGS. L.M.R. trains when being taken to the ex-E.R. line at Nottingham are under the control of L.M.R. Guards until the trains are within the ex-E.R. sidings, when they are under the control of ex-E.R. staff.

When L.M.R. trains are ready to leave the ex-E.R. Exchange Sidings the Guard must so inform the Signalman at Sneinton Junction.

In the case of a light engine, the Fireman must carry out these instructions.

LONDON ROAD JUNCTION—SHUNTING IN CARRIAGE SIDINGS. When it is necessary in connection with shunting operations in the carriage sidings for an engine to draw forward towards the dead end past the dwarf signal leading from the sidings to the main line, the Signalman, or Shunter when authorised by the Signalman, must not instruct Drivers to pass the dwarf signal at Danger until the engine has come to a stand at it.

In no circumstances must a vehicle be propelled past the dwarf signal when at Danger.

STATION EAST SIGNAL BOX. Referring to Rule 44, clause (*b*); the calling on signals provided at Nottingham Station East box and applying to trains on the down lines may be taken off before trains have been brought to a stand at them, and Drivers in such circumstances must draw forward cautiously as laid down in Rule 44, clause (*a*).

STATION "A" SIGNAL BOX. When Passenger Station "A" box is closed Nos. 1 and 3 platform lines and the down middle line may be used as sidings, but they must not be used for the arrival or departure of passenger trains.

STATION WEST SIGNAL BOX. Referring to Rule 44, clause (*b*); the calling on signals provided on the down main starting signals at Nottingham Station West box may be taken off before trains are brought to a stand at them, and Drivers in such circumstances must draw forward cautiously as laid down in Rule 44, clause (*a*).

MOTIVE POWER DEPOT. Enginemen ringing out from Nos. 1, 2 and 3 Shed roads and the ashpit line must not proceed beyond the yellow arm dwarf signal until it has been taken off by the Signalman.

LENTON SOUTH JUNCTION—C.E.A. NORTH WILFORD POWER STATION SIDINGS. Overhead electric power lines are erected over the empty wagon sidings extending to within approximately 150 yards of the crossing gates at the Lenton South Junction end of the empty wagon sidings. Illuminated engine stop boards applicable to each road are fixed 90 yards on the Power Station side of the crossing gates and about 50 yards in advance of the point where the overhead electric power lines commence, and an illuminated Danger indication is provided adjacent to these stop boards.

Drivers must exercise caution when working in these sidings and must stop at the engine stop boards whether they are illuminated or not.

Drivers requiring to work into the loaded wagon sidings via the connecting line must proceed cautiously and bring their trains to a stand at the Stop and Await Instructions Board at the South end of the siding.

Engines must not proceed over the connections at the South end of the loaded wagon sidings for the purpose of returning via the engine line until permission is received from the C.E.A. Shunter and the fixed signal applying to C.E.A. engines has been placed to the Danger position.

In the absence of the C.E.A. Shunter the B.R. Guard or Shunter must, after satisfying himself that no C.E.A. engine is approaching, place the fixed signal applying to C.E.A. engines to Danger and then authorise the movement to be made.

After the movement is completed, the fixed signal must again be taken off.

RADFORD

SHUNTING MOVEMENTS FROM GOODS YARD. The tall siding signal applying to movements from the Goods Yard and No. 2 Siding may be passed at Danger on the instructions of the Person in charge of the shunting operations, for shunting movements from the Goods Yard and No. 2 Sidings to the Dead End only.

BETWEEN WOLLATON COLLIERY SIDINGS SIGNAL BOX AND WEST END OF WOLLATON COLLIERY SIDINGS. Down trains not required to proceed beyond the West end of these sidings must be brought to a stand clear of the catch points in the down main line near the box and the Guard or Shunter must obtain the special Staff from the Signalman to authorise the engine to return on the down main line to the East end of the sidings.

The special Staff must be handed to the Driver at the West end of the sidings, and he must not return to the East end of the sidings until he has obtained it.

MARKET HARBOROUGH

No. 1 BOX—DRIVERS OF UP FREIGHT TRAINS REQUIRING ASSISTANCE. Referring to the instructions headed " Rule 133 " on page 304; the intimation to a Driver that he is required to proceed to Little Bowden Crossing up home signal to enable the assisting engine to get to the rear of the train will be given by the apppropriate signals being taken off for the train to proceed into the section, and the exhibition of a white hand-signal, held steadily, by the Signalman, when the train is passing the box.

WELHAM

Drivers of local freight trains, empty wagon trains, or light engines are authorised to stop at Welham Junction when necessary, to enable men employed at Welham sidings to alight or join the train when going from or to Market Harborough to commence or finish duty.

Not more than 2 men in addition to the Driver and Fireman must be allowed to travel on any engine.

GOODS LOOPS. In cases where wagons detached from a train are left in the loops, the Guard must place a tail lamp on the last wagon in such a position as to be clearly seen by a Driver entering the loops at the Welham Junction end.

Guards of up trains, and Drivers of light engines and down trains must advise the Signalman at Welham Junction when inside clear of all other arrival roads. Drivers' advice must be given by a one crow whistle.

SEATON (RUTLAND)

Between 8-0 a.m. and 8-0 p.m., engines of freight trains requiring to take water must stand with the train clear of the station level crossing. Down freight trains must stop at the down home signal and give one crow whistle on arrival, the engine must then be detached, run forward to the water column, and, after taking water, return to the train. Up freight trains must give one crow whistle when passing the box and come to a stand at the up platform starting signal, the engine must then be detached, run forward to the water column and, after taking water, return to the train. The one crow whistle is in each case an intimation to the Signalman and does not in any way relax the provisions of Rule 151.

UPPINGHAM BRANCH

No shunting must take place on the single line at Uppingham station, unless the engine is at the Seaton end of the vehicles. All Passenger trains must be worked by tank engines fitted for running in both directions. Tender engines working other trains must work chimney first from Seaton.

On arrival at Uppingham the Guard must not leave his van until the engine has run round and arrived at the rear of the train. Drivers must use great care in starting trains which may have been brought to a stand on the incline.

LEICESTER (BELGRAVE ROAD)

FOREST ROAD LEVEL CROSSING—UP SIDE SIDING. This siding is controlled from the ground frame adjacent to Forest Road level crossing. A Shunter must accompany each train calling at the siding, and during the time that a Crossing Keeper is not in attendance at the level crossing the Shunter will be responsible for operating the level crossing gates in accordance with instructions received from the Signalman at Belgrave Road signal box, and also for operating the ground frame points giving access to the Up Siding in accordance with Rule 111 (b).

The person operating the ground frame will be responsible for ensuring that the siding points are restored to normal when shunting has been completed and that the level crossing gates are left across the railway.

ATTENBOROUGH

CHILWELL—CENTRAL ORDNANCE DEPOT—WORKING OF PASSENGER TRAINS. Trains conveying workmen to and from the Central Ordnance Depot Shed 201 will be worked by B.R. engines and trainmen throughout, and must travel on both the inwards and outwards journeys over the through running line.

Movements over the running line between Attenborough Station and the " Stop and Await Instructions " board will be the responsibility of the B.R. Yard Foreman. He will advise the Signalman at Attenborough Station when incoming trains may be allowed to enter the sidings and for authorising Drivers of outgoing trains when to pass the stop board and proceed towards the sidings outlet signal.

Movements between the stop board and Central Ordnance Depot Shed No. 201 will be under the control of the War department, and all trains over this section of the line will be accompanied by a W.D. Pilotman, who will ride on the footplate of the engine. The W.D. Pilotman will be personally responsible for instructing B.R. Drivers of incoming trains when to pass the stop board and for instructing Drivers of outgoing trains when to start from Shed No. 201. The W.D. Pilotman will be identified by an armlet or red flag worn round his left arm.

The two semaphore stop signals, one adjacent to the " Stop and Await Instructions " board fixed outside the running line, and the other fixed immediately on the Attenborough side of the road crossing, are provided for the guidance of the W.D. Pilotman. Drivers **must not** pass these signals until instructed to do so by the W.D. Pilotman. The two-aspect colour light indicator fixed on the wall of Shed 201 is provided for the guidance of the W.D. Pilotman, and when exhibiting a green aspect indicates that the points have been set for an empty train to set back to No. 2 or No. 3 Marshalling Siding. Drivers **must not** move their train until instructed to do so by the W.D. Pilotman.

Incoming trains must be brought to a stand at the stop board to enable the W.D. Pilotman to join the engine, and outgoing trains must be brought to a stand at the stop board to enable the W.D. Pilotman to alight, and must not proceed towards the sidings outlet signal until instructed to do so by the B.R. Person in charge.

During the time incoming passenger trains are being dealt with, the engine of such a train must not be allowed to return over the running line to the Attenborough Station end of the sidings until the last passenger train has arrived at Shed No. 201, but if it is necessary in exceptional circumstances for the engine of a previous train to be liberated before the arrival of a subsequent train, the engine must not return over the through running line, but must travel to the outlet from the sidings on one of the adjacent empty roads.

Drivers of trains conveying workmen must not exceed a speed of five miles per hour at any point between the entrance to the sidings and Shed No. 201. When about to enter the shed, the damper must be closed and kept in that position whilst in the shed, the independent blower being used to a minimum and slipping to be avoided when propelling the empty coaches from the shed.

BEESTON

SOUTH JUNCTION—MESSRS. BOOTS' PRIVATE SIDINGS. Trainmen when travelling over the connection between the up goods line and these sidings must keep a sharp lookout and be prepared to stop at the public level crossing should the gates be across the line.

NORTH JUNCTION. When two or more freight trains (or a freight train followed by a light engine) are brought to a stand on the up goods line, the Guard of the first train, if that train is terminating at Beeston Up Sidings, must report to the Foreman at the North end, Beeston Up Sidings. When the first train requires to be propelled into the North end, Beeston Up Sidings, the Foreman will so instruct the Guard, who must return to his train and uncouple the engine of the second train, and the engine of the second train must propel the first train as far as necessary into the sidings. The engine must not return to its own train until permission has been obtained from the Signalman at North Junction for it to do so.

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 engine has returned to the train, the Fireman must couple the engine to it and release the wagon brakes, and the Driver must see that this is done.

BEESTON SIDINGS. When a train or movement is removed at the South Junction end from a reception line the Guard or Shunter in charge of such train or movement must advise the Signalman at Beeston South Junction box.

STANTON AND MAPPERLEY BRANCHES

STANTON OLD IRON WORKS BRANCH. The Shunter or Guard must be at Lows Lane level crossing at the Stanton Old Iron Works end of the branch and obtain the permission of the Stanton Iron Company's Crossing Keeper on *each occasion* that it is necessary to foul or cross over the crossing.

The Stanton Iron Co. provide a Crossing Keeper at Sevenoaks Crossing between 6-0 a.m. and 10-0 p.m., Sundays included, and outside these times Drivers must stop clear of the crossing and not proceed until hand-signalled forward by the Guard or Shunter, who must stop traffic on the road until their train has passed over the crossing.

BETWEEN MAPPERLEY JUNCTION AND MAPPERLEY COLLIERY. All trains approaching Mapperley Junction from Mapperley Colliery must be brought to a stand clear of all connections at Mapperley Junction, and must not proceed until instructions are given for them to do so by the Foreman or Person in charge at Mapperley Junction.

A Shunter, or other man appointed, must accompany every train between Mapperley Junction and Mapperley Colliery.

Except when B.R. movements require to be made to and from the Mapperley Branch and Mapperley Colliery Sidings, the points must be set for the Colliery dead end and padlocked in that position, the key being retained by the B.R. Guard or Shunter. The permission of the N.C.B. Person in charge must be obtained before the points are unlocked and any movement is allowed to be made from the single line to the empty wagon line. The Guard or Shunter must also, before giving authority for the movement to be made, warn any N.C.B. staff who may be working in or near to wagons on the Colliery empty wagon line, of the movement about to be made.

LUFFENHAM

PILTON SIDINGS. The crossbar signal fixed at the Manton end of the up sidings regulating the running of the Staveley Company's engine between the Staveley Company's running line and the up sidings is worked by Guards and Shunters from the stage, and is kept in the Clear position, except when required to be placed to Danger for the protection of B.R. engines entering or leaving the sidings.

ASHWELL

COTTESMORE BRANCH. The outlet signal is left in the Clear position when a train proceeds on to the branch, but may be placed to Danger to allow another train to enter the sidings from Ashwell Station, and Drivers of trains coming off the branch must be prepared accordingly.

SOUTH WITHAM BRANCH

The instructions on page 102 of the General Appendix respecting trains calling at intermediate sidings do not apply to down freight trains requiring to stop at Pain's or Buckminster Sidings.

TRAINS CALLING AT BUCKMINSTER SIDING AND PAIN'S SIDING. An auxiliary token instrument is provided at Pain's siding and one at Buckminster siding, and Guards or Shunters of trains, or the Firemen in the case of light engines, having to be shunted clear inside for other trains to pass, will require to use the instrument at the sidings concerned in accordance with the instructions exhibited at the ground frames.

In order to enable Guards to obtain possession of the electric token quickly for the purpose of unlocking points, token receivers are provided at Buckminster and Pain's sidings, those for up trains adjacent to the ground frames at the Saxby end, and those for down trains adjacent to the ground frames at the Bourne end of each siding, and Drivers of up or down trains requiring to call at those sidings must deposit the token in the respective receptacle on passing.

HOLWELL BRANCH

The key controlling the signal at the Holwell Junction end of Welby sidings and the points leading to the main line at the Wycombe Junction end of Welby sidings, must be kept by the Pilot Guard. When the Pilot Guard is not on duty, the key must be kept in Holwell Sidings box.

The Pilot Guard must accompany every train between the single-armed signal near the Holwell Junction end of Welby sidings and Wycombe Junction.

KIRKBY-IN-ASHFIELD (EAST)

KIRKBY COLLIERY SIDINGS. B.R. engines going to and from the loaded wagon sidings at the North end of the colliery need not carry the Staff.

The N.C.B. Driver will always, during the day, have possession of the Staff, except when it is required for B.R. engines to go to and from the empty wagon sidings at the South end of the colliery.

The Staff must be handed to the N.C.B. Shunter as soon as a B.R. engine has run clear of the line leading to and from the empty wagon sidings on to the line leading to and from the loaded wagon sidings.

A level crossing is situated on the Kirkby Colliery empty wagon branch approximately 170 yards from the ground frame.

A N.C.B. Crossing Keeper is on duty at the level crossing on all occasions when road vehicles are using the crossing. The Guard or Shunter of a train requiring to proceed over the level crossing must, when the N.C.B. Crossing Keeper is on duty, obtain his assurance that action has been taken to protect the level crossing before authorising the movement from the ground frame. All movements over the empty wagon branch must be made with caution, and Drivers must make frequent use of the engine whistle when travelling in either direction until the first vehicle of the movement has reached the crossing.

MANSFIELD (TOWN)

BETWEEN MANSFIELD COLLIERY JUNCTION AND MANSFIELD EAST JUNCTION. An engine must be at the Mansfield end of all trains stopping to attach or detach vehicles at the intermediate sidings between Mansfield Colliery Junction and Mansfield East Junction.

MANSFIELD COLLIERY JUNCTION. No vehicles must be allowed to stand upon the main line at this place unless an engine is attached, and the rear portion of trains from Southwell having to attach or detach traffic at Mansfield Colliery Sidings must be placed in one of the sidings.

Trains from Southwell to Mansfield must not attach or detach traffic at the new connection at the Southwell end of Mansfield Colliery Sidings.

SILLS' SAND SIDINGS. Not more than three vehicles (not to include a freight brake van) may be propelled into these sidings for the purpose of reaching wagons to be attached. The movement must be brought to a stand immediately the engine has passed over the points leading to the sidings when the Guard or Shunter must go forward and satisfy himself that the wagons to be attached are effectively braked and spragged. The Guard or Shunter must then station himself at the first wagon to be attached and hand-signal the Driver forward as necessary, being prepared to couple up immediately contact is made.

All movements must be made with extreme caution and great care must be exercised by all concerned.

MANSFIELD COLLIERY BRANCH. The single line between Mansfield Colliery Junction box and Mansfield Colliery is worked as a siding.

Only one engine in steam, or two engines coupled together, which are then to be treated as one train, must be allowed on the Mansfield Colliery side of the signal on the Colliery side of the loop siding.

During the time a train is on the Colliery side of the signal on the Colliery side of the loop siding, the Driver of a train entering the loop siding may, when authorised by the Signalman, take the train engine from the loop siding on to the single line and return to Mansfield Colliery Junction box on that line for the purpose of running round the train, but must only proceed on to the single line as far as is necessary to take the engine clear of the loop siding points.

Drivers from Mansfield Colliery to Mansfield Colliery Junction box must keep a good look-out when approaching the signal on the Colliery side of the loop siding, and must be prepared to stop short of any obstruction on the single line between that signal and the signal box.

Should a train require assistance (or any special circumstances render it necessary to send a second engine down) the Fireman must proceed to Mansfield Colliery Junction box and inform the Signalman, who must, on receipt of such information, allow a second engine to be on the line on the Colliery side of the signal on the Colliery side of the loop siding.

The second engine must be accompanied by the Fireman of the disabled train, who must explain to the Driver where his train is, and in what circumstances it is situated. The Guard of the disabled train will be responsible for the safe and proper working of the line until both engines have left and it is again clear.

All vehicles must be propelled from Mansfield Colliery Junction to Mansfield Colliery. A brake van must be in front of the wagons and a sufficient number of wagon brakes must be applied near the brake van to enable the train to descend the incline and be brought to a stand before reaching the gate at the junction of the lines leading to the Colliery loaded and empty wagon sidings, which must always be kept locked across the Branch, except when required to be opened for a train to pass.

The points between Mansfield Colliery empty wagon sidings and the screen lines must be kept locked open for the screen lines except when required to be unlocked to allow a train to pass. Trains proceeding to those sidings must be brought to a stand clear of the points to allow the Guard to unlock them.

No movement must be made past the " Stop and Await Instructions " board on the line leading to the Colliery Loaded Sidings until the Guard or Shunter has satisfied himself that the line is clear and that no conflicting movement is being made by the Colliery engine. For this purpose the Guard or Shunter must proceed to the Colliery Loaded Weigh Office (when open) and arrange as necessary with the Loaded Weigh Clerk for the movement to be made.

MANSFIELD NORTH JUNCTION. Before any movement is made through the hand points leading from the shunting neck (Top Road) to the down lie-by, the permission of the Signalman at Mansfield North Junction box must first be obtained.

FREIGHT TRAINS FROM WORKSOP AND SOUTHWELL LINE

Guards of freight trains from the Worksop line and from the Southwell line, proceeding to, or beyond, Kirkby Sidings, must inform the Driver at the last point at which the train stops for traffic purposes before reaching Mansfield South Junction, when more than 48 wagons are being conveyed.

BULWELL (MARKET)

WORKING OF CALVERTON COLLIERY BRANCH. The single goods line between the stop board on the Colliery side of Forge Mill frame and Calverton Colliery is worked in accordance with the Regulations for working on single lines by one engine in steam.

The train staff is square, coloured blue and is lettered " Calverton Branch." The staff station is Bestwood Park Jn. box and the Signalman there is the person appointed to receive the staff from, and deliver it to, the Driver.

The section of line from the stop board to Bestwood Park Jn. box is worked as a siding and the points in this line leading to Forge Mill Sidings are operated from a ground frame (Forge Mill frame) which is controlled by Annett's Key.

When a movement to or from Forge Mill Sidings is completed, the Guard or Shunter must ensure that the points are left set for movements to and from the Calverton Colliery direction and must clip and padlock the points in that position before returning the Annett's key to Bestwood Park Jn. box. The clip key will be attached to the Annett's key.

Drivers of trains approaching Calverton Colliery must bring their train to a stand clear of the fouling point with the line leading to the loaded and empty wagon sidings and must not proceed until authorised

to do so by the Guard or Shunter. Before authorising the Driver to proceed, the Guard or Shunter must satisfy himself that no conflicting movement is being made by N.C.B. engines.

CALVERTON COLLIERY SIDINGS. Before permission is given for a movement to be made from the arrival line towards the Empty Sidings the Guard or Shunter in charge must place the tall siding signal applicable to movements from the N.C.B. Preparation Plant Siding to the Danger position and satisfy himself that no conflicting movement is being made.

On completion of movements the signal must again be placed to the Clear position.

BLIDWORTH

BLIDWORTH JUNCTION. No vehicle must be allowed to stand on the main line at Blidworth Junction unless attached to an engine.

BLIDWORTH COLLIERY BRANCH. The Eastern Region have joint running powers over the empty wagon branch from the junction with their line.

Up to 50 vehicles for the empty wagon branch may be propelled from Blidworth Jn., but Drivers of such trains must bring their engine to a stand at the first stop board from the Blidworth Jn. end and not proceed until the Klaxon horn has been sounded. Drivers of trains with the engine leading may proceed as far as the second stop board from the Blidworth Jn. end, where the train must be brought to a stand and not proceed until receipt of a hand signal from the Guard or Shunter.

On the train being brought to a stand, the Guard or Shunter must obtain the Colliery Branch Staff from the Driver and place it in the slot in the Colliery ground frame, in order to release the empty wagon branch Staff. Before obtaining the latter, which is lettered " Blidworth Colliery empty wagon branch," the Guard or Shunter must inform, by telephone, the Person in charge of the Colliery Loaded Weigh Office that a train is about to leave the ground frame to proceed to the empty wagon sidings.

The empty wagon branch Staff section terminates short of the connection to the Slurry siding situated 640 yards from the ground frame, and the points of this connection must normally be kept locked for Slurry siding. Drivers of propelled trains to the empty wagon sidings must bring their engines to a stand at the board lettered " Drivers of propelled trains to Stop and Await Instructions " situated adjacent to the empty wagon branch line, and other movements to or from the empty wagon sidings must be brought to a stand clear of the points leading to the Slurry dump, to allow the Guard or Shunter to unlock them by means of the Annett's key attached to the Train Staff, and again having passed over them, so that they may be reset for the Slurry siding. After trains for the empty wagon sidings have been brought to a stand short of the connection to Slurry siding, they must not proceed until the Guard or Shunter has made arrangements to enter the empty wagon sidings. The Driver will normally be called on by use of the bell plunger situated 40 yards from the points to the empty wagon sidings which operates the bell positioned adjacent to the above Stop board.

There are two level crossings on the empty wagon branch: one situated about 40 yards short of the termination of the staff section, and the other just beyond the Slurry siding connection. During fog, snow or darkness the movement must not be commenced from the ground frame until an assurance has been received by telephone from the Person in charge of the Loaded Weigh Office that all necessary steps have been taken to prevent road vehicles crossing the line. All movements over the empty wagon branch must approach these crossings with Caution, and Drivers must make frequent use of the whistle **when travelling in either direction** until the first vehicle of the movement has reached the crossings.

In the event of a failure of the telephone, or should the Guard or Shunter not be able to communicate with the Loaded Weigh Office, the Driver must be instructed to bring the train to a stand short of the level crossings and the Guard or Shunter must satisfy himself the crossings are clear before signalling the Driver to proceed.

Engines returning from the empty wagon sidings must not proceed past the stop board situated beyond the run-round loop until the Guard, Shunter or Fireman has replaced the empty wagon branch Staff in the ground frame and obtained the Staff for the L.M.R. or E.R.

PINXTON (NORTH)

LANGTON COLLIERY. Vehicles taken to the Colliery sidings must be brought to a stand clear of the connection from the branch line to the Colliery siding and before entering the empty wagon sidings must stand clear of the connection to the screens until the Guard has unlocked the points and ascertained that the siding on which the wagons have to be placed is clear.

BENTINCK COLLIERY EMPTY WAGON BRANCH. B.R. engines must not foul the connections at the Colliery end of the sidings.

All vehicles from Bentinck Colliery Siding box to the empty wagon sidings must be propelled. A brake van in which a Guard must ride, must be in front of the vehicles, and sufficient brakes must be pinned down near to the brake van to enable the train to descend the incline in safety.

The points in the empty wagon branch leading to the empty wagon sidings must always be kept locked for the dead end, except when it is necessary to place empties in the empty wagon sidings. Guards must obtain the key to the points from the Signalman at Bentinck Colliery Sidings box and must return the key to the box after completion of work.

UPPER PORTLAND—N.C.B. OPENCAST SIDINGS. The points leading from the empty wagon sidings to the screen roads must always be kept padlocked for the screen roads except when required to be unlocked to allow a train to pass between the running line and the empty wagon sidings.

The key is kept in the N.C.B. lorry weighbridge office near to the signal box and the Guard or Shunter must obtain the key from this office when B.R. engines require to enter the empty wagon sidings and return it when shunting is completed.

Trains proceeding to the empty wagon sidings must be brought to a stand clear of the points to allow the Guard or Shunters to unlock them.

No vehicle or vehicles of trains having to perform work at the sidings at this place must be left standing on the down line unless an engine is attached.

TIBSHELF & NEWTON

TIBSHELF COLLIERY BRANCHES. Drivers of trains must not pass the stop boards fixed in rear of Seely's Colliery ground frame on the L.M.R. line, or the running line from Seely's Colliery empty wagon sidings, until instructed verbally to do so by the Guard or Shunter or in the case of a light engine, the Fireman, or by the taking off of the signal described in the following paragraph.

Drivers of propelled trains approaching Seely's Colliery ground frame on the L.M.R. line from Tibshelf & Newton Station must bring their engines to a stand at the distant signal and must not proceed until the signal is taken off.

TEVERSALL (MANOR)

SKEGBY JUNCTION—SPRING POINTS LEADING TO THE SUTTON BRANCH. The points leading to the Sutton Branch must always be kept padlocked for the Sutton Branch except when required to be unlocked to allow a train to pass between the up line and the " dead end " roads adjacent to the Sutton Branch.

When not is use the key for the padlock must be kept in Skegby Junction box.

SKEGBY BRANCH. Trains from Sutton Colliery Sidings to Stoneyford Lane must have at least half the wagon brakes pinned down on the wagons farthest from the engine.

Drivers must keep a good look-out and sound the engine whistle when approaching in either direction the level crossing near Sutton Colliery.

BETWEEN SKEGBY JUNCTION AND PLEASLEY JUNCTION

No train must proceed on to the single line between Skegby Junction and Pleasley Junction unless the Driver is in possession of a token, or he has been shown the token which has been delivered to the Driver of an engine to which his engine is attached except as provided in Electric Token Block Regulations 14, 18 and 25.

Section Obstructed by Accident, by Disabled Train, or by portion of Train.

Engine entering Section for Examination of Line.

Working of Trains to and from Point of Obstruction.

Failure of Token Instrument or Token Damaged.

Electric Token Block Regulations 14, 15, 18, 23 and 25 apply. The Person working the instrument at Pleasley East ground frame must be regarded as the Signalman.

When it is necessary to ascertain if the line is clear an engine must not be allowed to enter the section unless a token has been obtained from the token instrument and is in possession of the Driver. The circumstances must be explained to the Driver, and he must be instructed to proceed cautiously, prepared to stop short of any obstruction. Where practicable, the engine must be accompanied by a Station Master or other competent person. After sunset or during fog or falling snow, the engine must always be so accompanied.

The Person in charge of the token station at which the engine enters the section must in these circumstances obtain a token, and the token so obtained must not be placed in the instrument at either end of the section until the Person in charge or Driver, as the case may be, has reported that the line is safe for the passage of trains.

BUTCHERWOOD SIDINGS. A special token instrument is provided at the ground frame at Butcherwood Sidings, and in order that traffic may pass between Skegby Junction and Pleasley East ground frame whilst a train is shunting in the sidings, the Guard of such train must, when the train is clear of the branch line, place the token in the special token instrument in accordance with the instructions exhibited at the ground frame. Passenger trains, however, must not be allowed to use the line during the time a train is shunted inside at Butcherwood Sidings.

PLEASLEY COAL WHARF SIDING, PLEASLEY VALE UPPER SIDINGS AND PLEASLEY VALE LOWER SIDINGS. Trains must not attach or detach vehicles at these sidings unless there is an engine at the Pleasley Junction end of the train.

DERBY (MIDLAND)

During darkness, fog or falling snow, Drivers of coaching stock trains propelled from Station North Junction to Etches Park Sidings via the up goods line or up loco. line must bring their trains to a stand when the engine is on the line concerned at Engine Sidings No. 1, and then proceed as far as the line is clear at a speed not exceeding **five miles an hour.**

LONDON ROAD JUNCTION AND STATION NORTH JUNCTION BOXES—WORKING OF CALLING-ON SIGNALS. Referring to Rule 44, clause (*b*), the calling-on signals at these boxes applying to trains entering the Passenger Station may be taken off before the trains have been brought to a stand at them, and Drivers in such circumstances must draw forward cautiously as laid down in Rule 44, clause (*a*).

TRAINS WORKING ON DOWN GOODS LINE BETWEEN LONDON ROAD JUNCTION AND L.N.W. JUNCTION. When trains are working at the sidings connected with the down goods line a brake van, with tail lamp attached, must always be left on the line at the London Road Junction end of the train.

BETWEEN ENGINE SIDINGS No. 2 BOX AND THE BOTTOM YARD. The wheel scotches across the old tender sidings must be kept locked across the railway, and the hand points in the running line to the bottom yard must be kept locked open for the running line, except when required to be unlocked for shunting purposes in the tender sidings, and the key must be kept in Engine Sidings No. 2 box.

TRAINS DEPARTING FROM CARRIAGE WORKS—LONDON ROAD JUNCTION. If a train is detained for two or more minutes at the signal controlling the exit from the Carriage Works, the Fireman must advise the Signalman at London Road Junction box by means of the microphone/loudspeaker installation in the Fogsignalman's hut adjacent to the West goods line.

AMBERGATE

CRICH JUNCTION. The key to the wheel scotches in Mr. Glossop's loading dock is kept in Crich Junction box.

MATLOCK

MATLOCK STATION. A double-sided indicator not normally illuminated is bracketed from the rock face on the up side of the line, 55 yards in advance of the up starting signal. Immediately the Guard's signal to start an up train has been given, the Person in charge must operate the plunger causing a letter " R " to be illuminated on the indicator. This will indicate to the Driver that the Guard's signal to start has been given.

ROWSLEY

A telephone giving communication with North Junction box is provided adjacent to the dead end positioned at the signal box end of No. 1 shunting line, and the Guard or Shunter in charge of a movement (or Fireman in the case of a light engine) must immediately inform the Signalman when their train has arrived complete with tail lamp attached on the dead end siding.

Down trains requiring water, relief or bank engine should come to a stand at North Junction down home signal.

MILLERS DALE

MILLERS DALE JUNCTION—WARNING OF DOWN TRAINS ACCEPTED UNDER ABSOLUTE BLOCK REGULATION 5. Drivers of down trains proceeding under Absolute Block Regulation 5 will not be verbally instructed as to the state of the line ahead, but will be brought nearly to a stand at the home signal, and a green hand-signal, held steadily, will be exhibited by the Signalman at Millers Dale 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.

TOPLEY PIKE. A down train must not be divided for shunting purposes at Topley Pike box until the last vehicle has passed over the points in the down main line near to the down home signal.

PEAK FOREST

TUNSTEAD. Single stroke bell communication is provided with the signal box near the connection between the up main line and the South end of Tunstead down sidings, and must be used in accordance with the instructions fixed on the cupboard containing the bell.

During the time a Shunter is not on duty at the South Sidings, Guards must obtain the permission of the Signalman at Tunstead box, by telephone, before a train is allowed to foul the departure siding.

WORKING OF UP TRAINS INTO I.C.I. SIDINGS, GREAT ROCKS JUNCTION. Trains turned on to the up reception line at the I.C.I. Sidings at Great Rocks Junction must not exceed a speed of **ten miles per hour** at any point on that line. The tail lamps of trains stabled on this line must be left burning.

BETWEEN PEAK FOREST SOUTH SIGNAL BOX AND GREAT ROCKS JUNCTION

No train may travel upon or foul the single line alongside the up main line unless the Driver is in possession of the Staff. For shunting purposes, however, trains may proceed from Peak Forest South as far as the signal worked from that box applicable to down direction movements over the single line, without the Driver being in possession of the Staff.

An engine must be in front and a brake van, in which a Guard (or Shunter) must ride, must be in rear of all wagons conveyed by L.M.R. engines from the fan of sidings near Great Rocks Junction to Peak Forest Station.

I.C.I. engines may be allowed to run upon the single line alongside the up main line between Peak Forest South signal box and the sidings near Great Rocks Junction signal box, if they are accompanied by the L.M.R. Shunter, who must be in possession of the train Staff.

Before leaving the turntable road at Great Rocks, trainmen must communicate with the Signalman at Great Rocks Jn. box by means of the telephone provided.

CHINLEY

WORKING INTO FARM SIDINGS. The scotch block provided at this siding must be kept locked across the line except when it is necessary for a movement to be made over the road level crossing. The key is kept by the Person in charge of the Engineering Department Depot.

The Engineering Department will provide two men for protection of road traffic when movements are required to be made over the road level crossing, and the Person in charge of the movement will be responsible for making application to the Engineering Department for these men and for seeing that they are posted before the scotch block is unlocked to allow the movement to proceed over the crossing.

DENBY

BETWEEN DENBY NORTH AND MAREHAY CROSSING—WASHERY GROUND FRAME. A subsidiary token instrument is provided at this ground frame, and Guards of trains shunted inside the sidings clear of the single line for other trains to pass, must use the subsidiary instrument in accordance with the instructions exhibited thereat. Firemen will be similarly responsible in the case of a light engine.

MAREHAY CROSSING. Vehicles must not be allowed to stand upon the main line at Marehay Crossing unless an engine is attached.

WIRKSWORTH BRANCH

KEY TOKEN WORKING. The single line between Duffield Junction and Wirksworth is worked by token with " No Signalmen " type of token instrument at Wirksworth, and no train must proceed on to the single line between Duffield Junction and Wirksworth unless the Driver is in possession of a token, or he has been shown the token which has been delivered to the Driver of an engine to which his engine is attached except as provided in Electric Token Block Regulations 14, 18 and 25.

Pouches are provided in which the token is placed before being handed to the Driver.

Section obstructed by accident, by disabled train, or by portion of train.

Engine entering section for examination of line.

Working of trains to and from point of obstruction.

Failure of Token Instrument or Token damaged.

Electric Token Regulations 14, 15, 18, 23 and 25 apply. The person working the instrument at Wirksworth must be regarded as the Signalman.

When it is necessary to ascertain if the line is clear an engine must not be allowed to enter the section unless a token has been obtained from the token instrument and is in the possession of the Driver. The circumstances must be explained to the Driver, and he must be instructed to proceed cautiously through the section, prepared to stop short of any obstruction. Where practicable, the engine must be accompanied by a Station Master or other competent person. After sunset or during fog or falling snow, the engine must always be so accompanied.

The Person in charge of the token station at which the engine enters the section can, in these circumstances, obtain a token, and the token so obtained must not be placed in the instrument at either end of the section until that Person in charge or Driver, as the case may be, has reported that the line is safe for the passage of trains.

WIRKSWORTH—MOVEMENTS OF WAGONS FROM WIRKSWORTH QUARRIES TO WIRKSWORTH GOODS YARD. Except as shown below, the firm's employees will obtain permission from the Person in charge in the Goods Yard before the firm's engine enters upon the B.R. lines.

In clear weather, however, if the B.R. engine is not in the Goods Yard when the movement requires to be made, such permission need not be obtained, but the firm's employee will immediately advise the Person in charge should the B.R. engine return to the Goods Yard before the firm's engine has completed its work.

The firm's employee will advise the Person in charge in the Goods Yard when their engine has completed its work.

WIRKSWORTH BRANCH INCLINE. When wagons for despatch from Messrs. Bowne & Shaw's outwards siding have been attached to the train, the Guard or Shunter must attach a tail lamp to the last vehicle which will indicate to the firm's employees that the train is complete. After sunset or during fog or falling snow this tail lamp must be lighted.

The maximum number of wagons to be brought down the incline by a Class 3 or Class 4 Freight tender engine is 36.

The hand-brakes on not less than one-third of the vehicles must be pinned down before the signal to start is given. The Guard must travel on foot alongside the train to Wirksworth Station Yard and be prepared to apply further hand-brakes should the necessity arise.

When Messrs. Bowne & Shaw's Staff position vehicles in the outwards sidings, a sprag is secured in the wheel of the leading vehicle at the lower end of the gradient, and a further sprag in the third or fourth vehicle therefrom.

If vehicles are left in the siding after a train is despatched to Wirksworth Station Yard, the Guard or Shunter in charge must place a sprag securely in the wheel of the first and third vehicles at the lower end of the gradient.

WINGFIELD

SHIRLAND BRANCH. The gates of Sheep Lane level crossing near Shirland Colliery loaded wagon sidings must be kept locked across the railway, except when required to be opened for traffic.

The catch points in the main line near Sheep Lane level crossing must be kept locked open except when required to be used by engines.

Trains requiring to go to Shirland Colliery, must be placed clear of the main line, and the engine accompanied by the Shunter, must proceed light to Shirland Colliery to ascertain that the sidings are clear.

The Shunter must be at Sheep Lane level crossing before any train passes over it. Whilst operations are taking place over the crossing, the Shunter must remain at the crossing to protect it, and to attend to the catch points.

Freight train brake vans fitted with side look-outs, must not work through Shirland Tunnel.

STRETTON (DERBYSHIRE)

STATION BOX. The down main distant signal is worked independently of the down station distant signal fixed underneath the down outer home signal and the taking off of the main distant signal is not an indication that the station distant signal is also in the clear position, and Drivers must be prepared accordingly.

ENGINES REQUIRING WATER AT AMBERGATE. Drivers of up trains who have not whistled at Clay Cross South Junction to indicate that they require to take water at Ambergate, but afterwards find that it is necessary to do so owing to detention in Stretton Loop, must advise the Signalman at Stretton Station box by means of the telephone provided at the outlet signal from the loop.

INSTRUCTIONS FOR WORKING OVER THE CROMFORD AND HIGH PEAK LINE

All points leading to or from sidings, must be kept securely padlocked except when being used for shunting purposes.

The staff sections commence and terminate as shown below:—

1. Middleton Top—Hopton Top—

Middleton Top ..	At the points leading single line to siding at the Hopton end of the station.
Hopton Top ..	At the points leading single line to loop at the Middleton end of the station.

2. Hopton Top—Longcliffe—

Hopton Top ..	At the points leading single line to loop at the Longcliffe end of the station.
Longcliffe	At the points leading single line to water tank siding at the Hopton end of the station.

3. Longcliffe—Friden—

Longcliffe	At the points leading single line to loop at the Friden end of the station.
Friden	At the stop board fixed about 280 yards from the Longcliffe end of the station.

4. Friden—Parsley Hay—

Friden	At the stop board fixed 200 yards on the Parsley Hay side of the points leading to Silica Firebrick Co.'s siding.
Parsley Hay ..	At junction home signal.

No train must stop to do work intermediately in a staff section unless the Driver is in possession of the Staff, with the following exception:—

A train from the direction of Longcliffe or Friden which has work to do at Minninglow Sidings may be despatched with a ticket, provided the Driver has seen the Staff at the staff station in rear, and no other train must be allowed to follow it with a less margin than 30 minutes.

As there are no fixed signals at these sidings, a Driver of a train following the train carrying the ticket must have his train well under control, so as to stop well clear of Minninglow Sidings.

During fog or falling snow a Handsignalman must be provided at a sufficient distance to protect the train.

During fog or falling snow, a train must not be allowed to leave Friden for Longcliffe or Longcliffe for Friden until authority for such train to proceed has been obtained by telephone from Friden or Longcliffe as the case may be.

Drivers on approaching any Station or level crossing must sound the engine whistle several times, care being taken when propelling wagons to commence whistling a sufficient time ahead to give full warning before the leading wagon reaches the crossing. Drivers must proceed cautiously, keep a sharp look-out and be prepared to bring the train to a stand if necessary before reaching the station or crossing.

If an engine becomes disabled, or any accident occurs which renders it impossible for the engine to proceed, the Guard in charge, after instructing the Driver to keep the engine stationary until his return, must take the Staff to the station from which assistance can be obtained, and inform the person in charge there of the circumstances, who may on receipt of such information, allow a second engine with the Staff to enter the section. The Guard of the disabled train must accompany this second engine, and explain to the Driver where, and under what circumstances, the disabled train is situated. The Guard of the disabled train will be held responsible for the safe and proper working of the line until both engines have left it and it is again clear. Should an engine without a Guard become disabled the Fireman must perform the duties laid down for the Guard.

A Driver must not leave his engine within 100 yards of the foot of an incline plane while the latter is being worked.

FREIGHT AND COACHING STOCK RESTRICTIONS:—

Between	Type of vehicles prohibited
Parsley Hay and Cromford	Long vehicles with six wheels or over (except six-wheeled water tanks for Motive Power Department which are authorised).
Longcliffe and Cromford	Vehicles with less than 10 inches clearance above rail level.

CONVEYANCE OF EXPLOSIVES OR OTHER DANGEROUS GOODS IN BRAKE VANS. Guards must not convey explosives or other dangerous goods in brake vans when there is a fire in the van.

WORKING BETWEEN CROMFORD GOODS AND HIGH PEAK JUNCTION. The Cromford Branch train Staff applies to the section of line between Cromford Goods and the illuminated notice board lettered " Termination of Train Staff Section," fixed at a point 500 yards from High Peak Junction Sidings.

The single line between the connections at High Peak Junction and the notice board is worked as a siding.

Not more than 50 wagons may be placed on the single line between the connections at High Peak Junction and this board.

Vehicles must not be left on the siding connection or the catch points at the Cromford Goods end of High Peak Junction sidings, and the catch points must always be left open for the runaway end except when movements are required to be made over them.

TOP AND BOTTOM OF MIDDLETON. Drivers must approach the top and bottom of Middleton Incline slowly and cautiously, and must exercise great care to avoid touching any of the wagons already standing, until signalled to do so by the Hanger-on with a green hand signal.

HOPTON MINING CO.'S SIDING (BETWEEN LONGCLIFFE AND HOPTON TOP). The points for this siding are padlocked. Trainmen working at the siding will be responsible for seeing that the points are left padlocked in the proper position.

GLOSSOP'S SIDING, NEAR LONGCLIFFE. Traffic to be attached and detached by up trains only.

MINNINGLOW CROSSING. Drivers of up or down trains must bring their engines to a stand at the stop boards short of the crossing, and not proceed until satisfied that animals or vehicles are not about to cross the railway.

NEWHAVEN CROSSING, BETWEEN FRIDEN AND MINNINGLOW. The gates are kept closed across the railway, except when it is necessary for them to be opened to allow a train to pass, and on weekdays, between 7-0 a.m. and 6-0 p.m. Drivers must sound the engine whistle for the gates to be opened by the gate-keeper and be prepared to stop if they are not opened.

Between 6-0 p.m. (Mon. to Fri.) and 7-0 a.m. (Tues. to Sat.) and from 6-0 p.m. Saturday to 7-0 a.m. Monday, Drivers must bring their trains to a stand clear of the gates; the Guard will then set the gates across the roadway, and after the train has been drawn clear of the crossing the gates must again be placed across the railway and secured. In the case of a light engine the duty of opening and closing the gates must be performed by the Fireman.

The lamps provided for the gates must be lit whenever it is necessary for trains to pass over the crossing during darkness and also during fog or falling snow.

BUXTON

BUXTON STATION. When the line in advance of the down home signal is not clear to the buffer stops the down home signal will not be taken off until trains have been brought to a stand at it. In such circumstances a green hand-signal will not be exhibited by the Signalman as provided in Rule 96.

BETWEEN ASHBOURNE, PARSLEY HAY AND BUXTON

All goods trains over this line must be worked with 20-ton brake vans.

Goods Guards must be careful to securely pin down sufficient brakes to enable Drivers to have complete control of their trains when descending the gradients, due regard being paid to the class of engine, weight of train, and state of the weather. Drivers must give instructions to the Guards to enable them to carry this out. One-third of the total number of brakes pinned down should be next to the engine, and the remainder in the rear of the train.

TRAFFIC FOR THORPE CLOUD AND FENNY BENTLEY. Freight traffic to and from Thorpe Cloud and Fenny Bentley must be worked by up trains, i.e., traffic for Buxton direction must be worked into Ashbourne and forward from that point by a down train, and all traffic from the Ashbourne direction for these stations must be worked forward to Alsop-en-le-Dale and forward from that point by an up train. Wagons must not be brought out on to the main line unless the engine is at the Ashbourne end of them.

TRAFFIC FOR WRAGG'S SIDING (BETWEEN PARSLEY HAY AND HARTINGTON). Down trains must not stop at this siding to attach or detach traffic. Wagons to and from the siding must be worked by up trains.

HAYFIELD

A vehicle or vehicles must not be allowed to stand on the main line at Hayfield unless there is an engine at the New Mills end.

STOCKPORT (TIVIOT DALE)

Bells are provided in the tunnel to indicate that the signal, governing setting back movements from the down main line, has been taken off.

TIVIOT DALE STATION BOX. Referring to the instructions headed " Rule 133 " on page 804; the provisions of the second paragraph relating to fog or falling snow do not apply to trains standing at the up home signal for Brinnington Jn. box.

HEATON MERSEY

SHUNTING AT GEORGE'S ROAD. During shunting operations, before a portion of the train is uncoupled and left to stand on the main line, the Guard must apply the van brake firmly and also use a sprag for eight wagons and an additional sprag for every five wagons above that number.

GEORGE'S ROAD JN. **Rule 45, Clause (b)** does not apply to the warning signal below the down main home signal, and the warning signal may be lowered before a train is brought quite or nearly to a stand.

WEST JUNCTION—ENGINEMEN REQUIRING RELIEF. Firemen of freight trains stopped at Heaton Mersey West Junction for the purpose of the Enginemen obtaining relief, must immediately advise the Signalman accordingly and also advise the Signalman when the train is ready to proceed.

ENGINES OFF SHED. Drivers of engines detained at the Loco. shed outlet signal must advise the Signalman at Heaton Mersey West Junction, by means of the telephone fixed to the signal post, their destination, the train required to work and, if two engines are coupled, which engine is leading.

BAGULEY

SKELTON JUNCTION. Telephones are provided alongside the down goods loop for the use of Guards and Firemen in accordance with the second paragraph of Rule 147.

During the time Baguley Station box is open the provisions of the second paragraph of Rule 147 need not be carried out by the Guard or Fireman of a train or engine which is run on to the down goods loop, but when Baguley Station box is closed the Rule must be carried out in these circumstances.

WOODLEY JUNCTION

RULE 147. Guards of trains not conveying passengers, brought to a stand at Woodley Junction down second home signal from Romiley or up second home signal from Stockport, must immediately advise the Woodley Junction Signalman when their train has arrived complete, with tail lamp attached, inside the first home signal. The telephones at the Woodley South and West ground frames may be used for this purpose.

BETWEEN HYDE JUNCTION AND HYDE CENTRAL

FLETCHER MILLER'S SIDING. Traffic to and from this siding must only be worked by the Hyde Pilot trip. After the train has performed the work and is ready to start, the Guard must lower the home and distant signals, which will release the slot on the Hyde Junction up starting signal and the up distant signal from Hyde Central box.

No train must be shunted into the siding for another train to pass, but must proceed forward to Hyde Central.

GODLEY

BROOKFOLD. The engine and Guard of a freight train standing at the down home 2 signal for Brookfold box, may, when necessary, be withdrawn to take up subsequent working.

On arrival at the down home 2 signal, the Guard must firmly secure the hand brake in the brake van, carry out the provisions of Rule 55, and then travel with the engine as required.

Before the engine is detached by the Shunter, the brakes on the two leading wagons must be pinned down.

In clear weather and during fog or falling snow, whilst a train is standing on the down main line as laid down above, and owing to the failure of the block instruments, working in accordance with Block Regulation 25 (a) (iv) is in operation on the line concerned, the person in charge at Godley Down Sidings, must on receipt of a request from the Signalman at Brookfold box, arrange for a competent person to carry out the provisions of Rule 56, Clause (b).

UP FREIGHT TRAINS ASSISTED TO GODLEY. Assisting engines must not enter the up loop at Brookfold but should come to a stand at No. 1 home signal, and the Fireman should communicate with the Signalman by telephone for instructions.

MANCHESTER (CENTRAL)

RAIL GAS TANKS. The frost fire at platform 9 water column must not be lit whilst the gas tank is standing in Taylor's Siding, nor must the gas tank be placed in this siding whilst the frost fire is burning.

Should it be necessary to light the frost fire, the gas tank must first be removed from Taylor's Siding and placed against the stop block of " C " Middle Road.

When the gas tank is standing in Taylor's Siding and it is necessary to place an engine in the siding for Loco. duties, the Driver must be instructed not to throw out hot cinders in the vicinity of the gas tank, owing to the risk of fire.

MIDDLE LINE, MANCHESTER. The Middle line between Manchester Central and Cornbrook West Junction is used for shunting purposes and for stabling empty carriage trains only.

Very great care must be exercised by the staff in seeing that the vehicles are properly secured before being left on the line, the gradient being a falling one towards Cornbrook.

Before an engine is detached from a train, it must be brought to a dead stand, and the hand brakes firmly applied, and the Shunter in charge must satisfy himself that the brakes are sufficient to hold the train.

The Middle line must not be used as a through line except under " Single Line " regulations by Pilotman.

During the hours of darkness, fog or falling snow, when empty carriage trains are left standing on the Middle line, a white light must be maintained on the vehicle standing first at both the Manchester Central and Cornbrook West Junction ends of the line.

In foggy weather a detonator must be placed not less than 50 yards from the ends of such trains.

TRAFFORD PARK JUNCTION. Drivers travelling over the up goods and down reception lines and the Locomotive Shed lines must sound the engine whistle when approaching the level crossing leading to and from the Locomotive Sheds and also before starting away after being detained at the outlet signals.

TRAFFORD PARK

STRETFORD GAS WORKS PRIVATE SIDING. Guards and Shunters, when engaged in shunting operations at this siding must, when carrying out Rule 117, signal to Drivers by means of horn and **not** whistle.

This instruction must be strictly observed to avoid any confusion arising in consequence of the Gas Works Shunters using whistles for their operations.

WARRINGTON (CENTRAL)

BEWSEY—LANCASHIRE STEEL CORPORATION'S SIDINGS. A signal, fixed on the Work's side of Bewsey Road Bridge, is provided to prevent conflicting movements at the converging points of the Works and B.R. sidings

The normal position of the signal is " off " to permit of the Lancashire Steel Corporation's engine having access to the B.R. sidings.

When a B.R. train from Warrington arrives in Bewsey Sidings the B.R. Shunter, before allowing any movement towards the Lancashire Steel Corporation's Sidings or permitting wagons to foul the converging points of the sidings at the Work's end, must first ascertain that the firm's engine is clear of the sidings and on the Work's side of the signal and then place the signal to Danger to protect the B.R. movements.

When the movements are completed the signal must again be lowered.

The Lancashire Steel Corporation's Enginemen and Shunters understand that when the signal is in the Danger position they must not proceed out of the Work's sidings until the signal is again lowered and also that they must not interfere with the working of this signal.

CRESSINGTON

PROPELLING MOVEMENTS FROM DOWN THROUGH SIDING TO DOWN MAIN LINE. A loud sounding bell, operated by the Signalman at Cressington Junction box, is provided near the entrance to Garston Goods Yard to control shunting movements propelled from the down through siding to the down main line and is used in accordance with the standard code.

BETWEEN OTTERSPOOL AND BRUNSWICK

DOWN INTERMEDIATE BLOCK SIGNAL. This signal is worked as the down outer home signal for Brunswick box when Otterspool box is closed but is an intermediate block signal for Otterspool when that box is open. Telephone communication to Brunswick box is provided.

The second and third paragraphs of the Instructions headed "Failure of Signals, etc.—Rule 81" (shown on page 20 of the General Appendix) respecting intermediate block signals, do not apply to this signal, and in the event of a Driver being unable to obtain the attention of the Signalman on the telephone he must send his Fireman to the telephone situated on the outside wall of the Booking Office at St. Michaels Station to obtain the instructions of the Signalman at Brunswick box.

In the case of trains or engines, the driving cabs of which are single manned, the Guard must go to the telephone.

In no case must the train proceed until the signal is taken off or it has been ascertained that the line is clear to Brunswick down inner home signal.

FULWOOD PRIVATE SIDINGS (ST. MICHAELS). Guards of trains attaching or detaching at these sidings must advise the Signalman at Otterspool box by means of the telephone at the ground frame if there is any likelihood of delay to the working into or out of the sidings.

The Signalman at Otterspool box must then advise the Control Office and obtain their instructions.

LIVERPOOL (CENTRAL)

When an engine which requires to proceed to the rear of a train standing in No. 1 or No. 2 platform, is brought to a stand at the down main outer home signal for Liverpool Central box, the Fireman must inform the Signalman accordingly. The Fireman must press the plunger provided at the down main outer home signal when instructed to do so by the Signalman.

MIDDLE ROAD BETWEEN LIVERPOOL AND BRUNSWICK. The middle road between Liverpool Central Station and Brunswick may be used as a shunting neck between Central Station and the outer home disc signal for Central Station situated at old St. James Station.

The middle road between the outer home disc signal for Central Station and Brunswick is worked as a single line for movements in the down and up directions, and is controlled by a Pilotman provided by the Station Master, Liverpool Central, this Pilotman to wear a red armlet lettered " PILOTMAN " and no movement must be made upon the middle road between the outer home disc signal and Brunswick unless the middle road Pilotman, with badge, is in attendance, and authorises the Driver and Guard for movements to be made on the section of the middle road worked as a single line.

To facilitate movements the middle road Pilotman, with badge, may act as Shunter in charge of the movement and ride either on the engine or in the leading brake van, the Driver being fully informed by the Pilotman, with badge, and a complete understanding arrived at.

The section of the middle road between the outer home disc signal for Liverpool Central and Brunswick may be used for stabling of empty carriage trains and two detonators 10 yards apart must be placed on the line 50 yards, or as far as practicable, from the end of each set of empty carriages stabled, a white light must also be placed on each end of each set of empty carriages whilst stabled, and the Station Master must arrange for these lamps to be kept alight during the whole time that the empty carriages are stabled. The detonators are provided to act as a warning to the Driver and middle road Pilotman approaching on the middle road and great care must be exercised when approaching the stabled empty carriage train. When a detonator has been exploded it must immediately be renewed after the movement, as occasion demands, by the middle road Pilotman.

A telephone is provided at the middle road outer home disc signal for Liverpool Central for the use of the middle road Pilotman and before a movement is made from the outer home disc signal a complete understanding must be arrived at between the middle road Pilotman and the Signalman at Liverpool Central Station box.

SHUNTING IN TUNNEL. Owing to the difficulty, at times, of Enginemen and Shunters, during shunting operations, seeing the points in the tunnel as well as the fixed signals governing setting back movements, Klaxon horns are provided on the up side of the tunnel and are operated by the Signalman on instructions of the Yard Inspector, to indicate to Drivers and Shunters that the shunting movement may be set back into the station. This does not apply to movements to the locomotive turntable, "C" or Dock Road and these movements must only be made under verbal instructions from the Yard Inspector.

The Klaxon horns apply to movements from both the up main line and the middle road **and must not, under any circumstances, be operated when a shunting movement is on both of these roads at the same time.** In such cases the first movement, whether from the up main line or from the middle road, must be made under verbal instructions from the Yard Inspector; either movement, however, to be controlled by the fixed setting back signal applicable to the operation.

In connection with every shunt on to the middle road past No. 46 inner home signal the Yard Inspector must, whenever practicable, inform the Driver and the Shunter concerned whether the movement will be brought back immediately or if it has to remain on the middle road whilst any movement is made across the yard.

Should the Shunter accompanying the vehicles into the tunnel not hear the Klaxon horn, not see the necessary fixed signal lowered, nor receive a verbal instruction from the Yard Inspector, he must, in the event of the Driver commencing to set back, at once apply the vacuum brake where such is available, to bring the movement to a stand until he is satisfied that all is right for setting back. With short shunts, without a brakevan, the Shunter must ride on the engine to control the movement.

It must be understood that when shunting on the middle road no movement must be made beyond the down outer home disc signal unless accompanied by the middle road Pilotman.

WEST LEIGH AND BEDFORD

WORKING OF COAL EMPTIES TO BICKERSHAW COLLIERY. Before the B.R. engine which has worked wagons on to the inward road leading to Bickershaw Colliery is detached from its train, handbrakes must be applied and firmly secured on **ALL** the wagons to prevent the vehicles from moving after the engine has been detached.

WIGAN (CENTRAL)

WIGAN GOODS—Number taking. Guards arriving at Wigan Goods between 4-30 a.m. and 7-30 a.m. and also in the absence of the Shunter, must take particulars of their wagons and hand them to the Signalman on duty.

WALTON

FAZAKERLEY WEST JN. Drivers of engines off the Loco. shed must instruct their Firemen to advise the Signalman at Fazakerley West Jn., by means of the telephone fixed at the outlet signal, the engine number, destination and train required to work.

HUSKISSON

WORKING THROUGH TUNNEL BETWEEN VICTORIA YARD AND HUSKISSON GOODS STATION. Drivers must not pass through the tunnel from Victoria Yard to Huskisson Station and forward into Huskisson Yard proper until authorised to do so by the Shunter.

When requiring to proceed from Huskisson Station to Victoria Yard Drivers must not leave Huskisson Yard without the authority of the Shunter.

LANGTON BRANCH

LANGTON DOCK. The provisions of Regulation 7 of "No Block" Regulations, shown on page 23 of the General Appendix will apply in clear weather as well as during fog or falling snow to down trains brought to a stand with the rear brake van in the tunnel or within 100 yards of the Langton Dock end of the tunnel, but in either case the Guard must go back 200 yards to place a detonator on the rail instead of 100 yards as laid down.

Should the rear brake van be in the tunnel the Guard must also light the side and tail lamps if not already lighted.

SALTLEY

WASHWOOD HEATH UP SIDINGS. Nos. 1, 2 and 3 reception lines alongside the up goods line, and numbered in order from that line, are used for the passage of traffic in both directions.

The trembling bell applicable to No. 1 reception line, the siren applicable to No. 2 reception line, and the mechanical gong applicable to No. 3 reception line, fixed about 390 yards on the Birmingham side of and worked from Washwood Heath No. 5 box, to enable the Signalman to signal to Drivers on those lines, must be used in accordance with the standard code.

WASHWOOD HEATH—MORRIS MOTORS LTD. (WOLSELEY WORKS) SIDINGS. Traffic for the above sidings must be propelled from Washwood Heath Junction and the movement brought to a stand in rear of the footpath crossing the siding adjacent to the entrance gates. The Shunter or other Person in charge of the movement must obtain the permission of the firm's employee in charge of the weighbridge for the B.R. train to enter the sidings after which the points controlling the entrance to the sidings can be unlocked.

Inwards traffic must be positioned on Nos. 1 or 2 sidings and outwards traffic drawn from No. 3 siding. Boards prohibiting the movement of B.R. engines beyond the clearance points of these roads are provided. B.R. engines must not use No. 4 siding.

On completion of work in the sidings the points leading to Washwood Heath Junction must be again locked and the key returned to the Inspector at Washwood Heath Junction by the Person in charge of the movement.

DUDDESTON ROAD. Subsidiary arms are provided on the posts of the up and down main home signals, for the purpose of signalling to Drivers of light engines not requiring to proceed beyond Duddeston Road, and Drivers of trains the rear portions of which are foul of Landor Street Junction.

When a subsidiary arm is taken off for a light engine not requiring to proceed beyond Duddeston Road the engine must be brought to a stand immediately ahead of the points through which it is required to pass.

Working over up and down Lawley Street goods lines between Duddeston Road and Washwood Heath Sidings No. 1; up and down Camp Hill goods lines between Landor Street Junction and Washwood Heath Sidings No. 1; and 2nd down goods line between Saltley Junction and Duddeston Road.

Unless the line is clear to the next stop signal a following train will not be allowed to enter upon the same line until it has been brought to a stand. The Signalman will then exhibit to the Driver a green hand signal held steadily, after which the fixed signal will be lowered.

When a signal is lowered for a train at a place where owing to the position of the box a green hand signal cannot be exhibited to the Driver, the Driver must proceed at such a speed as will enable him to stop short of any obstruction.

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

In clear weather, trains consisting of more than 20 wagons, and when the weather is not clear, all freight trains running between Duddeston Road and the Exchange Sidings, via St. Andrew's Junction, in either direction, must be worked by two engines from Exchange Sidings or Duddeston Road, as the case may be, to St. Andrew's Junction. One engine must be in front, and the other in the rear.

BETWEEN PROOF HOUSE JUNCTION AND BIRMINGHAM (NEW STREET) STATION

TRAINS BREAKING LOOSE BETWEEN PROOF HOUSE JUNCTION AND NEW STREET STATION. Should a train break loose between Proof House Junction and New Street Station on either the down or up line, the Driver must go ahead and inform the Signalman at Proof House Junction or New Street Nos. 1 or 2 boxes as the case may be. Should, however, the Driver consider there is any risk of the second portion following up and coming into collision with the first, he must not stop at the signal box, but must, when passing, endeavour to attract the attention of the Signalman, and make him understand what has occurred by sounding his whistle, etc., and the Signalman must act in accordance with the block regulations. The Guard must, after carefully securing the remaining portion of the train, put down detonators to protect the obstruction, and return and inform the Signalman at the signal box in the rear the position of the vehicles.

The Inspector must be immediately advised, and he must arrange for an engine to run to the detached portion and where practicable propel it to rejoin the front portion of the train.

The Inspector must, in all cases, accompany the engine, and will be responsible for seeing the work properly carried out. If both lines are obstructed, the Guard must act in accordance with Rule 181.

BIRMINGHAM (NEW STREET) STATION

Every effort should be made by Enginemen to avoid engines blowing off steam and emitting smoke when working in and around the vicinity of the station.

STARTING OF TRAINS—Rules 141 and 143. Indicators, not normally illuminated, are provided on platforms 7 and 8 (up trains only), 9 (up and down trains) and 10 (down trains only).

Immediately the Guard's signal to start a train (the engine of which is in advance of the indicator) has been given, the Person in charge of the platform in question must press the plunger which will cause the indicator to exhibit the letter " R," and this will be an indication to the Driver of the train that the Guard's signal to start has been given.

TRAINS ENTERING AND LEAVING STATION. Empty coaching stock trains coming through the North Tunnel on the up line must not be stopped in the tunnel for the purpose of being divided or having vehicles detached from them, but must be drawn within sight of the Signalman before any portion is uncoupled. The Foreman or Shunter in charge must inform the Signalman when vehicles have been detached. Care must also be taken that only one tail lamp is attached to these trains, although vehicles constituting two or more trains may be attached together, in order to be sent into New Street as one train. Any additional tail lamps must be removed, so as to prevent misunderstanding in case of accidental breakaway.

Guards of trains arriving on No. 1A platform line must leave the hand brake on in all cases before leaving their trains.

Should a Driver of a down train after departing from No. 5 or No. 6 platforms to the down Wolverhampton main line find it necessary to request assistance through the engine being overpowered he must at once send his Fireman to No. 5 box. The assisting engine must not pass New Street No. 5 down starting signal unless the Driver has requested assistance through the tunnel to Sheepcote Lane box.

ASSISTING TRAINS IN THE REAR. When a down train departing from No. 5 or No. 6 platforms exceeds the authorised tonnage for the class of engine and the Driver requests assistance in starting, this may be given in rear but the assisting engine must not proceed beyond New Street No. 5 box down starting signal, unless the request is for assistance to Sheepcote Lane.

WORKING IN STATION. Engines, whether attached to trains or not, standing on No. 7 platform line must not draw foul of No. 3 siding (middle road) without permission from the Signalman at No. 2 box or from the Platform Inspector. The Platform Inspector before giving such permission must obtain permission from the Signalman at the No. 2 box.

Drivers of trains entering the station (No. 7 platform line) must be prepared to stop clear of the connection with No. 3 Siding for attaching and detaching purposes on receiving a signal from the Platform Inspector to do so.

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

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

COLOUR LIGHT STARTING SIGNALS FIXED ON EAST FACE OF FOOTBRIDGE—Nos. 5 and 6 PLATFORM LINES. Drivers are notified that the Down Western to Western and Down Midland to Western distant signals for No. 1 box may be taken off when the above signals are exhibiting a Danger aspect, and they must control their trains accordingly.

BANKING OF PASSENGER TRAINS, Nos. 9 AND 10 PLATFORM LINES, IN CLEAR WEATHER. An engine must not assist a passenger train in the rear until the bank engine indicator for the line concerned, operated from No. 2 box, shows the proceed indication. The indicators are controlled from Nos. 4 and 5 boxes and, when in the proceed position, will indicate to the Driver of the assisting engine that signals worked from those boxes have been taken off for the train to proceed to Church Road Jn.

In the event of the bank engine indicator failing, the authority for the Driver of the bank engine to pass the indicator will be given by the Signalman.

MOVEMENT OF ENGINES WITHOUT FIREMEN ON RUNNING LINES. Referring to Rule 132, when it is necessary for the Fireman of a Midland Lines passenger train at Birmingham to go to the Guard in order to obtain the Journal of the run, the Driver may (in clear weather only) move his engine as the station staff require whilst the Fireman is absent for that purpose.

RULE 97. The provisions of Rule 97 respecting trains or light engines following each other closely through sections worked on the Permissive Block System ; does not apply to the subsidiary signals fixed below the following signals :—

Line	Signal
No. 3 platform	No. 5 box up starting .. .. } Fixed on overbridge in centre of Station.
No. 4 platform	No. 5 box up starting .. .. }
No. 4 platform	No. 5 box down home 1.. .. }

SHUNTING MOVEMENTS, NOS. 1A AND 2A PLATFORM LINES. When No. 6 signal box is closed, the following signals may be passed at danger during shunting operations, on the authority of the Shunter in charge:—

Up home to No. 1A.
Down home and " shunt ahead," No. 1A to up line.
Down home and " shunt ahead," No. 2A to down line.

LETTERS AND INVOICES TO BIRMINGHAM NEW STREET. All Railway Service letters arriving at Birmingham New Street by train must, unless the train is met by a Letter Sorter, be placed by the Guard in one of the letter boxes marked " Letters " provided for the purpose. The boxes are placed in the following positions:—

No. 1 platform .. .. On the wall next to the Inspector's Office.
Nos. 4 and 5 platforms.. Underneath the steps leading to the footbridge.
No. 6 platform .. .. On the wall adjoining the Booking Office on the platform.
No. 7 platform .. .. Dispatch Office.
Nos. 8 and 9 platforms.. On the wall underneath the footbridge.
No. 10 platform .. .. On the wall adjoining the Telegraph Office.

Letters must not be left in the train nor put with parcels. Letters bearing parcels stamps should be dealt with in the same way as ordinary parcels traffic.

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

BOURNVILLE

CADBURY'S SIDINGS. The crossbar signal, and the semaphore signal off the private line to the Canal siding at the factory end of Messrs. Cadbury's sidings about 400 yards on the Bournville side of the stage working the connection between Cadbury's Inwards and Outwards sidings and the up main line, must be kept at the clear position except when B.R. trains are propelling wagons on the Inwards siding.

Wagons must not be propelled beyond Cadbury's weighbridge.

Rule 151 must be carefully observed before the engine of a train, which has wagons to detach into this siding from the main line, is uncoupled from the train.

WORTHINGTON

BETWEEN NEW LOUNT SIDINGS AND WORTHINGTON. Trains must not leave New Lount Loaded Sidings until permission has been obtained, by telephone, from the Signalman at Worthington Station box. If after three minutes it has not been possible to obtain a reply from the Signalman, the Driver must proceed with extreme caution to the Termination of single line board at Worthington, from which point the Fireman must proceed on foot to the signal box for instructions.

NEW LOUNT COLLIERY LOADED SIDINGS. The brake of wagons standing in these sidings must not be released, nor must the wheel scotches be removed until an engine is at the Worthington end of the appropriate siding.

The points leading to the sand drag must be kept set for the sand drag except when they have to be operated for a movement to be made to or from the sidings.

NEWBOLDS BRICK AND PIPE SIDING. Trains must not stop at these sidings for traffic purposes unless there is an engine at the Worthington end of the train.

TONGE & BREEDON. A subsidiary token instrument is provided at Tonge & Breedon ground frame, and Guards of trains to be shunted inside clear of the single line for other trains to pass must use the subsidiary instrument in accordance with the instructions exhibited thereat. The Fireman will be similarly responsible in the case of a light engine.

BETWEEN PEAR TREE & NORMANTON AND CHELLASTON

EYESIGHT TESTING SIGNAL. A single-arm signal is provided on the down side of the line near to canal bridge No. 3 between Melbourne Junction and Chellaston.

The arm of the signal faces Drivers of up trains, is obscured when not in use and a lamp is not provided. The signal does not apply to Drivers of trains and is only used for eyesight testing purposes.

CASTLE DONINGTON

USE OF GUARD'S TELEPHONE. A telephone is provided adjacent to the two-arm dwarf signal reading set back from up line, and the Guard of an up train, or Fireman in the case of a light engine, requiring to set back into the C.E.A. sidings or to the down line, must inform the Signalman at Castle Donington box immediately their train complete with tail lamp attached has come to a stand clear of the points in the up line of the crossover road between that line and the down line.

BETWEEN CHELLASTON JUNCTION AND STENSON JUNCTION

WORKING OVER DOWN LINE BETWEEN CHELLASTON JUNCTION AND STENSON JUNCTION. The first passenger train to pass over the down line after Permissive Block Working has been in operation will be brought under control at the down home signal for Chellaston Junction box.

Authority for the train to proceed will be given by taking off the subsidiary signal and the exhibition of 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 box ahead.

A Guard's telephone is provided on the approach side of Stenson Junction down inner home signal from Trent. Guards of trains brought to a stand at this signal must immediately advise the Signalman when the train has arrived, complete with tail lamp, inside the down outer home signal.

WORKING OVER UP LINE BETWEEN STENSON JUNCTION AND CHELLASTON JUNCTION. The first passenger train requiring to pass over the up line after Permissive Block Working has been in operation will be brought under control at the up home 2 signal for Stenson Junction box.

After the signal has been taken off 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 through the section to the box ahead. Permission for the train to proceed into the forward section will be given by the subsidiary signal being taken off.

A Guard's telephone is provided on the approach side of Chellaston Junction up inner home signal from Burton. Guards of trains brought to a stand at this signal must immediately advise the Signalman when the train has arrived, complete with tail lamp, inside the up outer home signal.

TUTBURY

DOWN FREIGHT TRAINS. Drivers of down freight trains which consist of more than 18 wagons and which require to stop at Tutbury to take water, to attach or detach wagons, or for C. & W. examination, must bring their trains to a stand at the down home signal. Engines requiring water must be detached from their trains to run forward to the water column.

Tutbury Crossing 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 stop signal at the Stoke end of the platform and Drivers must proceed accordingly.

Fauld Sidings.—Working of down arrival line. Drivers of trains not exceeding 53 wagons and brake van must come to a stand clear of Scropton Lane Level Crossing. Trains exceeding this number may draw forward towards the stop board near Scropton Lane ground frame as far as is necessary to clear the down main line.

DOVE JUNCTION AND EGGINTON JUNCTION

Dove Junction and Egginton Junction. Two or more engines coupled together must not be worked between these points.

BURTON BRANCHES

HAWKINS LANE JUNCTION. Trains from Dixie Sidings to Hawkins Lane via Hawkins Lane Junction must not exceed 20 wagons. Trains from Hawkins Lane to Dixie Sidings via Hawkins Lane Junction must not exceed 20 wagons, except as follows:—When all Brewery work has ceased on the Sanders Branch and provided the Shunter first examines the points on that branch and assures the Signalman at Hawkins Lane Junction box that they are in the correct position or, alternatively, provided arrangements are made with the Person in charge at Burton Goods Yard for the train to set back into Burton Goods Yard Sidings, up to 40 wagons may be conveyed.

BURTON—BREWERY COMPANIES' ENGINES. Should it be necessary for any of the Brewery Companies' engines to proceed from Hawkins Lane Junction box towards Wetmore Sidings box for the purpose of placing wagons in, or taking them from, Dixie Sidings, the old Dixie Inspector will be responsible for the working of the signal protecting the connection to the sidings.

GUILD STREET BRANCH. Trains or engines proceeding from the Hay Branch to High Street Crossing must travel over the up line.

Trains or engines proceeding from High Street Crossing to the Hay Branch must travel via the down line. Before leaving the down line, at the Hay Branch end, the Guard or Shunter, as the case may be, must satisfy himself that the line is clear and that no conflicting movement is being made, or is about to be made, before the Driver is authorised to proceed.

HORNINGLOW BRANCH. The normal position of the level crossing gates at Derby Street, Victoria Street, Dallow Street and Victoria Crescent is across the railway and they are kept in that position except when required to be opened for the passage of trains. The opening and closing of the gates will be carried out by the Shunter accompanying the train.

Any defects in the gates or the locks securing them, or in the lamps, must be reported immediately by the Shunter to the Yard Master, Burton-on-Trent.

BASS & CO.'s SHOBNALL MALTINGS SIDINGS. The crossbar signal fixed outside the old fan sidings must be kept exhibiting the Clear signal, except when required to be placed in the Danger position for the protection of trains entering the sidings. Before any train enters the sidings the signal will be placed in the Danger position, and while it is in that position shunting in the sidings must cease.

SHOBNALL EXTENSION BRANCH. The normal position of the level crossing gates at New Street No. 2 and Park Street No. 2 is across the railway and they are kept in that position except when required to be opened for the passage of trains. The opening and closing of the gates will be carried out by the Shunter accompanying the train.

Any defects in the gates or the locks securing them, or in the lamps, must be reported immediately by the Shunter to the Yard Master, Burton-on-Trent.

BETWEEN LEICESTER AND KIRBY MUXLOE

SAFFRON LANE CROSSING. Down trains stopping for traffic purposes at the Gas Works Sidings and Narboro' Road Wharf may, providing the Driver is in possession of the key controlling the Gas Works Sidings and Narboro' Road Wharf ground frames, return on the down main line up to the signal controlling movements from the down to the up main line through the crossover road near the signal box. Such movements must not pass at Danger the dwarf shunting signal, controlling movements over the crossover road between the up and down main lines on the Kirby Muxloe side of the Gas Works Sidings frame, without the authority of the Signalman at Saffron Lane Crossing box being obtained by the Guard or Shunter in charge.

A Guard's telephone is provided between the up main line and No. 1 Departure Siding, and Guards of trains brought to a stand at the up home 2 signal must immediately advise the Signalman when the train has arrived, complete with tail lamp attached, clear of the facing connection between the up main line and C.E.A. Sidings.

C.E.A. SIDINGS—The signal reading from the Electricity Works is operated by a lever situated immediately on the Kirby Muxloe side of Aylestone Road bridge. The normal position of this signal is clear, and during the time there is no B.R. Shunter on duty at the Sidings, Guards of trains which require to proceed to the C.E.A. Sidings must, after satisfying themselves that no conflicting movement is being made, place the signal to Danger, and advise the Signalman at Saffron Lane Crossing box when this has been done. After completion of work in the sidings and the train has been drawn on to the up main line clear of the connection eading to the sidings, the Guard must place the signal to the Clear position.

NARBORO' ROAD WHARF. In order to avoid obstructing the footpath level crossing situated about 80 yards on the Leicester side of the Narboro' Road wharf, trains stopping at the wharf for traffic purposes must not be left upon the crossing, and when Saffron Lane crossing down main advanced starting signal is at Danger, Drivers of freight trains requiring to proceed to Kirby Muxloe must bring their engines to a stand on the Leicester side of the crossing.

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

BAGWORTH & ELLISTOWN

ATTACHING BY UP FREIGHT TRAINS. When an up freight train has to attach wagons from the front and/or back sidings, a sufficient number of wagon brakes must be left pinned down to necessitate the Driver using steam to draw the train on to the up main line.

The Guard must accompany the wagons from the siding to the running line and apply additional brakes as necessary to ensure the train being kept under control.

When the Driver feels a sufficient number of brakes have been applied, he must give two short whistles to indicate he is satisfied that sufficient brake power is available to control the train and to stop it clear of the connection in the up main line.

The Guard must then rejoin his brake and gravitate it on to the train. After the brake has been attached to the train and the wagon brakes lifted, the Guard must exhibit a green hand signal to the Driver to indicate that the train can leave, which the Driver must acknowledge by a short whistle. The train must not start until these signals have been exchanged.

COALVILLE (TOWN)

A telephone is provided between the ground frame on the up side of the line and Station level crossing, and must be used for the following purposes:—

(i) To advise the Signalman when an engine for the Loco. Shed has passed clear of the up main line, complete with tail lamp attached.

(ii) To advise the Signalman when an engine is ready to leave the Loco. Shed for the direction of the signal box, the destination also being given.

WHITWICK COLLIERY SIDINGS. No. 2 (Back) road must only be used for empty wagons, which must only be put on that road when it is clear. The Colliery shunting engine in removing wagons from that road to the colliery will draw the whole of the wagons forward, detach the number required, and leave the leading wagon of any that remain clear of the connection to No. 1 (Front) road.

No. 1 (Front) road must be used only for loaded wagons from the colliery during the day, and during the night for additional empties.

The passage of staff between Nos. 1 and 2 roads is prohibited.

ASHBY-DE-LA-ZOUCH

METHOD OF WORKING BURTON ROAD, HIGH STREET AND TAMWORTH ROAD LEVEL CROSSING GATES. A Crossing Keeper is not employed at Burton Road, High Street and Tamworth Road level crossings and a Travelling Gatekeeper stationed at Ashby will be responsible for manipulating the gates at these crossings. The level crossing gates must be kept across the railway, except when a train requires to pass.

Before any train passes over the crossings it must be brought to a stand and the gatekeeper must unlock the gates and place them across the roadway. When the train has passed over the crossing the Gatekeeper must place and lock the level crossing gates across the railway.

The key of the gates must, when not in use, be kept in the Station Master's office at Ashby.

GRESLEY

COTON PARK—N.C.B. SIDINGS. The points leading from the empty wagon sidings to the screen roads must always be kept padlocked for the screen roads except when required to be unlocked to allow a train to pass between the running line and the empty wagon sidings.

Trains proceeding to the empty wagon sidings must be brought to a stand clear of the points to allow the Guard or Shunter to unlock them.

STABLING OF WAGONS ON NETHERSEAL BRANCH. A padlocked wheel-scotch is provided on the colliery side of Mount Road crossing on the Netherseal Branch and must be secured across the line except when it is required to make a movement on to, or off the Branch.

The key to the padlock is kept in Gresley Station box.

BURTON-ON-TRENT

DRAKELOW—USE OF GUARD'S TELEPHONE. A telephone is provided between the West Arrival line and the down main line and the Guard of an up train, or Fireman in the case of a light engine, must inform the Signalman at Drakelow box immediately their train complete with tail lamp attached has arrived clear of the trap points.

BETWEEN DESFORD JUNCTION AND WEST BRIDGE

WORKING OF PUBLIC LEVEL CROSSING GATES. The Desford Shunter will operate the gates at New Bridge Nos. 1 and 2 level crossings and the Glenfield Porter will cover the operation of the gates at Ratby, Barrows Lane and Glenfield Station level crossings, for all trains working over the branch.

The Desford Shunter must accompany trains in both directions as between Desford Junction and New Bridge Nos. 1 and 2 Crossings. In the event of the Shunter or Porter referred to not being available, the Guard must assist in the operation of the gates and trains to West Bridge to be restricted to equal to 25 wagons in length.

Drivers must come to a stand short of the level crossings to enable the gates to be opened, and when this has been done must draw forward and, if necessary, bring the train to a stand clear of the crossing to enable the staff to rejoin the train after closing and securing the gates.

In the case of a light engine the Fireman or the Guard if one is accompanying the engine will be responsible for the operation of the gates.

MEASHAM

MEASHAM STATION. Firemen of up freight trains must advise the Signalman the title of the train when obtaining the token.

BETWEEN SHACKERSTONE JUNCTION AND HUGGLESCOTE

HEATHER BRICK CO.'s SIDINGS. Shunting must not be performed in these sidings unless an employee of the firm is in attendance.

NATIONAL BRICK CO.'s (HEATHER) SIDING. No vehicle other than a brake van may be left on the running line at this siding without an engine attached. When a brake van is left on the running line the handbrake must be applied and sprags placed in the wheels.

COALVILLE (EAST)

WHITWICK GRANITE CO.'s SIDINGS. When the engine of a train working in these sidings is not at the Nuneaton end of the train, no vehicle except the brake van must be left standing on the main line.

Down trains must have wagons for detaching, marshalled next to the brake van.

BETWEEN COALVILLE (EAST) AND SHEPSHED

WORKING OF TRAINS. Freight trains on this branch must have a brake van at each end.

No train must proceed on to the single line between these points unless the Driver is in possession of a token or he has been shown the token which has been delivered to the Driver of an engine to which his engine is attached, except as provided in Electric Token Block Regulations 14, 18 and 25.

Section Obstructed by Accident, by Disabled Train, or by portion of Train.

Engine entering Section for Examination of Line.

Working of Trains to or from Point of Obstruction.

Failure of Token Instrument or Token Damaged.

The instructions in Electric Token Block Regulations 14, 15, 18, 23 and 25 apply. The person working the instrument at Shepshed must be regarded as the Signalman.

When it is necessary to ascertain if the line is clear, an engine must not be allowed to enter the section unless a token has been obtained from the instrument, and is in possession of the Driver. The circumstances must be explained to the Driver, and he must be instructed to proceed cautiously through the section, prepared to stop short of any obstruction. Where practicable, the engine must be accompanied by the Station Master or other competent person. After sunset or during fog or falling snow, the engine must always be so accompanied.

The Person in charge of the token station at which the engine enters the section can in these circumstances obtain a token, and the token so obtained must not be placed in the instrument at either end of the section until the Person in charge, or Driver, as the case may be, has reported that the line is safe for the passage of trains.

TRAINS CALLING AT WHITWICK GOODS YARD OR NATIONAL BRICK CO.'S SIDING. Trains requiring to call at Whitwick Goods Yard or the National Brick Company's Siding must be brought to a stand with the rear portion clear of the catch points in the single line and, before shunting operations are commenced, the Guard must obtain the token from the Driver, place it in the Whitwick frame in order to release the Annetts Key for working the points at the Goods Yard or National Brick Co.'s Sidings and set the catch points in the throw off position. After completion of the work at the sidings the front portion of the train must return to the rear portion when the Annetts Key must be replaced in the ground frame and the catch points set for the single line and the token released. No train must depart for Coalville or Shepshed unless the Driver is in possession of the token.

WOODVILLE AND SWADLINCOTE BRANCHES

WOODVILLE GOODS BRANCH—GRANVILLE COLLIERY SIDINGS. After disposing of empty wagons into the empty wagon sidings the brake van on the train must be placed and secured in the spur connecting with the branch line at the entrance to the colliery sidings, and when a loaded train has been drawn out of the colliery on to the branch line ready for departure, the Guard must gravitate the brake van from the spur to the rear of the train.

BETWEEN WOODVILLE GOODS JUNCTION AND WOODVILLE PASSENGER STATION. An engine must be at the Woodville Goods Junction end of all trains shunting at Boothorpe Sidings.

SWADLINCOTE EAST LEVEL CROSSING. The normal position of the gates at this level crossing is across the railway. A Crossing Keeper is not provided and the gates, which are padlocked and the key kept in Swadlincote West box, are operated by the Travelling Shunter who will travel with each freight train. The Fireman will be responsible for operating the gates in the case of a light engine.

Drivers must bring their trains to a stand on the approach side of the gates to enable the Travelling Shunter to open the gates.

Drivers of departing freight trains, having passed over the crossing, must bring their trains to a stand to enable the Travelling Shunter to secure the gates across the railway and return the key to Swadlincote West box.

During the time station staff are on duty at Swadlincote for special passenger trains they will be responsible for the operation of the gates of the level crossing for the special passenger train. The key for the use of Station Staff is kept in the Booking Office.

SWADLINCOTE. When it is necessary for engines to run round their trains at Swadlincote East ground frame permission must be obtained by telephone from the Signalman at Swadlincote West box before the movement is commenced.

BETWEEN SWADLINCOTE JUNCTION AND SWADLINCOTE STATION. CADLEY HILL COLLIERY EMPTY SIDINGS AND SWADLINCOTE COLLIERY EMPTY SIDING. No vehicle unattached to an engine, other than a brake van on which the hand-brake must be firmly applied, may be left on the single line when up direction trains are detaching at these sidings.

BRETBY BRANCH

Not more than 25 wagons may be propelled from the Bretby Branch to the Empty Wagon Sidings at Bretby Colliery.

KINGSBURY BRANCH

The Kingsbury Branch is, from 7-45 a.m. until 3-45 p.m. each weekday, worked by Pilot Guard without tickets. The Pilot Guard's badge is a metal plate lettered " Pilot Guard, Kingsbury Branch." The Pilot Guard will have possession of the staff, which must be shown to each Driver.

No train not accompanied by the Pilot Guard must stop at Kingsbury Colliery sidings for traffic purposes between 7-45 a.m. and 3-45 p.m. on weekdays, unless special instructions are given by the Pilot Guard.

The Pilot Guard during the time he is on duty must accompany every train between Hall End Sidings and Baddesley Colliery.

Freight trains may, when necessary, during the time the Pilot Guard is on duty, be assisted by an engine in the rear from Kingsbury Branch Sidings to Kingsbury Colliery Sidings or Hall End Sidings. The Pilot Guard must travel on the assisting engine.

Wagons must be propelled from Hall End Colliery Sidings to Baddesley Colliery and a brake van in which a Guard must ride, must be the leading vehicle.

BIRCH COPPICE COLLIERY BRANCH. Wagons for the colliery must be drawn into No. 1 siding alongside the Birch Coppice Colliery Branch by B.R. engines, which must return to the Kingsbury Branch end of the sidings over the Birch Coppice Colliery Branch.

The single-armed signal fixed at the colliery end of the sidings, alongside the Birch Coppice Colliery Branch, must be kept exhibiting the Clear signal except when required to be placed in the Danger position for the protection of B.R. trains working on the Birch Coppice Colliery Branch and the sidings alongside it.

Before any engine or vehicle is allowed to enter upon the Birch Coppice Colliery Branch or the sidings alongside it, the signal must be placed in the Danger position by the B.R. staff to intimate to the staff in charge of the Colliery Company's engines that the B.R. engine is at work in the sidings, and the signal must be kept in that position until the B.R. engine has left the sidings and the branch line is clear, when it must be again placed in the Clear position.

A telephone is provided near the connection between the Kingsbury Branch and the Birch Coppice Colliery Branch, to enable Guards and Shunters to communicate with the Colliery Weighing Machine Office and the Foreman's Office at Kingsbury Branch Sidings.

COLESHILL

The crossbar signal fixed alongside the C.E.A. running line must be kept exhibiting the Clear signal, except when required to be placed to Danger for the protection of B.R. trains working in the sidings.

NARBOROUGH

ENDERBY BRANCH. When there is no Shunter on duty at Narborough, the Fireman of trains from the Enderby Branch must telephone the Signalman at Narborough Station box for permission to pass the " Stop and Await Instructions " board.

NUNEATON (ABBEY STREET)

JUDKIN'S SIDING. Trains must not be shunted at this siding to allow other trains to pass.

STOCKINGFORD

DOWN SIDINGS. Trains must not be shunted at these sidings to allow other trains to pass.

STOCKINGFORD BRANCH. Bell communication is provided between the outer home signal and Stockingford box, and as soon as a train has been brought to a stand at the outer home signal, the Fireman must give three beats on the bell, which must be acknowledged by the Signalman at Stockingford. Should the signal not be acknowledged by the Signalman in due course, the Fireman must repeat the signal, and should there still be no acknowledgment he must assume that the bell has failed, and must at once proceed to Stockingford signal box and advise the Signalman of the position of his train.

KING'S HEATH

CAMP HILL. The rear portion of down freight trains having to attach or detach traffic at Camp Hill, must be placed in one of the sidings, unless there is a bank engine in rear of the train.

BORDESLEY BRANCH. Bank engines assisting trains for the Bordesley Branch must be brought to a stand on the branch line clear of the connection from the down main line, and the Driver must then advise the Signalman at Bordesley Junction box that the engine has arrived with tail lamp attached.

CENTRAL STATION, BIRMINGHAM

Drivers approaching Central Station on the up goods line must bring their engines to a stand at the signal box, or clear of the crossover road between the up and down goods lines in the tunnel, if signalled to do so.

WORKING OF COACHING STOCK VEHICLES. Coaching Stock Vehicles entering Birmingham Central Goods Yard must not exceed a speed of **five miles per hour.**

Vehicles exceeding 65 feet 0 inches over head stocks are prohibited from entering the Goods Yard except on the special authority of the Engineering Department.

Coaching vehicles exceeding 54 feet 0 inches over headstocks are permitted to work only as follows :—

From the Arrival line (and including the crossover connection from the Departure line) into Sidings Nos. 13A, 13B, 14 IN and 19.

Coaching vehicles exceeding 50 feet 0 inches over headstocks are prohibited from entering the following sidings:—

Three sidings known as " the 8 Sidings."

Four sidings known as " the Yard Roads."

Two sidings known as " the 11 Sidings."

All coaching vehicles are prohibited from entering the following sidings:—

Copper Shed Sidings.

Timber Sidings.

Six-wheeled vehicles must be worked with extreme caution.

BETWEEN CHURCH ROAD JUNCTION AND BIRMINGHAM (CENTRAL)

Freight trains and coaching stock trains exceeding six coaching stock vehicles, to and from Birmingham Central travelling via New Street Station must be worked by an engine at each end between Church Road Junction and Birmingham Central.

WORKING OF TRAINS IN WRONG DIRECTION ON DOWN GOODS LINE FROM CHURCH ROAD JUNCTION SIGNAL BOX TO CEMETERY SIDING, BIRMINGHAM. The staff provided in connection with the lever frame in Birmingham Central signal box to give permission for trains to proceed from Church Road Junction to the Cemetery siding on the down goods line is round, black and lettered " Birmingham Central and Church Road Junction Down Line." When the staff is out of the lever frame in Birmingham Central signal box, some of the levers working the points are locked in the normal position, and the lever working the signal applicable to trains leaving the departure line is locked in the Danger position.

When the train is being drawn from the up to the down line the train engine must follow the train as far as the crossover road points between the up and down lines, and must be brought to a stand on the up line before reaching the crossover points until signalled to proceed.

BETWEEN RUBERY AND HALESOWEN

Owing to engineering restrictions in connection with the working of traffic over the large (Dowery Dell) viaduct between Rubery and Hunnington, no train must be worked between Rubery and Halesowen with more than one engine unless the engines are separated by at least six wagons.

Should an engine fail on the Halesowen side of the large viaduct between Rubery and Hunnington, and it is necessary for such engine to be taken to the Rubery side of the viaduct, arrangements must be made for the engine to be worked specially, and six wagons must be placed between the train engine and the disabled engine in order that both engines may not be on any one span of the viaduct at the same time. A competent man belonging to the Motive Power Department must, in all cases, ride upon the disabled engine, and a brake van in which a Guard must ride, must be in the rear of the engine.

MARYLEBONE

STATION BOX. Gong for Setting Back. A gong is fixed on the post of the inner home signal for No. 3 platform line and will be operated by the Signalman in the Station box to indicate to Drivers when they may set back to No. 3 platform line or through the crossover road to No. 2 platform line in accordance with the following code:—

Set back to No. 2 platform	**2** beats.
Set back to No. 3 platform	**3** beats.

WORKING OF TRAINS INTO PLATFORM LINES. The line for 55 yards from the buffer stops of each platform line is not track circuited, and Drivers receiving a green aspect to enter the station must be prepared to find vehicles standing on this portion of each platform line.

When a platform is fully occupied the Calling-on signal will only clear for a light engine. Drivers of light engines must, therefore, draw well up to the signal in order to occupy the short track circuit in rear of the signal.

ENGINES DETACHED FROM TRAINS IN PLATFORM LINES. Drivers of engines which are detached from inwards trains and remain in the platform line until the departure of the train must, when the train is leaving, immediately follow it towards the outer home signal in accordance with Rule 97. Should, however, it be necessary for such engine to remain at the end of the platform line after the departure of the train the Signalman in the Station box must be advised by the station staff that it is being held and for what purpose. When the engine is ready to proceed towards the outer home signal is must not be allowed to do so until the Signalman's permission has been obtained.

RESTRICTION ON LENGTH OF EXCURSION TRAINS WORKING INTO MARYLEBONE. Excursion trains working into Marylebone must not exceed a total length of 840 feet including the engine.

EMPTY COACHING STOCK TRAINS FROM MARYLEBONE TO NEASDEN. When required, to facilitate the working of traffic, an engine may be allowed to run coupled in the rear of empty coaching stock trains from Marylebone to Neasden North Junction or Brent North.

LOADING OF WAGONS TO COAL TIP AND COAL DEPOT. Wagons containing coal for barging at the Marylebone tip must not be accepted, from Collieries or at junctions, unless they are fitted with end doors.

Wagons of a wheel base exceeding 10 ft. 6 in. should not be used for coal traffic for Marylebone.

GOODS YARD BOX. Gongs for Setting Back. Two gongs, one located 310 yards north of No. 64 points and the other 327 yards north of No. 83/85 signals, are provided in Lords Tunnel to control setting back movements on the down main and down goods lines respectively. Each gong is controlled by a plunger fixed on the wall at the entrance to the tunnel, and they must be operated in accordance with the provisions of Rule 117.

NEASDEN

SOUTH JUNCTION. Trains arriving on down loop or down goods line—Rule 147. A plunger to ring a bell in the South Junction box is fixed at the side of the down goods line, 250 yards north of the box, and Guards must give two rings to indicate to the Signalman when their train is in clear on the down loop or down goods line.

Shunting movements into Nos. 1 and 2 Spurs. The signal controlling movements from No. 1 shunt spur to the up fast line may be passed at Danger for shunting movements towards the buffer stops on the verbal instructions of the Inspector or Shunter, who, before giving such authority, must satisfy himself that no fouling movement is being made or about to be made from No. 2 spur to the up fast line at Neasden South Junction.

Before authority is given for a movement from No. 2 spur to the up fast line, the Inspector or Shunter must satisfy himself that no movement taking place in No. 1 spur has been given authority to pass the outlet signal at Danger.

NORTH JUNCTION UP SLOW LINE HOME SIGNAL—Rule 55. On Sundays, whilst the North box is closed, the track circuit on the approach side of the North box up slow home signal (also controlled from Neasden South Junction as an outer home signal) is inoperative, and the South Junction Signalman must be reminded of the presence of trains standing at this signal in accordance with Rule 55.

EMPTY COACHING STOCK TRAINS FROM NEASDEN TO MARYLEBONE. When required, to facilitate the working of traffic, an engine may be allowed to run coupled in the rear of empty coaching stock trains from Neasden sidings to Marylebone.

BETWEEN CHARWELTON AND STAVERTON ROAD

CATESBY TUNNEL—TELEPHONIC COMMUNICATION. Telephonic communication is provided from the large manhole about the centre of Catesby tunnel on the up side for the use in case of breakdown, etc., when Charwelton and Staverton Road boxes should be advised.

RUGBY (CENTRAL)

UP LINE WATER COLUMNS. Drivers of all up freight trains requiring water at Rugby must not stop at the station column, but must in all cases draw forward to the column situated farther south, which serves both main and passenger loop lines.

LEICESTER (CENTRAL)

WORKING OF FREIGHT TRAINS. Drivers of freight trains on the up slow line or up goods line, brought to a stand at Leicester Passenger South up home signal, must immediately telephone the Passenger South Signalman for instructions.

RUDDINGTON

GOTHAM BRANCH. The level crossing gates at East Leake Road and Kegworth Road stand normally across the railway. Drivers must bring their trains to a stand near the gates at each of the level crossings and the Shunter must open the gates for the train to pass over, and close and lock them after the last vehicle is clear. During shunting operations at Gotham Company's siding the Shunter is responsible for passing road traffic over East Leake Road crossing. The points leading into Gotham Company's sidings, Shepherd's Nos. 1 and 2 sidings from the single line, are padlocked, and the keys of the points, also of the crossing gates, are kept at Ruddington Station.

Any defects in the gates or the locks securing them, or in the lamps, must be reported immediately by the Shunter to the Station Master, Ruddington.

NOTTINGHAM (VICTORIA)

ARKWRIGHT STREET—FREIGHT TRAINS ON DOWN GOODS LINE. When a train exceeding 55 wagons in length is standing at the down goods line home signal, foul of the entrance to the Goods Yard, and is required to draw ahead, the Shunter must inform the Signalman at Arkwright Street, who will lower the Calling-On arm if he is in a position to do so. The Shunter, Guard or person in charge will then instruct the Driver to move forward if Loco. requirements have been completed and after satisfying himself that the Examiner is informed of the movement, or that the examination of the train has been completed.

Drivers of trains not requiring examination or water and not having wagons to detach or attach must act in accordance with Rule 44 when the Calling-On arm is lowered.

NOTTINGHAM (LONDON ROAD) GOODS YARD. Warning Bell. An electric bell is fixed at the west end of "A" shed and another midway inside the "B" shed for the purpose of warning the staff at work in the wagons in the sheds that they are about to be moved. These bells are rung by a push key fixed on the outside wall at the east end of the "A" shed. Before placing wagons in either of the sheds with an engine, or moving those that are in, the person in charge of the shunting operations must first ring the bells and obtain permission from either the Shed Foreman or man in charge of the capstan.

EAST AND WEST PLATFORM BOXES—CALLING-ON ARMS. Calling-On arms are provided at the East and West Platform boxes at Nottingham Victoria for each of the platform lines, and from up and down slow No. 2 lines to the platform lines. These signals are used to control shunting movements into the section ahead when it is occupied, and when they are lowered Drivers must proceed cautiously as far as necessary, prepared to stop short of any obstruction.

ELECTRICAL AND MECHANICAL GONGS FOR SHUNTING OPERATIONS. Electric gongs are fixed on the up side of Victoria Street tunnel 50 feet, 87 feet and 217 feet from the set-back signal applying to movements from the up main line to the down main line, to regulate shunting operations in connection with trains setting back from the tunnel on the up line. The gongs are worked by the Signalman at the South box, and, when he is ready for a train to set back, **two long rings** on the gong will be given.

An electric gong is fixed in the Mansfield Road tunnel on the down line side, 100 yards from the entrance, to regulate shunting operations in connection with trains setting back from the tunnel on the down line. The gong is worked by the Signalman at the North box, and, when he is ready for a train to set back, **two long rings** on the gong will be given.

A mechanical gong is fixed in the Mansfield Road tunnel on the up line side, 45 yards from the entrance, to regulate shunting operations on the up line. The gong is worked by the Signalman at the North box, and the following code will be used to indicate to Drivers the movements they are to make:—

Move forward	**1** beat.
Move back	**2** beats.
Stop	**3** beats.

Shunters and others in charge of shunting operations must see that the vehicles are clear of the points, and that the points are properly set, before advising the Signalman to give the signal for the Driver to set back.

Rule 55. " Diamond " signs are not fixed on the following signals, although track circuits are provided through the tunnels and Trainmen, if detained at such signals, should treat them as though " diamond " signs were provided.

Signal box	Tunnel	Signal concerned
South	Victoria Street	Down home Up advanced starting
North	Mansfield Road	Up home Down advanced starting

NEW BASFORD

ELECTRIC GONGS FOR SHUNTING OPERATIONS. Two electric gongs, one on each side of the Sherwood Rise tunnel, are fixed about 240 yards from the New Basford end to regulate shunting operations in connection with trains setting back from the tunnel on the up line. The gongs are worked by the Signalman at the Station box, and when trains are required to set back, **two rings** will be given.

The Guard or Shunter in charge of the shunting operations must see that the points are properly set for the direction the trains are required to travel, and the Signalman must not give the signal for the trains to set back until he receives a signal from the Guard or Shunter to indicate that this has been done.

MECHANICAL GONG TO INDICATE WHEN MAIN LINE MUST BE CLEARED. A mechanical gong is fixed at the south end of the sidings, about 230 yards from the box for the purpose of indicating when the up and down main lines should be cleared.

Strict attention must be given to the gong signal, and the main line which is occupied must be cleared promptly.

Code of signals, from Signalman to Shunter:—

	No. of rings
Clear up main line	**2**
Clear down main line..	**4**

BULWELL COMMON

NORTH JUNCTION—UP FREIGHT TRAINS STOPPING FOR RELIEF PURPOSES. Up freight trains stopping at Bulwell for relief purposes, must draw up to the up loop outlet signal or up main starting signal, to clear the main to loop points at North Junction.

Guards must inform the Signalman at North Junction when the train, complete with tail lamp attached, has drawn clear of the points up main to up loop, in accordance with Rule 147.

HUCKNALL (CENTRAL)

DOWN PASSENGER LOOP—Rule 147. Guards of trains or Firemen of light engines must, when Bulwell Common North Junction box is switched out, advise the Signalman at Hucknall Central by the telephone provided when their trains have arrived complete with rail lamp attached in the down passenger loop.

ANNESLEY

PROVISION OF 20-TON BRAKE VANS FOR ANNESLEY TO WOODFORD TRAINS. A 20-ton brake van must be provided for up trains between Annesley and Woodford when they are conveying a full Class 8 Mineral Load, i.e., 63 wagons of Minerals.

SECURING TRAINS ON UP LOOP OR UP GOODS LINES. Guards working trains on to Annesley up loop or up goods lines will be held responsible (unless there is another train standing in front) for securing their train and releasing the engine to proceed to Loco. A minimum of 10 wagon brakes must be pinned down.

ENGINES FROM UP RECEPTION SIDINGS TO LOCO. Engines proceeding from No. 2 Point box to Loco. via engine line, must, if held at the disc signal worked from No. 4 box, advise the Signalman of their arrival on the telephone situated near the up goods line home signal.

NORTH JUNCTION—Rule 55. When a train is brought to a stand at Annesley North Junction down branch home signal the Guard or Fireman will not be required to go to the box to remind the Signalman of the position of the train as laid down in Rule 55, clause (*a*).

NORTH JUNCTION—Nos. 1, 2, 3 and 4 Up Reception Sidings. A disc signal to control facing movements from Nos. 1, 2, 3 and 4 up reception sidings to the up reception line is provided between Nos. 2 and 3 reception sidings.

Movements from the up reception sidings to the up reception line must only pass this signal on the authority of the Annesley North Junction Signalman, and when it is necessary for such a movement to be made the Signalman must be informed by means of the telephone provided, and advised on which of the reception sidings the movement is standing.

This signal when "Off" does not indicate that the points are set for the direction required, and Trainmen must satisfy themselves that the points are correctly set for the movement before passing the signal in the "Off" position.

HOLLINWELL GOLF STATION. Stopping of Trains for Trainmen. Ordinary passenger trains may be stopped at this station for Enginemen or Guards travelling on duty on instructions from Nottingham District Control.

KIRKBY BENTINCK

HAND POINTS LEADING TO No. 2 SIDING AND WAREHOUSE SIDING. A train must not be shunted from the up main line into No. 1 or No. 2 up siding or into the Warehouse siding until the Guard or Shunter in charge has satisfied himself that the hand points leading to No. 2 siding and the Warehouse siding are correctly set for the movement concerned. The Guard must advise the Signalman in accordance with the provisions of Rule 50, clause (*d*) 14, when this has been done and, after the disc signal has been turned off, authorise the movement to commence.

BENTINCK COLLIERY. Lowering of Wagons from the Dead End into Nos. 1, 2, 3 and 4 Sidings. Owing to the heavy gradient wagons must, as far as possible, be placed into the above sidings by the engine being attached to them.

Should there be no engine available for the purpose, not more than 30 wagons at one time in fine weather, and 20 in wet or foggy weather, may be lowered into any of the sidings provided the work is performed by two men.

The Shunter or Guard must satisfy himself that the brake on each wagon is in good order before commencing to lower the wagons down the incline towards the sidings.

BENTINCK BRANCH LOADED SIDINGS. The entrance to these sidings is from the Langton Branch, 663 yards north of Kirkby Bentinck Station box.

Facing trap points, fixed at the bottom of the Bentinck Branch, 20 yards north of the loaded sidings are controlled by Annett's key, which forms part of the Staff for the working of the Branch.

LANGTON COLLIERY BRANCH. Before wagons are placed in the empty wagon sidings the Guard must satisfy himself that any wagons already in the sidings are properly secured, and before an engine is detached at the bottom of the single line the train must be brought to a stand and the brake of every third wagon pinned down. The brake van must, in all cases, be in the rear of the train.

The Pinxton Colliery engine is authorised to run over the Langton Colliery Branch between the loaded and empty sidings during the hours of daylight only.

Before the Colliery engine is run upon the Branch, the Colliery Staff will communicate with the Signalman at Kirkby Bentinck box by means of the local telephone, and obtain his permission. The Signalman at Kirkby Bentinck box must only allow the Colliery engine on the line when no B.T.C. train has been, or is about to be, permitted to proceed towards Langton Colliery.

The Colliery Staff will also advise the Signalman when their engine has passed clear of the Branch.

A stop board from Langton Colliery is provided adjacent to the junction with the Bentinck Colliery Branch.

The hand points in the single line are set normally for the Bentinck Colliery Branch.

NEW HUCKNALL COLLIERY BRANCH. The Colliery Single line on the south side of New Hucknall Colliery is worked under the " Regulations for working Single Lines by One Engine in Steam." The limits of this Single line are defined by two stop boards placed and lettered as follows:—

Stop board situated	*Lettered*
Clear of the junction of the loaded sidings and the Colliery running line.	Facing the Colliery running line:— "No train or engine to pass this board unless the Driver is in possession of the Train Staff." Facing the Colliery Single line:— "End of Staff Section. Stop and await instructions."
In the rear of the Colliery connections to the empty wagon sidings.	Facing the empty wagon sidings:— "No train or engine to pass this board unless the Driver is in possession of the Train Staff." Facing the Colliery Single line:— "End of Staff Section. Stop and await instructions."

The line between the New Hucknall (L.M.R.) Colliery signal box home signals from L.M.R. and ex-E.R. and the first stop board on the Colliery single line is the "Colliery running line."

Trains must not proceed on to the Colliery running line from the L.M.R. and ex-E.R. single line, or from the Colliery single line until the Guard has ascertained that the points in the Colliery running line are in the proper position for the movement, and that no wagons are foul of the running line, afterwards informing the Signalman. Guards must, immediately on arrival at the home signals, or the stop board, proceed to carry out this examination, and in the case of a train requiring to leave the Colliery single line must obtain the permission of the Signalman to proceed on to the running line. On receiving such permission, the Driver may be instructed to pass the board.

Trains proceeding on to the Colliery single line must be in possession of the Train Staff, which is lettered "New Hucknall Colliery Sidings."

Drivers of trains proceeding over the Colliery single line in the direction of the empty wagons sidings must bring their engines to a stand at the stop board lettered "B.T.C. engines to come to a stand at this point until further instructed," situated approximately 300 yards in rear of the notice board at the empty wagon sidings end of the Colliery single line, and must not proceed until a green light signal is exhibited in the lamp fixed alongside the stop board.

A switch is provided at the Colliery Empty Weigh Office to operate the green light signal. This signal applies only to B.T.C. movements, and the switch must be operated by Guards after they have ascertained that the line and siding connections ahead of the notice board at the empty wagon sidings end of the Colliery single line are clear.

A key to the switch is kept in New Hucknall Colliery signal box. Guards of trains requiring to proceed to the Colliery empty wagon sidings must obtain the key to the switch from the Signalman at this box and must return the key to the Signalman after use.

Drivers must run at slow speed on the Colliery running line, the Colliery single line and on the line into the empty wagon sidings, and make frequent use of the engine whistle. Engines, box vans and highly loaded wagons will not pass under the footbridge near the centre of the empty wagon sidings, and such vehicles must be marshalled next to the engine (which always propels traffic up to the Colliery sidings).

WORKING FROM NEW HUCKNALL SIDINGS TO BLACKWELL EMPTY WAGON SIDINGS. The load from New Hucknall sidings to the Blackwell empty wagon sidings is 32 empty wagons, which may be propelled from the New Hucknall end of the branch to the entrance to the empty wagon sidings, provided the brake van is in front with the Guard in charge, and the brake of every third wagon pinned down. Drivers proceeding from the empty wagon sidings to the loaded sidings must bring their trains to a stand clear of the level crossing near the Colliery weigh-house, and must not proceed over the crossing until verbally instructed by the Guard or Shunter that the crossing is clear. The same precaution must be observed by Drivers on leaving the loaded sidings before fouling the level crossing. A Guard and Shunter must be in attendance with all trains working over this branch.

SOUTH NORMANTON COLLIERY BRANCH. During the time any train or engine is on the South Normanton Colliery Branch, no other train or engine must be allowed to pass on to the branch beyond the signal applicable to trains coming off.

Trains must stop at the entrance gates to the siding, and the Guard must go forward and ascertain that the line is clear and the points are in the correct position for the train before authorising the Driver to proceed. The Guard must also instruct the N.C.B. staff that no movements must be made towards the Railway branch line until his train has completed its work and is again on the New Hucknall side of the Jubilee Crossing.

TIBSHELF (TOWN)

DOWN TRAINS REQUIRING ASSISTANCE. A telephone, communicating with Tibshelf box, is provided 100 yards in advance of the Tibshelf down distant signal and Trainmen who require assistance must make use of the telephone to advise the Signalman of the circumstances.

WORKING FROM TIBSHELF COLLIERY TO TIBSHELF TOWN STATION. The brakes on all wagons must be pinned down when working down the incline from Tibshelf Colliery to Tibshelf Town Station.

PILSLEY

PILSLEY COLLIERY. Trains having empty wagons to detach in the Colliery sidings must come to a stand clear of the level crossing, and Guards, after seeing that all is clear for the train to enter the sidings, must instruct their Drivers accordingly. Not more than 32 empty wagons must be worked up the branch at one time and the brake of every third wagon must be pinned down on descending the incline.

RICKMANSWORTH

When it is required to operate the ground frame, the Guard or Shunter must request the Rickmansworth Signalman by telephone to release the ground frame.

When a train requires to leave the goods yard for the up line the Guard or Shunter must telephone the Rickmansworth Signalman for a release on the ground frame.

BETWEEN AMERSHAM AND WENDOVER

Drivers of trains (other than trains classified "A") must stop their trains at intermediate signals between Amersham and Wendover, when so requested by a Signalman, to set down or pick up Signal Linemen engaged in correcting signal failures.

BASFORD (NORTH)

LEVER ON UP PLATFORM. An engine must not be crossed from the down line to the up main line at the eastern crossover road to proceed in the facing direction on the up main line to the up platform, or over the junction points to pass on to the Bulwell Common line, unless the lever on the up platform which locks the up home signal at Danger and works a mechanical indicator in the box, has been placed in position to protect it.

WORKING MECHANICAL INDICATORS IN BASFORD BOX FROM GROUND FRAME AT ENTRANCE TO CARRIAGE SIDINGS. The Shunter must, when no siding is sufficiently clear, or the line leading to and from the Carriage sidings is occupied, place the indicator in the Basford box at **"Blocked".**

When any one or more of the Carriage sidings is sufficiently clear, the Shunter must set the points for such road, and take off the indicator in the Basford box.

This will be the Basford Signalman's authority for turning trains into the sidings.

Should it be necessary for the Shunter to place the indicator at **" Danger "** for the purpose of letting a train or engine proceed on the Carriage line to the station, he must first obtain permission to do so from the Signalman at Basford box, by telephone.

Should a train require to enter the Carriage sidings when the indicator is at **" Blocked ",** the Basford Signalman must advise the Shunter of the fact by telephone, and a train must not be allowed to enter the sidings until the indicator shows **" Clear ".**

CARRIAGE SIDINGS. Light engines or trains of empty coaches requiring to terminate at the Carriage sidings must be turned in at Bagthorpe Junction Box, when the arrival line is clear to the stop signal at the neck of the sidings, and the Signalman at that box must inform the Shunter in the Basford Carriage sidings by telephone when this has to be done.

Drivers working trains into the Carriage sidings through this connection must come to a stand before fouling the other roads at the neck of the sidings, and must not proceed without authority from the Shunter or Guard, who must arrange for the train to be turned into a clear siding.

On trains being turned into the Carriage sidings at Bagthorpe Junction, the Staff must take immediate steps to draw them in clear of the trailing points of the facing connection, so as to avoid blocking the running lines.

Drivers of light engines or empty carriage trains requiring to be turned into the Carriage sidings at Bagthorpe Junction must whistle distinctly for the signal controlling the connection leading to the Carriage sidings arrival line.

Trains of empty carriages for Victoria Station must be turned out to the running line at Bagthorpe Junction instead of working via Basford North Station. Drivers of these trains must draw up to the outlet points and whistle for the signal to be lowered.

KIMBERLEY (EAST)

NUTHALL SIDINGS—TRAP POINTS IN COLLIERY LINE AND SPUR SIDING. Wagons must not be allowed to stand in this spur siding, which must be kept clear at all times. A notice board to this effect is placed at the entrance of the siding.

SAND SIDINGS. The ground frame at these sidings is controlled by Annett's lock, the key of which is kept in Nuthall Sidings box.

WATNALL COLLIERY BRANCH. Before any train leaves Watnall for Nuthall, the Guard must pin down the brake of at least every alternate wagon. One twenty-ton brake van or two ten-ton brake vans must be in rear from Nuthall to Watnall. Engines when running up the incline to Watnall must be chimney first.

Points leading to sidings are locked by Annett's key, which is attached to the Train Staff. A notice board is fixed on north side of line east of points, and all engines must wait at this board until the points are unlocked.

A lamp showing a white light is fixed on this board during darkness and foggy weather. A key of the Shunter's hut is attached to the Train Staff, so that in case of mishap the Guard may obtain access to hut and telephone to Signalman at Nuthall.

A stop board is fixed at 133 miles 107 yards on down side of the branch about 150 yards east of level crossing No. 5, lettered as follows:—

"Trains from Watnall must stop at this board. Drivers not to proceed until instructed by the Guard in charge."

A white light is fixed at the centre of the top of the board.

Before giving the Driver a signal to proceed, the Guard must examine all wagon brakes that have been pinned down and make secure any pins that may have worked out.

Level crossing gates on the branch must be opened and closed by the Shunter.

ILKESTON (NORTH)

DOWN GOODS INDEPENDENT LINE. An illuminated board lettered "End of Track Circuit" is provided between the down reception line and the down main line, and trains entering the down reception line must, whenever practicable, be drawn clear of the board before coming to a stand.

GOODS YARD. The hand points leading from the shunting neck at the Nottingham end of the goods yard to the shed side and the yard, must be kept locked for the shed side except when shunting is in progress.

The hand points in the trailing connection from the down main line leading to the shed side and goods shed, must be kept locked for the shed side except when a movement requires to enter the shed.

The keys to the padlocks must be obtained from Ilkeston Station signal box by the Guard or Shunter and returned there on completion of work.

WORKING OF TRAINS BETWEEN STANTON JUNCTION AND HEANOR. The departure of trains from Nutbrook Junction must be telephoned to Stanton Junction box, and the departure of trains from Stanton Junction must be telephoned to the Shunters' hut at Nutbrook Junction.

At Meynells Coppice level crossing, situated 1 mile 17 chains, on the Heanor side of Nutbrook Junction, at Shipley Colliery Company's Brick Yard Coppice crossing, situated midway between Meynells Coppice crossing and Heanor Coppice crossing, and at Heanor Coppice level crossing, situated about half-mile before reaching Heanor Station, the level crossing gates stand normally across the railway, and Trainmen must operate the gates in accordance with the instructions shown in this Appendix under the heading of "Level Crossing Gates—Opening and Closing by Trainmen."

The key of the gates is attached to the Train Staff.

WORKING OF EXCURSION AND PASSENGER TRAINS BETWEEN STANTON JUNCTION AND HEANOR. In connection with the working of empty and loaded excursion and passenger trains, a Crossing Keeper must be placed in charge of the gates at Meynells Coppice, Shipley Colliery Company's Brick Yard Coppice, and Heanor Coppice level crossings, and the gates kept open for the passage of the trains.

A Pilot Guard will be in charge of the working of empty and loaded excursion and passenger trains between Stanton Junction and Nutbrook Junction, and will accompany each train between those points.

The up and down lines between Stanton Junction and Nutbrook Junction must be clear before empty and loaded excursion and passenger trains enter on those lines, and all facing points at Nutbrook Junction must be clamped for the passage of such trains.

Drivers of passenger trains to or from the Heanor Branch must sound their whistles when nearing Nutbrook Junction to warn the Shunting Staff there of their approach.

SHIPLEY COLLIERY. After a train has left Nutbrook Junction for the Colliery, a second train must not be allowed to leave for the Colliery until the first has returned to the full sidings and is clear of the running line.

The Colliery engine will take wagons between the Colliery and the sidings at Nutbrook only. It must not at any time be upon or foul the B.T.C. running line, nor must it be upon or foul the sidings when the B.T.C. engine is there or due to be there.

STANTON BRANCH—GENERAL INSTRUCTIONS. The instructions respecting the Working of Single Lines by Electric Token are in force with the exception that a train must not be shunted on to the branch at the Stanton Junction end without the Driver being in possession of a token.

Movements must not be made along the through siding from Fork Junction No. 1 ground frame in the direction of Quarry Hill Road signal box until authorised by the Person in charge at the ground frame.

Two train staffs are provided for working on the lines from Fork Junction No. 1 ground frame to the Old and New Works respectively. Drivers may proceed from the ground frame along the lines to the Old and New Works as far as the stop boards (applicable to movements from the Works) without being in possession of the appropriate train staff.

WORKING FROM STANTON JUNCTION TO FORK JUNCTION No. 1. Trains from Stanton Junction to Fork Junction No. 1 must stop at Derby Road Sidings and have the brakes on a minimum of five wagons pinned down before proceeding.

WEST HALLAM

COLLIERY SIDINGS. Great care must be exercised in working the connecting line, which falls 1 in 44 from the main line to the Colliery sidings. Wagon brakes must be pinned down when transfer is made from main line to sidings. The Guard's brake van must not be detached until the wagons have come to a

stand at foot of the incline. Engines going down the incline to Colliery sidings must be tender first. Loads up the incline, must not exceed 13 wagons for engines of classes 1 to 6 inclusive and 18 wagons for engines of classes 7 and 8.

DERBY (FRIARGATE)

EAST BOX. Sunday Working. When the West box is closed, engines may be sent from the East box on the loop line either to the engine shed or to be turned. They must be stopped at the East box and Drivers verbally cautioned to run slowly and to keep a sharp look-out.

During darkness a red head light must be carried when an engine is on the loop line and proceeding to the shed. A tail lamp must also be carried in accordance with the Rules.

When an engine has been sent to be turned, another engine must not be allowed to go down the loop line until the first engine has returned and is clear of such line. When the West box is open, the loop line must be strictly regarded as up line only.

ROBINSON AND CO.'S SIDING. Owing to difficulty in negotiating the curves therein, wagons exceeding a wheelbase of 10 feet 6 inches and an overall length of 17 feet 6 inches must not be loaded to this siding.

PINXTON (SOUTH)

COLLECTION OF TICKETS. Guards of passenger trains arriving at Pinxton before 6-30 a.m. or after 7-0 p.m. must collect the tickets of passengers leaving the station by the rear exit. Tickets and any excess fares must be handed immediately to the Porter or person in charge of the station. A list of fares is exhibited in the Porter's room.

NEW WINNING COLLIERY BRANCH. B.T.C. engines must not go on to the New Winning Colliery Branch.

PINXTON COLLIERY BRANCH—INSTRUCTIONS FOR WORKING BETWEEN PINXTON SIGNAL BOX AND COLLIERY JUNCTION, AND FOR WORKING TRAINS BETWEEN BRICK YARD CROSSING AND PINXTON COLLIERIES

The single line between Pinxton and Colliery Junction is worked in accordance with the "Regulations for Working on Single Lines by One Engine in Steam or Two or more Engines Coupled together."

When a train has proceeded to the Pinxton Colliery Branch and has passed clear of the single line between Pinxton signal box and Colliery Junction and it is necessary for a following train to proceed from Pinxton signal box towards Colliery Junction, the Pinxton Signalman must request the Station Porter on duty to obtain the Train Staff for the single line from the Driver of the train which is working in the Pinxton Colliery. On being informed by the Station Porter that the Staff is required by the Signalman, the Driver must hand the Staff to the Station Porter, who must return with it to the signal box without delay.

The B.T.C. Shunter must, after a train has left Colliery Junction for Pinxton Station, inform the Gateman at Brick Yard crossing by telephone from the Colliery Junction hut that the single line is clear.

Before a train departs for the Pinxton Collieries the Guard or Shunter must first obtain the permission of the Gateman at Brick Yard crossing, by telephone from the Colliery Junction hut.

Engines will propel trains going from Colliery Junction to Colliery sidings, and on returning will draw trains from the Colliery sidings to Colliery Junction, where they will run round so as to be at the right end of the train for drawing forward to destination.

An engine or train must not leave the Pinxton Collieries to proceed towards Brick Yard crossing without permission of the Gateman at Wharf Lane crossing. The Gateman at Wharf Lane crossing must not give permission for an engine or train to leave the Collieries until he has first obtained permission by telephone from the Gateman at Brick Yard crossing.

The Gateman at Brick Yard crossing must not give permission for an engine or train from the Colliery Junction end or from Brookhill Colliery or Tar Distillers and Notts & Derby sidings to enter upon the single line leading from Langton to Pinxton Collieries after permission has been given for any engine or train to leave the Pinxton Collieries or stop board No. 1 to travel in the direction of Langton Colliery.

When a movement is made into the Notts & Derby siding, the Colliery Shunter must inform the Gateman at Brick Yard crossing by telephone that the single line is clear.

The Gateman at Brick Yard crossing must advise the Gateman at Wharf Lane crossing when engines or trains are leaving Colliery Junction to proceed to the Collieries, so that the gates at the latter crossing may be closed in readiness for such engines or trains to pass.

The points leading to Brookhill Colliery, when not in use, must be locked, and the key kept in the Colliery Junction hut. A Colliery engine must not go to Brookhill Colliery until the Shunter in charge of the engine has obtained permission from the Gateman at Brick Yard crossing. When the engine or wagons are clear of the single line the Shunter must so inform the Gateman by telephone and replace the key of the points in the Colliery Junction hut. When leaving Brookhill Colliery the Shunter must tell the Gateman which direction the engine is to travel and must place the key of the points in the Colliery Junction hut and inform the Gateman that he has done so.

Before the Gateman at Brick Yard and Wharf Lane crossings leave duty they must ascertain from the Signalman at Pinxton Station box whether the Pilot has finished working over the Colliery line, and until the Pilot has finished work the Gateman must not leave duty.

The scotch block at the entrance to No. 2 Colliery siding must be kept locked across the rail when not required to be opened for shunting purposes. One key to be kept in the Pinxton box and one key each by the four Colliery Shunters.

B.T.C. engines must not proceed on to the Brookhill Colliery Branch.

Stop Boards are provided as follows:—

No. 1. On south side of line, 50 yards west of Colliery Junction points, lettered "Engines from L.N.E. must not pass this board until the points are unlocked, and must not proceed until permission has been obtained from the Brick Yard crossing."

No. 2. On north side of line, west of Brick Yard crossing, lettered "No Railway engine must pass this board."

No. 3. On south side of line, east of Brick Yard crossing, lettered "No engine must pass this board in the direction of Nos. 2 and 3 Collieries without permission from the Gateman."

No. 4. Between the lines in the fork at Pinxton Colliery, 104 yards west of Wharf Lane crossing lettered "No engine on either line must pass this board in the direction of Colliery Junction without permission of the Gateman at Wharf Lane crossing."

No. 5. On north side of Brookhill Colliery line opposite outlet points 150 yards west of Colliery Junction lettered "No engine from Brookhill Colliery must pass this board to the Single line without permission of the Gateman at Brick Yard crossing."

No. 6. At the outlet end from Notts & Derby Coke sidings lettered "No engine from Notts & Derby Coke sidings must pass this board to the Single line without permission of the Gateman at Brick Yard crossing."

No. 7. At the outlet from the Tar Distillers siding lettered "No engine from Tar Distillers siding must pass this board to the Single line without permission of the Gateman at Brick Yard crossing."

DAYBROOK

ACCOMMODATION FOR TRAINMEN. A hut for the accommodation of Relief Trainmen is fixed near to the Station box and is fitted with a telephone giving communication with the box and Control.

LEEN VALLEY JUNCTION. Up Trains Detaching Wagons. All up trains calling at Leen Valley Junction to detach wagons must whistle for No. 1 up siding.

The Signalman must turn trains from up goods line into No. 1 siding as instructed by the shunting staff; the latter will be responsible for seeing that this line is clear for such trains to enter and that wagons are not left foul of No. 1 outlet line to branch.

BULWELL COMMON

BESTWOOD COLLIERY—WORKING OF SINGLE LINE. During clear weather a train must not be allowed to leave Bestwood Junction to proceed on the single line to the Colliery when an engine is already there, until the Signalman has first obtained permission by telephone from the Shunter at the Colliery sidings.

During fog a train must not be allowed to proceed on the single line from Bestwood Junction to the Colliery when an engine is already there, without being accompanied by a Shunter, who must arrange to travel with such trains on being informed of their arrival by the Signalman.

Should a train arrive at the junction and there is no train at the Colliery sidings and the attention of the Shunter cannot be obtained, the Driver and Guard must be told by the Signalman to draw or set back on to the single line cautiously, so as to keep clear of any obstruction.

Stop Boards lettered " No engine must pass this board without permission of the Railway or Colliery Shunter " are fixed at the approaches to the Loaded Sidings Ground Frame as follows :—

(1) About 95 yards on the Bestwood Park Junction side of the ground frame, applicable to movements from the L.M.S. line to the Colliery or Weighing Machine lines.

(2) In the L.N.E.R. sidings about 115 yards from the ground frame, applicable to movements from the L.N.E.R. sidings to the Colliery or Weighing Machine lines.

(3) Alongside the line from the Colliery empty sidings opposite the weighing machine, applicable to movements from the empty sidings.

The single line between Stop Board (3) and the Stop Board at the Empty Sidings Shunters' Cabin is worked in accordance with the Regulations for Working Single Lines by One Engine in Steam, and the Railway or Colliery Shunter is the person authorised to receive the Staff or deliver it to the Driver. When not in use, the Staff must be kept in a padlocked box at the Loaded Sidings Ground Frame and, if in possession of the Colliery Staff when required to enable a train to proceed to the Empty Sidings, the Staff there must, on being requested to do so, arrange for the Branch to be cleared and the Train Staff returned to the ground frame. The Colliery engine must not again foul the Single Line until its Driver has regained possession of the Train Staff.

Drivers working from or to the Empty Sidings must sound the engine whistle as a warning to Colliery men who may be engaged on the line.

HUCKNALL (CENTRAL)

HUCKNALL (TOWN)—WORKING OF No. 2 COLLIERY EMPTIES SIDINGS. A semaphore stop signal worked from Hucknall Town signal box is provided at the Colliery end of the Empties Sidings to control movements from the Colliery to the Sidings. The normal position of this signal is "Off" but when a movement is required to be made from the down main line to the Empties Sidings the Signalman at Hucknall Town must first place the signal to the "On" position. When this signal is in the "On" position a movement from the direction of the Colliery must not be made past it by an N.C.B. locomotive.

Before a train is shunted from the down main line to the Empties Sidings the Guard or Shunter in charge must ensure that siding accommodation is available and that the necessary hand points are correctly set. He must then come to a clear understanding with the crew of any N.C.B. locomotive already in the Sidings and

arrange for such N.C.B. locomotive to return on to the Colliery line clear of the stop signal or remain stationary in the Empties Sidings until the signal is again lowered to indicate that movements may take place between the Colliery and the Empties Sidings.

When this has been done the Guard or Shunter must indicate to the Hucknall Town Signalman that the set back signal may be pulled off to allow a train to enter the Empties Sidings from the down main line.

The Empties Sidings stop signal must not be restored to the normal position until the B.T.C. locomotive has been withdrawn from the Empties Sidings.

ANNESLEY

ANNESLEY G.N. JUNCTION. A notice board lettered as follows, with a white light on top, is fixed on the down branch:—

"Engines or vehicles must not pass this board in the direction of the Colliery sidings without the authority of the Shunter or Guard."

ANNESLEY COLLIERY BRANCH. Trains from the Colliery branch requiring to proceed to the Central Section may, on the authority of the Annesley G.N. Junction box Signalman, be set back on to the down main line immediately outside the down home signal to await the lowering of that signal.

Trains requiring to be set back in this manner must have a 20-ton brake van and the Guard must pin down the brakes of the first 5 wagons at the brake van end before notifying the Signalman the train is ready to set back.

SUTTON-IN-ASHFIELD (TOWN)

SUMMIT COLLIERY. A wheel scotch is provided at the entrance to the empty wagon sidings at Summit Colliery. Guards must satisfy themselves that the scotch has been removed before attempting to place wagons in the empty sidings, and also that the scotch is placed across the rails again and made secure after the empty wagons have been placed in the sidings.

SKEGBY JUNCTION—UP SHUNT SIDINGS. Loose shunting must not be carried out in these sidings. Vehicles must be placed in the required position by means of the engine and secured to prevent any movement on the falling gradient.

TEVERSALL COLLIERY. Working between Full and Empties Sidings. A Mineral Porter acts as Pilotman for the section of single line through the Colliery Yard connecting the full and empties sidings; and trains or engines must not enter upon the single line unless the Pilotman gives permission.

On the arrival of an empties train on the running line in full sidings group, the Driver must sound his whistle to intimate to the Colliery Shunter that he is ready to draw his train forward over the Colliery line to the empties sidings. When the line is clear, the Colliery Shunter will wave a green flag by day, or a green light by night, except during fog or falling snow, when he will give verbal permission, and on receipt of such hand signal or verbal permission the Driver may, provided the Pilotman is on the engine, proceed to the empties sidings. The Pilotman must satisfy himself that the points are set right before allowing the train to enter upon the single line. Drivers must move cautiously, and keep a good look-out for hand signals.

PLEASLEY (EAST)

PLEASLEY COLLIERY. About midway between the entrance to the yard and the empties sidings, the Colliery line crosses the ex-E.R. single line from the Weigh Office to the stock yard, and all B.T.C. engines and trains must be brought to a stand in either direction clear of this Colliery line, and must not pass over it until it is clear and safe for them to do so, and in like manner all Colliery engines must stop clear of the ex-E.R. single line and must not pass over it until it is clear and safe for them to do so.

COLLIERY SIDINGS. A notice board lettered as under:—

"Only Colliery engines to pass this point."

is fixed between No. 1 siding and the running line to empty sidings, close to the Colliery Weighbridge, and Drivers working in the full sidings must act accordingly.

Train engines must not be turned through the slip road in the empties siding.

BETWEEN WOODHEAD STATION AND DUNFORD WEST BOXES

SINGLE LINE WORKING ARRANGEMENTS. When either of the lines between Woodhead Station and Dunford West boxes is blocked for engineering or other purposes, SINGLE LINE WORKING BY THE ELECTRIC TOKEN BLOCK SYSTEM will be in operation between Woodhead Station and Dunford West signal boxes. Electric Key Token instruments are provided and carriers are supplied for carrying the key tokens.

The following arrangements will apply:—

If the up line is blocked, single line working will be put into operation over the down line between Woodhead Station and Dunford West boxes.

The facing crossover, opposite Woodhead Station box will be brought into use at the time single line working commences, over which all up trains will run direct on to the down line.

If the down line is blocked, single line working will be put into operation over the up line between Dunford West and Woodhead Station boxes.

The facing crossover, 70 yards west of Dunford West box, will be brought into use at the time single line working commences, over which all down trains will run direct on to the up line.

When notice of the working has been given in the Weekly Notice, DRIVERS WILL NOT BE STOPPED AND WARNED AT THE SIGNAL BOX IN THE REAR THAT SINGLE LINE WORKING IS IN OPERATION but illuminated indicators bearing the letters "S.L.W." will be exhibited at the following signals:—

WOODHEAD STATION

Up main outer distant, inner distant and home signals.
Up goods distant and home signals.

DUNFORD WEST

Down main outer home, inner home, and starting signals.
Down goods home signal.

In the event of single line working being introduced without previous advice in the Weekly Notice, all trains approaching the single line must be stopped at the box in rear and the Driver advised of the circumstances.

A right-hand junction indicator is provided above the Woodhead Station up main home signal, applying through the facing crossover when the down line is being used as the single line.

An illuminated indicator showing the letter "U" when the up line is being used as the single line, or "D" when the down line is being used as the single line, will be exhibited at the up goods home 2 signal at Woodhead Station.

A right-hand junction indicator is provided above the Dunford West down starting signal applying through the facing crossover when the up line is being used as the single line.

When the up line is being used as the single line, the Woodhead Station up starting signal will be worked but when the down line is being used as the single line the Woodhead Station up main home and up goods home 2 signals will become the last stop signals controlling the entrance to the section ahead.

Outer and inner distant and home signals for Woodhead Station box, applicable to down trains when single line working is in operation over the up line through the tunnel, are provided.

Outer and inner distant and home signals for Dunford West box, applicable to up trains when single line working is in operation over the down line through the tunnel, are provided.

These signals will be normally "Out" and will only be illuminated when single line working is in operation.

ADVICE OF SINGLE LINE WORKING TO MEN WORKING IN TUNNEL. Before single line working is put into operation over either the up or down line in Woodhead tunnel the Signalman must extinguish all tunnel lighting for 10 seconds. Full lighting on the side of the line which is to be used in both directions must then be switched on and off 5 times in 10 seconds. Lighting on the down side of tunnel must remain extinguished throughout the time single line working is in operation, but lighting on the up side may be switched on if required by the Engineering Departments.

When single line working terminates and before normal working is restored the Signalmen must, if the up side lighting is on, extinguish such lighting for 10 seconds. Full lighting on the side of the line which has been used in both directions must then be switched on and off 5 times in 10 seconds, after which normal lighting on the down side must be restored.

In all cases after the flashing by switching on and off of the lights in the tunnel it will be the obligation of each man in charge of a working party, and each man who is not a member of a party immediately to communicate with the Signalman by telephone to obtain information about the working which is to operate. The man receiving this information is responsible for advising all men in his party.

Drivers of all trains passing over the single line must give a series of "Pop" whistles at frequent intervals.

Notices are displayed at each end of the tunnel to the effect that when the down side lighting is extinguished single line working is in force.

WOODHEAD TUNNEL—EMERGENCY ARRANGEMENTS:—

EXAMINATION OF LINE. An engine may be allowed to enter Woodhead tunnel for the purpose of examining the line provided lighting is in operation throughout.

TELEPHONES. Telephones are provided in recesses at intervals of 220 yards, on the down side of the tunnel.

These telephones are numbered 1 to 24 commencing from the Woodhead end. The number of each telephone is indicated on the Woodhead side of the telephone cupboard. The lifting of the telephone will ring a bell in both signal boxes.

In the event of a train coming to a stand in the tunnel and there is reason to believe that the opposite line is obstructed the Assistant Motorman (Fireman) must immediately protect the opposite line in accordance with Rule 178 (a) and afterwards proceed to the nearest telephone and inform the Signalman of the circumstances and from which telephone he is speaking.

The Guard, immediately upon the train coming to a stand, must proceed to the nearest telephone and communicate with the Signalman in a similar manner to that laid down for the Assistant Motorman (Fireman) in the above paragraph.

Should the opposite line not be affected, the Guard must immediately proceed to the telephone in the nearest recess on the down side, and inform the Signalmen of the occurrence, giving the number of the telephone used. After receiving a definite assurance that the Signalman in rear has protected his train by fixed signals and detonators, the Guard must obtain full details of the circumstances and inform the Signalmen, stating what assistance, if any, is required.

The Guard must then protect his train in accordance with Rule 179, and must afterwards again communicate with the Signalmen, and subsequently he must contact the Signalmen at regular intervals, so that he can be informed as necessary.

If unable to communicate with either Signalman the Guard must proceed to the next telephone in rear of his train. If communication cannot then be established with either Signalmen, the Guard must at once protect his train in accordance with Rule 179 before performing any other duty. In the case of a light engine the Assistant Motorman (Fireman) must carry out the duties laid down for the Guard.

WOODHEAD TUNNEL—WORKING OF LIGHT ENGINES COUPLED. Referring to the instructions on page 97 of the General Appendix headed "Hauling of 'Dead' Locomotives, etc.", when more than one engine is in steam the maximum number to run coupled through Woodhead tunnel must not exceed three.

HADFIELD

VALEHOUSE BOX—SAND DRAG. Facing points are laid in the down goods line 86 yards west of the box leading to a sand drag, 222 yards in length which runs interlaced with the down goods line, joining up with the same by means of trailing points, 374 yards west of the box. The trailing points are controlled by a one-way ground lever set normally for the down goods line.

Should a Driver when descending the incline on the down main line between Dunford Station and Valehouse box find that his train has got beyond his control, he must, by giving six or more short sharp whistles, intimate to the Signalman at each box which his train passes, and to the Signalman at the box from which the facing points leading to the sand drag are operated, that his train is beyond control.

If this be done by the Driver when passing a box before reaching that from which the sand drag points are operated, the Signalman at such box must immediately forward the **"Vehicles running away on right line"** signal to the next box, and this signal must be passed forward to the Signalman at Valehouse box which controls the entrance to the sand drag. The Signalman at that box on receiving the **"Vehicles running away on right line"** signal must, if the line to the sand drag is clear, at once set the facing points for the train which is beyond control to pass over the sand drag, and they must be maintained in that position until the train has passed over them, or until it has been ascertained that the train has been brought to a stand.

MARSHALLING OF WAGONS FOR HADFIELD. All wagons conveyed by down trains for Hadfield must be marshalled next to the engine, and after the wagons have been placed on the up main line the engine must remain on that line until the wagons are in the sidings and clear of the main line. When the number of wagons to be detached exceeds 5 they must be taken clear of the main line to No. 2 siding points before the engine is uncoupled.

Down freight trains having traffic on for Hadfield must travel over the goods line between Valehouse and Hadfield East.

RHODES' PRIVATE SIDING. When shunting in this siding, B.T.C. engines must not proceed farther than Platt Street crossing.

When necessary, two empty wagons must be attached to the engine to enable the wagons in the siding to be coupled on.

DINTING

STARTING OF UP BRANCH TRAINS FROM THE DOWN BRANCH PLATFORM. When necessary, up trains from Dinting to Glossop may be run from the down branch platform at Dinting over the down branch line as far as the crossover between the down and up branch lines situated approximately 180 yards from Dinting Station. Such trains must not exceed a speed of **10 m.p.h.** until they have passed through the crossover on to the up branch line.

GLOSSOP, MOTTRAM OR GODLEY TO GUIDE BRIDGE, ARDWICK OR MANCHESTER (LONDON ROAD)

WORKING OF VEHICLES WITHOUT BRAKE VAN IN REAR BEHIND AN ELECTRIC LOCOMOTIVE (SEE TABLE H1). Not more than 6 fully fitted wagons may be worked behind an electric locomotive between Glossop, Mottram or Godley and Guide Bridge, Ardwick or Manchester (London Road), without a brake van in rear in accordance with Rule 153 (*b*) provided that the automatic brake is coupled up and in use.

The Guard must ride in the rear of cab the locomotive and MUST NOT interfere in any way with the brake, or any part of the equipment.

Should the Guard require the train speed to be reduced for any reason, he must immediately walk through to the front cab and inform the Motorman.

Before commencing a journey the Guard must request the Motorman to unlock the side door of the rear cab.

MOTTRAM YARD

The yard is situated between Dinting Viaduct and Mottram Viaduct on the down side of the line and Enginemen, Guards, Shunters, Examiners and others who proceed by train to either Dinting Station or Mottram Station must walk along the highway to the yard and not over either viaduct, the same course being adopted when staff leave the yard after completing duty to proceed to one or other of the stations mentioned. Warning notices are erected accordingly.

INSTRUCTIONS TO ENGINEMEN. Drivers of down freight trains arriving in the yard must bring their trains to a stand on the reception line clear of the adjoining lines at the western end of the arrival sidings unless a handsignal is given by the man in charge at that point for a train to be drawn ahead. Such a signal will **not** be given if the upper quadrant signal fixed at the western end of the arrival lines, approximately 20 yards east of Glossop Road overbridge, is in the "Off" position. This signal is provided only for the regulation of gravitation shunting by the yard staff, and it will be replaced to Danger before a Driver is authorised by handsignal or verbal instructions to draw down from the reception line.

When an engine has been detached from an arriving train to proceed to shed or to the departure end of the yard and the Driver has been so instructed, he must proceed via the engine line to the stop board in the vicinity of the water column, but must not pass this stop board until he receives a handsignal from the Ground Staff to do so.

INSTRUCTIONS TO GUARDS. On a train coming to a stand, the Guard must then apply his hand brake and proceed along the near side (lef-hand side in the running direction) of his train, reporting to the man in charge in the vicinity of Glossop Road overbridge for instructions, giving details of the traffic on the train. During fog or falling snow, a Groundsman will be appointed to advise the Mottram No. 2 Signalman when trains arrive in the yard, complete with tail lamp attached, and clear of adjoining roads. Before an engine is detached from an arriving train, the train must be adequately secured; trains conveying a double load must have 10 effective wagon brakes pinned down, commencing with each alternate wagon from the engine. Guards will be required to assist in the preparation of trains at the west end and must be prepared to call their own engine past the stop board in the vicinity of the water column on receiving intimation from the man in charge accordingly. A Guard travelling by light engine proceeding to this yard from the direction of Godley to work a train west, will be held responsible for bringing the engine past the stop board in the vicinity of Botany Lane on receiving intimation accordingly from the man in charge and for afterwards assisting with the preparation of trains. Guards of trains arriving in the reception sidings on a Sunday when no yard staff are on duty must arrange to fully secure their trains and detach and liberate the engines.

WATERSIDE BRANCH. Drivers working on the Waterside Pilot must whistle three long crows when ready to leave Lower Barn, and the Goods Porters at Old Dinting, when available, must then arrange for the gates at Gamesley Crossing to be opened. When no Goods Porter is available, the Shunter accompanying the Pilot must perform the duty of opening the gates, and the engine must be brought to a stand in a suitable position, to enable this to be carried out. The Guard must satisfy himself that the load conveyed is capable of being held by the van brake when the engine comes to a stand.

Any defects in the gates or the locks securing them, or in the lamps, must be reported immediately by the person operating the gates to the Yard Master, Mottram.

Catch points are provided at 1 mile 12 chains, immediately below the points leading to Brookfield Sidings, and also 125 yards from the points leading to Bridge Mills, Waterside, and trains or engines must not pass over these points in either direction until they are set for the main line, and locked with the Annett's key, which will be in charge of the Branch Shunter.

When not in use, the key to be kept by the Goods Agent at Old Dinting.

BETWEEN MOTTRAM YARD HALT AND MOTTRAM No. 2

WORKING OF EMPTY MULTIPLE UNIT TRAINS. When it is necessary for an empty Multiple Unit train to proceed from Mottram Yard Halt to Mottram No. 2 over the up main line for the purpose of returning through the crossover road at Mottram No. 2 on to the down line the Motorman must, before leaving Mottram Yard Halt on the up journey, transfer to the rear cab and drive from that position.

The Guard must ride in the leading cab and be prepared to operate the brake and whistle if necessary.

Upon arrival at Mottram No. 2 the Motorman must observe the position of the crossover points, and when the train has cleared them, indicate to the Signalman by means of the whistle that the points may be reversed for the train to proceed on to the down main line.

NEWTON

WARNING TO STAFF PERFORMING SHUNTING OPERATIONS IN GOODS YARD. A loud-sounding bell will be operated by the Signalman at Newton Station box to warn staff performing shunting operations in the Goods Yard of a train approaching on the down line.

BETWEEN NEWTON AND MANCHESTER (LONDON ROAD STATION)

PNEUMATIC SIGNALLING. Arrangements to be adopted in the event of a failure of the pneumatic signalling between the above places. A Signal Lineman must be specially sent to each signal box concerned to shut down the air supply at the valve provided for the purpose and so isolate the particular box.

NEWTON. No point movement whatever is to be made.

NOTE.—Immediately on receipt of an advice that these emergency arrangements are to operate, Traffic Inspectors and Yard Foremen controlling facing points, must obtain the services of a Signal Fitter to release the piston locks before any attempt is made to reverse facing points.

Hand-signalling. Two Hand-signalmen to be provided for each signal box—one for the home signals for the up direction, and one for the home signals for the down direction.

Drivers of **all** trains must **stop** at each box, and if the line ahead is clear, and the train has been accepted under Block Telegraph Regulations by the box in advance, they will be verbally instructed by the Signalman to proceed to the next home signal and to pass at Danger any intermediate signals.

Drivers must not pass any home signals at Danger until they receive a signal to do so from the Hand-signalman stationed at the post. The Hand-signalman must first obtain the Signalman's authority before allowing the train to move forward towards the box.

Hand-signalmen will be stationed at all outer home signals or first home signals and after bringing trains almost to a stand, will authorise Drivers to pass the signal at Danger, and to proceed cautiously towards the inner home or next home signal—providing the line is clear to that point.

At places where there is an outer home or first home signal, a Signalman must not accept a train from the box in the rear until the line is clear up to his box.

Train Arrangements. Arrangements must be made, whenever possible, for trains from Bredbury to be terminated and turned back at Belle Vue.

All Hayfield, Marple and Macclesfield trains must run via Reddish.

Everything possible must be done to divert down main line trains into Manchester (Central).

HYDE JUNCTION. Traffic Inspector and three Lengthmen must be provided to work points as required.

DEWSNAP. Yard Foreman and four Lengthmen must be provided to work points as required.

GUIDE BRIDGE EAST JUNCTION. Yard Foreman and three Lengthmen must be provided to work points as required.

GUIDE BRIDGE NORTH JUNCTION. Yard Foreman and two Lengthmen must be provided to work points as required.

ASHTON JUNCTION. Traffic Inspector and three Lengthmen must be provided to work points as required.

STOCKPORT JUNCTION. Traffic Inspector and three Lengthmen must work points as required, also as laid down in connection with the working between Priory Junction and Stockport Junction. No movement whatever is to be made with Nos. 13, 14 and 15 points (connection, down slow to down fast and up fast to up slow).

FAIRFIELD JUNCTION. No point movement whatever is to be made. Fast line points must be set to and from the Fallowfield line.

GORTON JUNCTION. No point movement whatever is to be made.

PRIORY JUNCTION. Traffic Inspector and four Lengthmen must be provided to work points as required.

All up trains for Guide Bridge to travel over the up slow line from Priory Junction to Stockport Junction, and all down trains to travel over the down slow line from Stockport Junction to Priory Junction.

Trains to and from the Fallowfield line only to use the fast line between Stockport Junction and Fairfield Junction.

ASHBURYS EAST. Traffic Inspector and three Lengthmen must be provided to alter the points to and from Belle Vue and to and from the goods line as required.

ASHBURYS WEST. Yard Foreman and one Lengthman must be provided to alter the points to and from Ancoats Junction from the goods line only as required. Main line points must be continuously set for the main line.

ARDWICK NO. 1. Yard Foreman and one Lengthman must be stationed at this box to alter the points from the main line to the goods line as required.

MANCHESTER (LONDON ROAD). The valve to the main pipe leading in the direction of Ardwick, must be closed and the duplicate set of compressors brought into operation. The Electrician in charge of the electrically driven air compressor in Ducie Street Goods Yard must be advised of any failure and be prepared to stand by during the emergency.

GUIDE BRIDGE

DEWSNAP TO GORTON—CRIPPLE TRAIN. Referring to pages 98 and 99 of the General Appendix regarding conveyance of coaching stock by freight trains—unbraked goods trains ; coaching stock, including passenger-carrying vehicles, may be marshalled next the engine on the cripple train from Dewsnap to Gorton.

DOWN TRAINS FOR GUIDE BRIDGE NORTH. Down trains for Guide Bridge North must be kept back on the down goods No. 1 line at Guide Bridge East Junction home signal, and not permitted to obstruct the up goods line until they can be taken in clear at Guide Bridge North.

LIVERPOOL SIDINGS. Electric Bell. A bell is fixed on the wall near the stop blocks of the cattle dock shunting neck, and when Drivers, who are out of sight of the Shunters, are required to set back into the sidings, two rings on the bell will be given.

Guide Bridge Goods Yard—Messrs. Loyne Ltd. Warehouse—

A moveable wheel scotch is provided outside the Eastern entrance to the Warehouse, and is normally padlocked across the Warehouse Road. The key to the padlock is kept in the Goods Agent's Office.

Movements on to the Warehouse Road must always be made with an engine attached and must be accompanied by a Guard or Shunter. Before authorising a movement to proceed beyond the wheel scotch, the Guard or Shunter must advise the Firm's Supervisor (when at work) what is required and remove the wheel scotch from the line.

On completion of the shunting operations, the wheel scotch must be replaced and padlocked and the key returned to the Goods Agent's Office.

ARDWICK

PRIORY JUNCTION. Engines Assisting in Rear of Breakdown Van Trains—Rule 133. An engine may be run in the rear of the Gorton breakdown van train from Priory Junction to Ashburys East when the train is proceeding to or via Belle Vue. An engine may also be run in the rear of this train between Priory Junction and Fairfield Junction when the train is proceeding on to the Fallowfield line and Gorton Junction and Hyde Road Junction boxes are closed.

ASHBURYS—WARNING BELL OR SIGNAL GANTRY, EAST END OF STATION. In order that Shunters and other staff may be aware of the approach of trains a loud sounding bell is provided on the signal gantry at the east end of the station which will ring when any of the three up goods home signals are lowered.

When these signals are at Danger, Drivers must bring their engines to a stand short of the overbridge situated to the rear of the signals and also, in order that the warning bell can be heard by those concerned, avoid as far as possible any unnecessary noise.

WORKING OF FREIGHT TRAINS INTO BENNETT'S YARD. Trains for Bennett's yard must be accompanied by a Shunter in addition to the Guard, and before a train is allowed to enter from the main lines the Shunter must proceed to the botton of the incline, or beyond if necessary, to ascertain whether there is an engine working in Kobo sidings, and after he has made proper arrangements for protecting the trains at the fouling point, he must, if the train is on the L.M. line, give four strokes on the mechanical gong to Ardwick Junction box, and the train may then be allowed to enter.

If the train is on the East main line, the Shunter must verbally inform the Signalman at Ardwick No. 1 box when he is ready for the train to enter.

The Shunter must be provided with hand signals, in accordance with Rule 50 (a), and after giving the four strokes on the gong to Ardwick Jn. or after verbally instructing the Signalman at Ardwick No. 1 to allow a train to enter, he must proceed to the fouling point in the yard, and will be responsible for the safe working of the trains.

Trainmen and Shunters must see that trains do not set back beyond the Stop Board.

Working of freight trains from Bennett's yard. When a train is ready to leave the yard for the L.M. line, the Guard must give three strokes on the gong. If the Signalman can allow the train to leave the yard he will take off the signal.

When a train is ready to leave the yard for the East line, the Guard or Shunter must verbally inform the Signalman at Ardwick No. 1 box.

If, after the signal has been taken off for a train to leave the yard, such train fails to ascend the gradient and comes to a stand, the Guard must (if there is no risk of fouling another train) instruct the Driver to set back into the yard, and inform the Signalman when this has been done, and the main line is clear.

The train must not start again until the Guard has arrived back from the box.

The storage of railway vehicles in Bennett's yard beyond the trailing points of the crossing leading from the East line to L.M. siding, 42 yards on the Ardwick goods yard side of the Stop Board, is strictly prohibited.

If there is insufficient room for such vehicles on the Railway Company's siding, they must be taken for storage purposes into the Ardwick L.M. goods yard.

KOBO SIDINGS. When Messrs. Beattie's staff are engaged in unloading wagons, trains must not be set back from the main line direct into Kobo sidings. If staff are not engaged in unloading wagons, trains not exceeding 25 wagons may be set back direct into the sidings.

When it is necessary for trains exceeding 25 wagons to work into the sidings, they must be set back on to the "straight" road in Bennett's sidings and afterwards drawn out as required.

MANCHESTER—LONDON ROAD STATION

WORKING OF SPECIAL PASSENGER TRAINS INTO. Guards working special passenger trains into Manchester (London Road) must work their empty trains to Ardwick and also be at Ardwick one hour before departure time of the return special to work the empty train to London Road.

EMPTY COACHING STOCK TRAINS BETWEEN MANCHESTER (LONDON ROAD) AND ARDWICK No. 1. An engine may be run coupled in the rear of empty coaching stock trains between Manchester (London Road) and Ardwick No. 1.

DOWN TRAINS APPROACHING STATION DURING FOG OR FALLING SNOW. Drivers of trains brought forward by the calling-on arm, must bring their trains to a stand at the entrance to the platform, where they will be advised by a man appointed by the Station Master up to what point the platform line is clear.

INVOICES AND CORRESPONDENCE ARRIVING AT MANCHESTER (LONDON ROAD). Invoices, Guards' journals and other internal correspondence arriving at Manchester (London Road) by train must be placed by the Guard into the box fitted to the side of the gangway board racks on platforms 4, 6 and 7, and not left in the train or placed with parcels. Letters bearing parcels stamps should be dealt with in the same way as parcels traffic.

DUCIE STREET GOODS YARD—TRAINS AND ENGINES LEAVING. No engine or train must leave Ducie Street Goods Yard until authorised by the Shunter in charge.

When an engine or train is ready to depart, the Shunter must obtain authority for it to proceed to London Road No. 1 box before it is allowed to start.

STALYBRIDGE

VEHICLES DETACHED FROM ORDINARY TRAINS. UP LINE. Vehicles for Stalybridge not fitted with the hand brake must be marshalled next to the engine of up trains, unless a vehicle fitted with the hand brake, which has also to be detached, is in the rear of the train.

Vehicles not fitted with the hand brake must not stand on the main or platform lines, but must be placed in No. 1 bay unless they are attached to other vehicles which are fitted.

DOWN LINE. All vehicles for Stalybridge must, as far as possible, be marshalled in the rear of trains from the Manchester direction.

Vehicles for Stalybridge must, as far as possible, be attached in front of trains from the Stockport direction, and remain attached to the train until taken off by the engine of the Manchester to Leeds train or attached in rear of the Leeds to Manchester train.

When vehicles not fitted with hand brake are detached from trains from Manchester or Stockport, and there is no engine at Stalybridge to back on to them, they must be placed into the slip road and not be allowed to remain on the main or platform lines.

TRAINS ENTERING PARTIALLY OCCUPIED PLATFORMS. When it is necessary for a train to pass the down platform line home 2 signal for Stalybridge No. 3 box during the time the line concerned is occupied between that signal and the starting signal, the Signalman at Stalybridge No. 3 box will request the Platform Inspector to instruct the Driver to pass the home 2 signal in the " Danger " position. The Driver, on being so instructed, must draw forward cautiously as far as the line is clear.

PASSENGER TRAINS ENTERING PLATFORMS DURING FOG OR FALLING SNOW. During fog or falling snow, a passenger train must not be allowed to enter the station on any line when partially occupied by any other train, except for the purpose of making a connection, when such a train must be piloted into the station by the Station Master or Person in charge, who must ride on the engine.

NORTH YARD—DEPARTING TRAINS. Trains departing from the North Yard must be brought to a stand at the stop board positioned outside the Departure line, and the Guard must advise the Signalman at Stalybridge No. 2 box, by means of the telephone fixed on the wall alongside No. 2 siding, details of the destination point, loading and the next stop of the train

In the case of light engines, the duty must be performed by the Fireman.

HYDE ROAD

HYDE ROAD JUNCTION ELECTRIC BELL. An electric bell worked from Hyde Road Junction box is fixed on the Curve Up Starting signal for Gorton, for the purpose of intimating to Drivers of trains shunted on to the Curve that the Signalman is ready for them to set back off the Curve. A repeater bell is also fixed on the Gorton Junction side of No. 1 overbridge approximately 190 yards past the Up Starting signal.

When the Signalman is ready for a train to set back, he will give two beats on the bell, and Drivers must act accordingly.

Guards will be held responsible for seeing that their trains are drawn clear of the junction when being shunted on to the Curve for other trains to pass.

WORKING IN SIDINGS. Guards of trains working into the sidings must, after the completion of shunting operations, ensure that the two-way hand points giving access to No. 2 siding (steam) are left set for that siding.

WORKING OF TRAINS ON ANCOATS BRANCH

Trains running between the Ancoats Branch and Midland Junction must be worked in accordance with the following instructions:—

TRAINS FROM ANCOATS GOODS YARD TO ASHTON ROAD SIDINGS OR THE CENTRAL LINES, AND FROM ASHTON ROAD SIDINGS TO THE CENTRAL LINES. In clear weather, trains consisting of not more than 20 vehicles and brake van may be propelled to Ashton Road Sidings or to the spur siding at Ancoats Junction.

Trains of more than 20 vehicles must be worked by two engines, the assisting engine, with brake van next to it, must be in front, and the train engine in the rear.

Trains of less than 30 vehicles must be drawn clear into the spur siding and the assisting engine detached.

Trains of 30 or more vehicles must be brought to a stand on the branch at Ancoats Junction home signal, and the assisting engine must place a portion of the train in Nos. 1 or 2 sidings, leaving not more than 20 vehicles with the train engine on the branch to be propelled into the spur siding and drawn thence onto the down main line towards Midland Junction. The assisting engine must then draw the vehicles placed on Nos. 1 or 2 sidings into the spur and propel them on to the front portion of the train standing on the down main line.

Alternatively, trains of 30 or more vehicles may be run to the up goods line at Ashburys West Junction, as far as is necessary to clear the points at Ancoats Junction. They may then return, through the crossover road at Ancoats Junction to the down main line towards Midland Junction, the assistant engine being detached from the rear of the train on arriving back at Ancoats Junction.

During fog or falling snow, all trains from Ancoats Yard or Ashton Road Sidings to the Central Lines must be worked to Ancoats Junction by two engines, one in front and one in rear.

TRAINS FROM THE CENTRAL LINES FOR ASHTON ROAD SIDINGS AND ANCOATS GOODS YARD. Trains consisting of less than 30 vehicles and brake van must be drawn into the spur siding at Ancoats Junction and, in clear weather, be propelled to their destination.

Trains of 30 or more vehicles and brake van must be brought to a stand at the Ancoats Junction home signal, the engine placing a portion of the train in the yard or on Nos. 1 or 2 sidings, leaving on the up main line not more than 30 vehicles and brake van which must then be drawn into the spur sidings and propelled thence to destination.

Alternatively, trains of 30 or more vehicles may be run to the up goods line at Ashburys West Junction as far as is necessary to clear the points at Ancoats Junction. They may then return, through the crossover road at Ancoats Junction, to the Ancoats Branch.

DETACHING INTO NOS. 1 AND 2 SIDINGS AT ANCOATS JUNCTION. Vehicles may be propelled from Ancoats Junction on to either Nos. 1 or 2 sidings without a brake van, but the Guard must apply sufficient hand brakes on the leading vehicles to properly control them, and at night, or during fog or falling snow, a white light must be placed on the leading vehicle.

GENERAL INSTRUCTIONS. During fog or falling snow, no trains may be propelled except those from Ardwick to Ashton Road and trains which are worked over either Nos. 1 or 2 sidings between Ancoats Junction and Ashton Road.

Guards of propelled trains must keep a sharp look-out and give hand signals to the Driver as may be necessary, and when propelling on falling gradients, must apply the hand brake sufficiently to keep the wagon buffers closed.

Drivers propelling trains in either direction between Ancoats Yard and Ashton Road must travel at such a speed as will enable them to stop short of any obstruction.