

PRIVATE AND NOT
FOR PUBLICATION

BRITISH RAILWAYS

LONDON MIDLAND REGION

SECTIONAL APPENDIX TO THE
WORKING TIMETABLE AND BOOKS
OF RULES AND REGULATIONS

WESTERN LINES
CREWE AND NORTH THEREOF

CREWE
1st OCTOBER, 1960

BY ORDER OF THE
GENERAL MANAGER

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, and passing from double line to single line and vice versa, except where otherwise shown in Table “A”...	15
3. When receiving, delivering or exchanging Train Staff or Electric Token by hand...	10
4. When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus, except where otherwise shown.....	15
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, **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:—

Classi- fication	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 main line Locomotives	65 m.p.h.
Passenger and M.T. Tender Locomotives (Chimney leading)	55 m.p.h.
Passenger and M.T. Tender Locomotives (Tender leading)	45 m.p.h.
Passenger and M.T. Tank Locomotives.....	45 m.p.h.
Freight Tender Locomotives	35 m.p.h.
Freight Tank Locomotives.....	20 m.p.h.

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

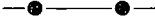
Note—The term “Slow Line” includes Relief line.


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.)	
* <i>These codes to be given when approaching signals at Danger or when necessary to indicate when ready to proceed on same line.</i>	
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.
† <i>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.</i>	
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 lineside	1 crow, 1 long, 1 crow.
‡ <i>To be repeated when passing next Permanent Way Men, Station, Signal Box or Crossing Keeper’s Hut.</i>	
Engine requiring water	1 long, 3 short.
To indicate light engine is clear of points which require to be turned	1 short.
To indicate that train or light engine has been shunted clear of points leading from one running line to another (Rule 69)	1 crow, 1 short.
To indicate that train or light engine has been shunted clear of all running lines (Rule 69)	3 short.
Before starting train assisted by engine in rear (Rule 133 (c))	2 crows.

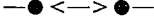
TABLE “A”
LIST OF SIGNAL BOXES, RUNNING LINES, Etc.,

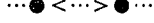
Direction in which information is shown—Down (unless otherwise stated)

Explanation of References—

Passenger Line (Absolute Block unless otherwise shown) 

Goods Line (Permissive Block unless otherwise shown) 

Passenger Line signalled in both directions (No Token) 

Goods Line signalled in both directions (No Token) 

“ A ”—Absolute Block on Goods Line

“ P ”—Permissive Block on Platform line for passenger trains

“ PF ”—Permissive Block on Passenger line for freight trains

“ NB ”—No Block

UPL—Up Passenger Loop

C—Run-back catch points

UGL—Up Goods Loop

CW—Run-back catch points controlled from signal box

DPL—Down Passenger Loop

S—Spring trailing points

DGL—Down Goods Loop

U—Unworked trailing points

CL—Crossing Loop

IBS—Intermediate Block Section Signal

URS—Up Refuge Siding

DRS—Down Refuge Siding

E. & V.—Engine and Brake Van

CREWE TO GRETNA JUNCTION AND BRANCHES

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				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) i in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
CREWE, BASFORD HALL JUNCTION TO GRETNA JUNCTION																
BASFORD HALL JUNCTION TO GRETNA JUNCTION																
								90	99	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES						
								75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES						
								45	45	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES						
●	Crewe	—	—					25		Through junction to Sorting Sidings						
●	Basford Hall Junction (See Crewe and South Appendix and page 27 for Sorting Sidings)	—	—													
●	Basford Wood	—	1244													
●	South Junction (See page 138 for Stoke line, page 26 for Shrewsbury line)	—	1367	●	●	●	●	20	20	Through junction to Stoke Through junction to Shrewsbury Through station, on all lines, between South and North junctions						
P	Station "A" (Signals No. 1 down lines only)	—	447	▲	▲	▲	▲									
●	Station "B" (Signals No. 2 down lines only)	—	480 (from South Jn.)	▲	▲	▲	▲									
●	North Junction	—	430 (from	▲	▲	▲	▲	20		Through junction to Manchester Through junction to Chester						

	(See page 58 for Chester line & page 94 for Manchester line)	—	"B") 463 (from "A") 907 (from South Jn.)			60	20	Through station, on all lines, between North and South junctions Between Crewe and Minshull Vernon, down slow line except where otherwise shown						
●	Coal Yard (See page 27 for tunnel lines)	—	986	●	●	30		Through crossing, down slow to down fast line						
●	Coppenhall Junction	1	1728	●	●	30	25	To Coal Yard, slow line						
							30	Through crossing, down slow to down fast line						
							30	Through crossing, up fast to up slow line						
							30	Through crossing, up slow to up fast line						
●	Winsford Minshull Vernon	1	1750	●	●	30		Through crossing, down slow to down fast line						
						30		Through crossing, down fast to down slow line						
							30	Through crossing, up slow to up fast line						
						30	30	Through crossing, up fast to up slow line						
								Between Minshull Vernon Station and Winsford Station on goods line						
●	Station	2	1050	●	●	60		Between Winsford and Crewe, up slow line except where otherwise shown						
						30	30	Through crossing, up main to up slow line			1L 2S	2L 2S	Stafford line Stoke line Shrewsbury line Passenger trains via Salop Goods Junction	Not timed to stop at Crewe
								Through crossing, down goods to down main			1L 4S	2L 4S		
											1L 1S	2L 5S		
											1L 6S	2L 6S		
●	Goods Yard	1	28											
●	Junction (Level Crossing)	—	660	●	●						3S pause 2S 3S pause 3S		Down sidings from branch Salt Works siding to No. 1 down siding.	

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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
CREWE, BASFORD HALL JUNCTION TO GRETNA JUNCTION—Continued																		
•	Winsford—Continued																	
•	Verdin's Siding	—	1320	•	•													
	(Up I.B.S. 1 mile, 495 yards from Hartford Station box)																	
	(Down I.B.S. 1 mile, 88 yards from Verdin's Siding box)																	
•	Hartford Station	2	422	•												1S 1L	Trains for branch sdgs. at Winsford Jn.	
•	Junction (See page 28 for Northw- ick line)	—	1507	•	•					25		1L 1S					Liverpool line. Northwich branch.	
										25		2C 2S						
										25								
										30								
										30								
										40								
•	Acton Bridge Station	1	1356	•	•					35							Trains for Middlew- ick direction via connecting line at Northwich	
										40								
										40								
										35								
									</									

●	Weaver Junction (See page 28 for Liverpool line) (Up I.B.S. controlled by Weaver Junction box, 1132 yards from Birdwood box)	1	1448			50 60	55	Through junction, to Liverpool line Through junction, to and from North		1L 1S	Northwich branch at Hartford Junction.
●	Birdwood	1	575		URS	69	55	Between Birdwood and Weaver Jn., 175½ and 174½ m.p's	1L 4S		Trains not timed to stop at Warrington.
●	Preston Brook Goods	—	1728								
●	Norton Crossing	—	1642						4C		Requiring to stop at Acton Grange Jn. to apply brakes.
●	Warrington Bank Quay Acton Grange Jn. (See page 86 for Chester line, page 34 for Walton Old Jn. line)	2	1092	●	●	40 20	40 40	Through junction to Chester Through junction to and from Walton New Jn., via slow lines Through junction to Walton Old Jn. C. Down Crewe line, 815 yards before reaching outer home signal. S. Up slow line, junction with up Old line, 586 yards before reaching up home No. 2 Signal, normal lie for Old line	135 135		
●	Walton New Jn.	1	194	●	● ●	70 25	50 25	Through junction, main lines Through junction, from and to slow lines CW. Up slow line, 550 yards before reaching starting signal.	135	1L 3S	Water at Halton
	Extension Sidings			●	●						

NB NB

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				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Down		Up		For
										Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
CREWE, BASFORD HALL JUNCTION TO GRETNA JUNCTION—Continued																
	Warrington Bank Quay—Contd.			NB	NB											
	No. 1 (See page 34 for Walton Old Junction line)	—	1248 (from Walton New Jn. 530 from Extension Sidings)	●	●	●	●	●	●	15	Over junction to Walton Old Jn. CW. Up main line, 219 yards before reaching starting signal.	135		6S	2S 1L 3S 2L	Old line from main line. Crewe line from up passenger loop. Chester line from up passenger loop.
	No. 2	—	389	●	●	●	●	●	●	30	Between Warrington No. 2 and Dallam Branch Sidings, slow line CW. Down passenger, 381 yards before reaching home signal CW. Up Goods, 388 yards before reaching home signal	460 400				
	No. 4	—	610	●	●	●	●	●	●	60	60	Over curve between 183 and 183½ m.p's south of Dallam Branch Sidings, fast lines			2S 1L 3S 2L	Down slow from warehouse Down slow from up goods
	Dallam Branch Sidings (See page 35 for Dallam Branch)	—	1281	●	●	●	●	●	●	60	Between Dallam Branch Sidings and Winwick Junction on slow line CW. Up goods, 172 yards before reaching starting Signal	1010		4S pause 2S		Earlestown from Dallam Branch Earlestown Golborne
												1L 1S 1L 2S	2L 1S 2L 2S			

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●	Wigan N.W. No. 1	—	1470	● ● ●	● ● ●	●	50 20 15	50 15	Over curves, South of station, between 6½ and 6¾ m.p.'s on main line Between Wigan N.W. No. 1 box and Wigan N.W. station, slow line Through junction to and from Central Lines							
P						^										
●	No. 2	—	877	●	●	●		20	Between Wigan N.W. station and Wigan N.W. No. 1 box slow line							
						v	50	50	Over curves North of station, between 6½ and 7¼ m.p.'s on main line							
●	Ryland's Siding	1	328						C. Down line, 110 yards before reaching distant signal.	102						
●	Boar's Head Junction (See page 39 for Adling- ton line).	—	1463				20		Through junction to Chorley							
●	Coppull Victoria Col- liery Sidings	—	764													
●	Standish Junction (See page 37 for Whelley line)	—	1168	●	●		30	30	Standish Junction, through all junctions from one running line to another		1L 3S	1L 3S		3S 1L		Central Lines, via Whelley line. Water at Preston.
	(Down fast and slow IBS, 1,042 yards from Standish Jn. box)															
●	Coppull Hall Sidings	1	734	●	●				C. Down fast and slow, 647 yards before reaching home signal.	135						
●	Blainscough Siding	—	1423	●	●											
	Station															
●	Darlington's Siding	—	1230	●	●			50	Through Coppull Station, slow line							

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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					
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CREWE, BASFORD HALL JUNCTION TO GREтна JUNCTION—Continued																	
●	Bay Horse Station (Down I.B.S. 1 mile, 515 yards from Bay Horse Station box) (Up I.B.S. 1 mile, 517 yards from Oubeck box)	5	1357														
●	Lancaster Castle Oubeck (Up I.B.S. 1500 yards from Lancaster No. 1 box)	2	1429			DGL UGL	66 66										
●	No. 1 (See page 42 for Old Goods lines)	1	1696					60		Over curves between 19½ m.p. at No. 1 box and ½ m.p. North of station							
●	No. 2	—	1356							C. Up main, 171 yards after passing starting signal.	98						

●	Burton and Holme No. 1	4	1620	●	●	URS	60		C. Down line, 1 mile 1119 yards before reaching distant signal.	134					
	No. 2	—	1243	●	●				15 Passenger trains travelling over up goods line (when authorised)			1L 1C			Coaching stock trains requiring bank engine at Lancaster. Freight trains stopping at Oxenholme for loco. or traffic. Train requiring bank engine at Oxenholme.
	Milnthorpe Station	1	1252			DRS	66	80	Between Milnthorpe and Hincaster Junction, 14 and 15½ m.p's.		1C 2S				
	Hincaster Jn. (See page 46 for Arnside line)	2	25					80 10	Between Hincaster Junction and Milnthorpe, 15½ and 14 m.p's Through junction to Hincaster branch		1S 1C				Passenger trains for Windermere
	(Down I.B.S., 1 mile, 984 yards from Hincaster Junction box)								C. Down line, 757 yards before reaching home signal	173					
	(Up I.B.S., 1 mile, 937 yards from Oxenholme No. 1 box)														
●	Oxenholme No. 1	3	280	●	●				C. Down line, 1513 yards before reaching distant signal	111					
				●	●				C. Down line, 598 yards before reaching home signal	111					

*—See table K

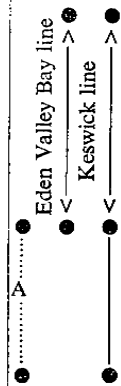
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CREWE, BASFORD HALL JUNCTION TO GRETNAR JUNCTION—Continued																	
Oxenholme—Continued																	
•	No. 2 (See page 46 for Windermere branch)	—	747	•	*		PL 22 (Worked in both directions)	70 10 25 70	70 10								
	(Up I.B.S. No. 2, 3 miles, 625 yards from Lambrigg Crossing box)								10 15								
	(Down I.B.S. No. 1, 1 mile, 1604 yards from Oxenholme No. 2 box)																
	(Up I.B.S. No. 1, 1 mile, 945 yards from Lambrigg Crossing box)																
	(Down I.B.S. No. 2, controlled by Lambrigg Crossing, 3 miles, 1329 yards from Oxenholme No. 2 box)																

Lambrigg Crossing	5	349							C. Down line, 756 yards before reaching home signal.	131							
Mosedale Hall Crossing	1	364							C. Down line, 578 yards before reaching home signal	106							<i>Drivers must whistle when 1 mile distant from Mosedale Hall Level Crossing</i>
Grayrigg	—	1426	DGL UGL	66 66	60	70 10			Between Grayrigg and Oxenholme, over curves between 22½ and 21½ m.p's Between Grayrigg and Low Gill Junction, 26 and 28½ m.p's Through points from loop to main line								
Low Gill Junction (See page 47 for Ingleton line)	1	1422				60 15	80		Between Low Gill Junction and Grayrigg, 28½ and 26 m.p's Through junction to Ingleton Between Low Gill and Tebay, 28½ and 31 m.p's			1S 1C					Class "A," "B" and "C" trains requiring bank engine at Tebay No. 2
(Down I.B.S. 1 mile, 1586 yards from Low Gill Jn. box)																	
(Up I.B.S. 1 mile, 1390 yards from Tebay No. 1 box)																	
Tebay No. 1 (See page 49 for Kirkby Stephen line)	3	1426	DGL	66		80			Between Tebay and Low Gill, 31 and 28½ m.p's			1S 1C					Class "A," "B" and "C" trains requiring bank engine at Tebay No. 2
No. 2 (See page 48 for Kirkby Stephen line)	—	588			10				To goods line C. Down line, 600 yards before reaching I.B. home signal	75							
(Down I.B.S., 1 mile, 630 yards from Tebay No. 2 box)																	

* See table K.

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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
CREWE, BASFORD HALL JUNCTION TO GRETNA JUNCTION—Continued																		
Tebay—Continued																		
●	Scout Green (Level Crossing)	2	1630								C. Down line, 84 yards before reaching distant signal	75	Drivers must whistle when 1 mile distant from Scout Green Level Crossing.					
	(Down I.B.S., 1 mile, 650 yards from Scout Green box)							60	60		C. Down line, 600 yards before reaching I.B. home signal	75						
●	Shap Summit	2	925			UGL URS DRS	68 33 66					Over curves, between 37½ and 37¾ m.p's						
								80 60			C. Down line, 600 yards before reaching outer home signal	75						
											S. Up line (trailing points from loop)	Level						
											Between Shap and Clifton and Lowther, 40 and 42½ m.p's							
											Between Shap and Clifton and Lowther, 42½ and 44½ m.p's							
●	Shap Station (Level Crossing)	2	48								C. Up line, 200 yards before reaching I.B. distant signal	125						
	(Up I.B.S. 1 mile, 938 yards from Thrimby Grange box)										C. Up line, 630 yards before reaching home signal	142						
											During the time Harrison's Siding box is open, these signals will be controlled as up distant and home signals for that box, and during this period the instructions respecting Intermediate Block signals will not apply.							
●	Harrison's Sidings	1	1265			DGL	62				S. Down line, 73 yards after passing starting signal	125 (falling)						
●	Thrimby Grange	1	918			UGL	71				C. Up line, 1733 yards before reaching distant signal.	125						

	(Up I.B.S. 2 miles, 310 yards from Clifton and Lowther box)								C. Up line, 116 yards before reaching I.B. distant signal	125									
●	Clifton and Lowther	4	18	●					60										
●	Eden Valley Jn. (See page 49 for Kirkby Stephen line).	1	30	●				70	80										
	(Up I.B.S. 1 mile, 746 yards from Penrith No. 1 box.)								10										
	†(Down I.B.S. Controlled by Penrith No. 1. 2 miles, 404 yards from Eden Valley Jn. box.)							60	60										
	† See special instructions, page 300																		
●	Penrith No. 1 (See page 192 for Keswick line)	2	1607																
●	No. 2	—	463																
●	No. 3 North	—	360																



DGL
No. 1
DGL
No. 2

97
103

10
10

10

All additional running lines between
No. 1 and Nos. 2 and 3 boxes
Entering down goods line
Through junction to Keswick

1S 1C

2C 2L

1C 2S
3S 1L

2S 1C

3S 1L

3S 1L

Eden Valley Bay or
vice versa
Main line from No. 1
down goods loop
or vice versa
Keswick line through
Keswick line to Down
Main

Through road from
Eden Valley or vice
versa
Eden Valley Bay to
Keswick line, or
vice versa

Keswick line or vice
versa

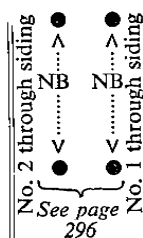
Freight trains stop-
ping at Penrith for
traffic.

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					
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CREWE, BASFORD HALL JUNCTION TO GREYNA JUNCTION—Continued																	
Penrith—Continued																	
	(Up I.B.S., 2 miles, 183 yards from Plumpton box)										C. Up line, 750 yards before reaching I.B. home signal	186					
●	Southwaite Plumpton	4	1535			UGL	71										
●	Calthwaite	2	323								C. Up line, 550 yards before reaching home signal	172					
●	Station	3	1080			UGL DGL	70 70	70			Between Southwaite and Carlisle No. 13, 63½ and 64½ m.p.s round curves				1L 3S	1L 3S	Water at Penrith.
	(Down I.B.S. 2 miles, 1384 yards from Southwaite box)																
	(No. 2 up I.B.S. 2 miles, 939 yards from Carlisle No. 13 box)										C. Up line, 750 yards before reaching I.B. home signal.	131					
											C. Up line, 380 yards after passing I.B. home signal.	131					
	(No. 1 up I.B.S. 1 mile, 500 yards from Carlisle No. 13 box)										C. Up line, 750 yards before reaching I.B. home signal.	131					

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					
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CREWE, BASFORD HALL JUNCTION TO GRETNA JUNCTION—Continued																	
●	Rockcliffe Station	1	1738	●	●												
				PF	PF												
●	Floriston Station	2	88	●	●											1L 4S	Passenger trains not timed to stop at Carlisle Citadel Station
●	Mossband	1	493														
●	Gretna Junction (Scottish Region)	1	435					50	70 50	Through junction to Carstairs Through junction to and from Gretna Green C. Down line, 500 yards before reaching home signal CW. Down line, 799 yards before reaching starting signal	200 193						
CREWE, SORTING SIDINGS SOUTH TO N.S. SIDINGS (GOODS LINES)																	
SORTING SIDINGS SOUTH TO N.S. SIDINGS																	
See page 295 NB	●	Crewe Sorting Sidings South (See page 27)	—	—					20	20	MAXIMUM PERMISSIVE SPEED						
	●	N.S. Sidings (See page 138)	1	55													

CREWE, SORTING SIDINGS NORTH TO GRESTY LANE NO. 1 (GOODS LINES)											
SORTING SIDINGS NORTH TO GRESTY LANE No. 1						20	20	MAXIMUM PERMISSIBLE SPEED			
●	Crewe Sorting Sid- ings North (See page 27)	—	—								
	Gresty Lane No. 1 (See Crewe and South Appendix)	—	530								
CREWE, GRESTY LANE NO. 1 TO SALOP GOODS JUNCTION											
GRESTY LANE No. 1 TO SALOP GOODS JUNCTION						25	25	MAXIMUM PERMISSIBLE SPEED			
●	Crewe Gresty Lane No. 1 (See Crewe and South Appendix)	—	—								
	Salop Goods Junction (See page 27)	—	806								
CREWE, SALOP GOODS JUNCTION TO SYDNEY BRIDGE JUNCTION (CONTROLLED FROM SANDBACH STATION BOX) (MANCHESTER INDEPENDENT LINES)											
SALOP GOODS JUNCTION TO SYDNEY BRIDGE JUNCTION						25	25	MAXIMUM PERMISSIBLE SPEED			
●	Crewe Salop Goods Junction (See page 27)	—	—								
	Sandbach Sydney Bridge Junction (controlled from Sand- bach Station box) (See page 94)	1	38								
‡ Multi-aspect colour light signalling (Rule 43) together with continuous track circuiting is provided on the down and up Manchester Independent lines between Salop Goods Junction and Sydney Bridge 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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
CREWE, SALOP GOODS JUNCTION TO CREWE NORTH JUNCTION (CHESTER INDEPENDENT LINES)																		
SALOP GOODS JUNCTION TO CREWE NORTH JUNCTION								25	25	MAXIMUM PERMISSIBLE SPEED								
●	Crewe Salop Goods Junction (See page 27)	—	—															
●	North Junction (See page 58)	—	760															
CREWE, GRESTDY LANE NO. 2 TO CREWE SOUTH JUNCTION																		
GRESTDY LANE No. 2 TO CREWE SOUTH JUNCTION								30	30	MAXIMUM PERMISSIBLE SPEED								
●	Crewe Gresty Lane No. 2 (See Crewe and South Appendix)	—	—															
●	Gresty Lane No. 1	—	1449															
●	South Junction (See page 2)	—	675					20		Through junction								



BASFORD HALL JUNCTION TO CREWE COAL YARD

	Crewe				
PF	Basford Hall Junction (See Crewe and South Appendix)	—	—		
PF	Sorting Sidings South (Signals up lines and down arrival line only) (See page 24 for N.S. Sidings line)	—	417	Up slow goods	Engine line NB
PF	Sorting Sidings Middle (Signals up slow goods, down fast and slow goods lines only)	—	568	No. 2 arrival NB	No. 1 arrival NB
PF	Sorting Sidings North (See page 25 for Gresty Lane goods lines)	—	788	Up slow independent PF	See pages 295 and 296
	Salop Goods Junction (See page 25 for Gresty Lane goods lines, page 25 for Manchester independent lines and page 26 for Chester independent lines)	—	1065		
	Coal Yard (See page 3)	—	1733		

25

25

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				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
One engine in steam	OVER AND WHARTON, BRINE BRANCH GROUND FRAME TO SALT UNION WORKS (SINGLE GOODS LINE)															
	BRINE BRANCH GROUND FRAME TO SALT UNION WORKS								25	25	MAXIMUM PERMISSIBLE SPEED					
	Winsford Brine Branch Ground Frame	—	—													
	Salt Union Works	—	981													
●	HARTFORD JUNCTION (C.L.) TO HARTFORD JUNCTION															
	HARTFORD JUNCTION (C.L.) TO HARTFORD JUNCTION								25	25	MAXIMUM PERMISSIBLE SPEED					
	Hartford & G. Junction (C.L.) (See page 166)	—	—						15	Through junction						
	Hartford Junction (See page 4)	—	1415					25	Through Hartford Junction C. Up line, 535 yards before reaching starting signal		100					
●	ACTON BRIDGE, WEAVER JUNCTION TO EDGE HILL No. 3															
	WEAVER JUNCTION TO EDGE HILL No. 3								80 50	80 50	MAXIMUM PERMISSIBLE SPEED ON FAST LINES MAXIMUM PERMISSIBLE SPEED ON SLOW LINES					
	Acton Bridge Weaver Junction (See page 5)	—	—			UGL	144		50	Through junction from Liverpool				1L 1S		Northwich branch at Hartford Jn.

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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
ACTON BRIDGE, WEAVER JUNCTION TO EDGE HILL No. 3—Continued																		
•	Ditton Junction No. 1 (See page 163 for Warrington line)	2	777	•	•	•		70	55	Between Ditton Junction and Runcorn Station, 182 and 180½ m.p.'s Through junction on fast line Through junction, all lines to Widnes CW. Up main, 1200 yards before reaching Up I.B.S. home signal	114				1L 1S 1L 2S 4S 1C 1S 1L	4S 1C 1S 1L 4S 2C 2S 1L 4S pause 2S	Crewe Chester St. Helens Warrington Inside at West Deviation Warrington from No. 1 Platform Runcorn from No. 6 Platform Garston Liverpool	
•	No. 2	—	501	•	•	•		70	20	CW. Down slow, 608 yards before reaching starting signal	161	1L 1S 2S 1C						
•	Woodside Siding	1	1298	•	•	•		70	50	Between Halebank and Woodside Siding, over curves between 184 and 185 m.p.'s on fast lines Between Halebank and Woodside Siding on slow line								
•	Garston Speke Junction (See page 32 for Garston)	2	537	•	•	•		60	70	Between Woodside Siding and Halebank, over curves between 185 and 184 m.p.'s on fast lines Between Woodside Siding and Halebank on slow line		6S						
								15	60	Through junction on fast lines Through junction to Garston Through junction from and to Hunts Cross West Junction Between Speke Jn. and Wavertree Jn. on slow line				1S 1L 2S 1L 1S 1C	1S 1L 2S 1L 1S 1C 4L 5L	Riverside Warrington St. Helens Calling Ditton Up Garston line right away slow line Up Garston loop right away slow line		

<div><div></div><div></div><div></div><div></div><div></div></div>	Allerton Junction (See page 32 for Garston)	—	1148								15	Through junction to Garston							
	Station																		
	West Allerton Station																		
	Mossley Hill Station	1	1396			RS 53 (Down slow)	70					Fast line, between Mossley and Hill Wavertree Junction	2S 1L 3S 1L	2S pause 1S 3S 1L			Circular line Downhill Sidings		
	Edge Hill Wavertree Junction (See page 33 for Edge Hill goods lines)	1	1055				50 70 40 40					Between Wavertree Junction and Speke Junction, on slow line Fast line, between Wavertree Junction and Mossley Hill Fast lines, through junction Between Wavertree Junction and Edge Hill No. 3		4L			From C. L. Goods Depot.		
	No. 3 (See page 142)	—	1062				40				40	Between Edge Hill No. 3 and Wavertree Junction Through junction							
HALTON, FRODSHAM JUNCTION TO HALTON JUNCTION																			
FRODSHAM JUNCTION TO HALTON JUNCTION										40	40	MAXIMUM PERMISSIBLE SPEED							
	Halon Frodsham Junction (See page 86)	—	—				20					Through junction and over curves between Frodsham Junction and Halton Junction CW. Down line, 260 yards before reaching starting signal.	80	1C 2S			Freight trains having wagons to detach at Runcorn.		
	Runcorn Halton Junction (See page 29)	1	1183								20	Through junction and over curves between Halton Junction and Frodsham Junction C. Down line, 1729 yards before reaching distant signal.	80						

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	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
GARSTON, SPEKE JUNCTION TO GARSTON, CHURCH ROAD (GOODS LINES)																
SPEKE JUNCTION TO CHURCH ROAD																
●	Garston Speke Junction (See page 30)	—	—					25	25	MAXIMUM PERMISSIBLE SPEED						
●	Junction (See below)	—	900	No. 2	No. 2				15	Through junction						
●	Church Road	—	829													
ALLERTON JUNCTION TO GARSTON JUNCTION																
ALLERTON JUNCTION TO GARSTON JUNCTION																
●	Allerton Junction (See page 31)	—	—					25	25	MAXIMUM PERMISSIBLE SPEED						
●	Garston Junction (See above)	—	670						15	Through junction			1C 2S		1C 3S	Speke Junction from Loco. Dam Bridge from Loco.

EDGE HILL, WAVERTREE JUNCTION TO EXHIBITION JUNCTION (GOODS LINES)

WAVERTREE JUNCTION TO EXHIBITION JUNCTION

20

20

MAXIMUM PERMISSIBLE SPEED

Edge Hill

Wavertree
Junction
(See page 31)

—

—

CW. Down line to Engine
Shed Jn. box, 126 yards
west of signal box.

109

Engine Shed
Junction
(See page 159
for No. 4
line)

—

614

Exhibition
Junction
(See below)

—

1101

† Absolute Block working between Edge Hill, Engine Shed Junction and Speke Junction when Wavertree Junction is closed.

EDGE HILL, EXHIBITION JUNCTION TO WATERLOO TUNNEL MOUTH (GOODS LINES)

EXHIBITION JUNCTION TO WATERLOO TUNNEL MOUTH

20

20

MAXIMUM PERMISSIBLE SPEED

Edge Hill

Exhibition
Junction
(See above)

—

—

NB

Park Sidings

No. 14

Waterloo
Tunnel
Mouth

—

1357

EDGE HILL, TOP OF GRID, TO EDGE HILL, EXHIBITION JUNCTION (GRID IRON GOODS LINES)

TOP OF GRID TO EXHIBITION JUNCTION

20

20

MAXIMUM PERMISSIBLE SPEED

Edge Hill

Top of Grid
(See page 34)

—

—

NB

Exhibition
Junction

—

700

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					
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
<div><div></div><div>NB</div></div>	EDGE HILL, PICTON ROAD JUNCTION TO EDGE HILL, TOP OF GRID (AUXILIARY UP GOODS LINE)																
	PICTON ROAD JUNCTION TO TOP OF GRID								20	MAXIMUM PERMISSIBLE SPEED							
	Edge Hill Picton Road Jn. (See page 158)	—	—														
	Top of Grid (See page 33)	—	1383														
<div><div></div><div>P</div></div>	WARRINGTON, ACTON GRANGE JUNCTION TO WARRINGTON No. 1																
	ACTON GRANGE JUNCTION TO WARRINGTON No. 1								45	45	MAXIMUM PERMISSIBLE SPEED						
	Warrington Acton Grange Junction (See page 5)	—	—						20	Through junction							
	Walton Old Junction (See page 163 for Arpley line)	1	179					20 20	20	Through Walton Old Junction to Arpley Branch Through Walton Old Junction from and to Chester line C. Up line, 335 yards before reaching starting signal				1L 3S		Water at Halton	
	No. 1 (See page 6)	—	1310					15	Over junction								

WARRINGTON, DALLAM BRANCH TO DALLAM BRANCH SIDINGS (SINGLE GOODS LINE)

DALLAM BRANCH TO DALLAM BRANCH SIDINGS

10

10

MAXIMUM PERMISSIBLE SPEED

NB

Warrington
Dallam
Branch

—

—

Dallam
Branch
Sidings
(See page 6)

—

1214

SPRINGS BRANCH, BAMFURLONG JUNCTION TO COPPULL, STANDISH JUNCTION (via WHELLEY JUNCTION)

BAMFURLONG JUNCTION TO STANDISH JUNCTION

50

50

MAXIMUM PERMISSIBLE SPEED

Springs Branch
Bamfurlong
Junction
(See page 8)

—

—

25

25

Between Bamfurlong Junction and Amberswood Junction West
Through junction to up fast line

Bamfurlong
Sorting
Sidings
(Does not sig-
nal up and
down
Whelley
main lines)
(See page 8)

—

566

●

●

A

Platt Bridge
Junction
(See page 145)

—

500
(1237
yds.
from
Bam-
fur-
long
Junc-
tion
down
line;
1170
yds.
up
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				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
SPRINGS BRANCH, BAMFURLONG JUNCTION TO COPPULL, STANDISH JUNCTION (via WHELLEY JUNCTION)—Continued																
●	Springs Branch—Continued															
●	Amberswood Junction West (See page 147) for Hindley South line, page 38 for Fir Tree House Jn. line)	—	984					15	25 15 35	Between Amberswood Junction West and Bamfurlong Junction Through Amberswood Junction West from and to Platt Bridge Junction Through Amberswood Junction West to Fir Tree House Junction C. Down line, 550 yards before reaching home signal	53					
●	Amberswood Junction East (See page 147 for Hindley South line)	—	788						15	Through junction to Hindley South						
●	De Trafford Junction (See page 38 for Hindley line)	—	1229					35 25	20 35	Through De Trafford Junction to Hindley North No. 2 Through De Trafford Junction Between De Trafford Junction and Round House Sidings, 15½ and 15½ m.p's C. Down line, 575 yards before reaching home signal.	64					
●	Round House Sidings	1	227						25	Between Round House Sidings and De Trafford Junction, 15½ and 15½ m.p's				1S 1C 2S 1C 3S 1C		Bamfurlong and South. Bickershaw, Tyldesley and beyond, via Hindley South Bamfurlong Sorting Sidings. Via Haigh Junction.
												1L 2S				

	●	Whelley Junction (See page 39 for Haigh Junction line)	1	903				40 20 40	40	Through Whelley Junction Through Whelley Junction to Blackburn line Between Whelley Junction and Standish Junction			1L 3S	Freight trains requiring to take water at the water column between Roundhouse Sidings and De Trafford Jn.
	●	Coppull Standish Junction (See page 9)	1	829				30	40	Between Standish Junction and Whelley Junction Through junction				
SPRINGS BRANCH, BAMFURLONG JUNCTION TO INCE MOSS JUNCTION (GOODS LINES)														
BAMFURLONG JUNCTION TO INCE MOSS JUNCTION							10	10	MAXIMUM PERMISSIBLE SPEED					
● ● ●	NB	Springs Branch Bamfurlong Junction (See page 8)	—	—					10	Through junction				
		Bamfurlong Sorting Sidings (See page 8)	—	566										
		Ince Moss Junction (See page 148)	—	1000										
PLATT BRIDGE JUNCTION TO SPRINGS BRANCH, INCE MOSS JUNCTION (GOODS LINES)														
PLATT BRIDGE JUNCTION TO INCE MOSS JUNCTION							30	30	MAXIMUM PERMISSIBLE SPEED					
● ● ●	NB	Platt Bridge Junction (See page 38)	—	—					15	Through junction				
		Springs Branch Fir Tree House Junction (See page 38 for Amberswood Jn. West line)	—	583				25	20	Through junction, from and to Platt Bridge Junction CW. Up line, 290 yards before reaching home signal, also controlled from Ince Moss Jn. CW. Up line, 180 yards before reaching home signal, also controlled from Ince Moss Jn.	42			
		Ince Moss Junction (See page 148)	—	547				25		Through junction 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				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
SPRINGS BRANCH, FIR TREE HOUSE JUNCTION TO AMBERSWOOD JUNCTION WEST (GOODS LINES)																
	FIR TREE HOUSE JUNCTION TO AMBERSWOOD JUNCTION WEST							50	50	MAXIMUM PERMISSIBLE SPEED						
●	Springs Branch Fir Tree House Junction (See page 37)	—	—													
●	Amberswood Junction West (See page 36)	—	1356					35		Through junction						
HINDLEY NORTH No. 2 TO SPRINGS BRANCH, DE TRAFFORD JUNCTION																
	HINDLEY NORTH No. 2 TO DE TRAFFORD JUNCTION							20	20	MAXIMUM PERMISSIBLE SPEED						
●	Hindley North No. 2 (Central Lines)	—	—					20	20	Through junction CW. Up line, 250 yards before reaching Hindley North No. 2 home signal.						
●	Springs Branch De Trafford Junction (See page 36)	—	430					20		Through junction						

Electric Token	SPRINGS BRANCH, WHELLEY JUNCTION TO WIGAN, HAIGH JUNCTION (SINGLE GOODS LINE)									
	WHELLEY JUNCTION TO HAIGH JUNCTION				20	20	MAXIMUM PERMISSIBLE SPEED			
	Springs Branch Whelley Junction (See page 37)	—	—			20	Through junction			
	Wigan Haigh Junction (See below)	—	1112							
Electric Token	WIGAN, BOAR'S HEAD JUNCTION TO ADLINGTON JUNCTION									
	BOAR'S HEAD JUNCTION TO ADLINGTON JUNCTION				50	50	MAXIMUM PERMISSIBLE SPEED			
	Wigan Boar's Head Junction (See page 9)	—	—		35	20	Between Boar's Head Junction and Haigh Junction Through junction CW. Down line, 655 yards before reaching Haigh Jn. home signal			
	Haigh Junction (See above)	—	832		25	35 25	Between Haigh Junction and Boar's Head Junction Through junction			
	White Bear Station	2	1382				Drivers must whistle when 1 mile distant from Blacking Mill Lane Level Crossing.			
	Adlington Junction (Central Lines)	—	431		25	25					Through junction
Electric token	PRESTON No. 1A TO STRAND ROAD—RIBBLE BRANCH (SINGLE GOODS LINE)									
	PRESTON No. 1A TO STRAND ROAD				20	20	MAXIMUM PERMISSIBLE SPEED			
	Preston No. 1A	—	—				CW. Single line, 112 yards before reaching up home signal			
	Strand Road	—	983				29			

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					
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
● NB ●	LANCASTER CASTLE No. 1 TO LANCASTER OLD GOODS YARD (GOODS LINES)																
	LANCASTER CASTLE No. 1 TO LANCASTER OLD GOODS YARD						15	15	MAXIMUM PERMISSIBLE SPEED								
	Lancaster Castle No. 1 (See page 14)	—	—						15	Through junction							
	Old Goods Yard	—	490														
● A V ●	LANCASTER GREEN AYRE STATION TO LANCASTER CASTLE No. 4—GREEN AYRE BRANCH																
	GREEN AYRE BRANCH, LANCASTER GREEN AYRE STATION TO LANCASTER CASTLE No. 4						20	20	MAXIMUM PERMISSIBLE SPEED								
	Lancaster Green Ayre Station (See page 44)	—	—						10	Through junction CW. Single line, 613 yards before reaching Lancaster Castle No. 4 down home signal	78						
	Lancaster Castle No. 4 (See page 15)	—	880														

LANCASTER CASTLE No. 4 TO GLASSON DOCK STATION (SINGLE GOODS LINE)									
One engine in Steam	LANCASTER CASTLE No. 4 TO GLASSON DOCK STATION						30	30	MAXIMUM PERMISSIBLE SPEED
	Lancaster Castle No. 4 (See page 15)	—	—					10	Through junction
	Stop Board	—	1234						
	Glasson Dock Station	4	319						<i>Drivers must whistle when 1 mile distant from Aldcliffe Level Crossing.</i> <i>Drivers must whistle when 1 mile distant from Glasson Dock Level Crossing.</i>
LANCASTER CASTLE, MORECAMBE SOUTH JUNCTION TO MORECAMBE PROMENADE STATION									
	MORECAMBE SOUTH JUNCTION TO MORECAMBE PROMENADE STATION						60	60	MAXIMUM PERMISSIBLE SPEED
	Lancaster Castle Morecambe South Jn. (See page 15)	—	—				25	10 25	Through junction Round curve between Morecambe South Junction and $\frac{1}{2}$ mile post. C. Up line, 426 yards before reaching home signal 100
	Bare Lane Station (Level Crossing) (See page 46 for Hest Bank line)	—	1257					15	Through junction to Hest Bank
	Morecambe Euston Road Station	1	100				10 15	10 15	At Morecambe Euston Road to and from Morecambe Promenade lines through the connection on Bare Lane side of Euston Road box Entering and leaving Euston Road Station all lines
									1L 1C
									1L 1C
									Promenade.
	Morecambe Promenade Station (See page 45)	—	620				15 15	15 15	Between Morecambe Euston Road and Morecambe Promenade Through junction and on all lines between Overbridge No. 141A and Promenade 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	Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Down		Up		For
										Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
BENTHAM, LOW BENTHAM TO MORECAMBE PROMENADE STATION																
LOW BENTHAM TO MORECAMBE PROMENADE STATION																
								60	60	MAXIMUM PERMISSIBLE SPEED						
●	Bentham Low Bentham (Central Lines)	—	—													
●	Wennington Junction (See page 183 for Carnforth line)	2	412			DGL	73	40 15	40	Through junction to and from Morecambe Through junction to Carnforth						
●	Hornby Station	2	735													
●	Caton Cloughton Manor	1	1279													
●	Station	2	417													
●	Halton	1	1309					50		Between Halton and Lancaster Green Ayre						
●	Lancaster Green Ayre Ladies Walk	1	1562													
●	Station (See page 42 for Lancaster Castle line)	—	881					10 20 10	50 10 20	Between Lancaster Green Ayre and Halton Through Station Over Lune Bridge No. 134 Through junction to Lancaster Castle						
(Up I.B.S., 1 mile 312 yards from																

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					
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
Electric Token	HEST BANK STATION TO BARE LANE STATION																
	HEST BANK STATION TO BARE LANE STATION							45	45	MAXIMUM PERMISSIBLE SPEED							
	Hest Bank Station (See page 15)	—	—						15	Through junction							
	Bare Lane Station (See page 43)	1	965					15	Through junction								
Electric token	ARNSIDE STATION TO HINCASTER JUNCTION																
	ARNSIDE STATION TO HINCASTER JUNCTION							45	45	MAXIMUM PERMISSIBLE SPEED							
	Arnside Station (See page 176)	—	—						10	Through junction							
	Hincaster Junction (See page 17)	5	548					10	Through junction								
	OXENHOLME No. 2 TO WINDERMERE STATION																
	OXENHOLME No. 2 TO WINDERMERE STATION							60	60	MAXIMUM PERMISSIBLE SPEED							
	Oxenholme No. 2 (See page 18)	—	—						10 25	Through junction to bay line Through junction to main line C. Up branch, 500 yards before reaching home signal		80					
	Kendal Station	2	669					50	50	Through Station							
<i>Drivers must whistle when 1 mile distant from Burneside, Higher Level Crossing.</i>																	

Drivers must whistle when 1 mile distant from Burneside, Higher 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				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
<div>Electric Token</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> 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A
V
●No. 1
(See page 19)

—

588

20
10Between Tebay No. 1 box and Yard No. 3 box
Through junction

KIRKBY STEPHEN EAST, MERRYGILL (N.E. REGION) TO SHAP, EDEN VALLEY JUNCTION

MERRYGILL TO EDEN VALLEY JUNCTION

45

45

MAXIMUM PERMISSIBLE SPEED

Kirkby Stephen
East
Merrygill
(N.E.
Region)

—

—

C. Up line, 545 yards be-
fore reaching Merrygill
up home signal

72

East

—

1701

CW. Down goods line,
clear of fouling point
with down passenger line,
300 yards before reaching
Kirkby Stephen East,
Junction down reception
home signal

183

Junction
(See page 48)
for Tebay
line)

—

609

20

20

Through junction
CW. Up goods line, clear
of fouling point with
Tebay line and down
goods line, 430 yards
before reaching Kirkby
Stephen East up mineral
home signal183
(falling)Warcop
Station

5

743

URS

22

Appleby
East

5

541

CL

Temple Sowerby
StationCliburn
StationClifton Moor
Station

10

575

Shap
Eden Valley
Junction
(See page 21)

—

855

10

Through junction

Electric Token
Electric Token
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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
CARLISLE No. 13 TO CARLISLE No. 3 (THROUGH GOODS LINES)																		
CARLISLE No. 13 TO CARLISLE No. 3																		
20 20																		
10 10																		
MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS																		
MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS																		
●	Carlisle No. 13 (See page 23)	—	—															
●	No. 12 (See page 23)	—	681													1L 1S 1L 2S 1C	Carriage shed Upperby Yard Crown Street	
●	No. 10 Bog Junction (See page 53 for Carlisle No. 8 lines)	—	1075													1L 1S 1L 2S	London Road Yard Upperby Yard	
●	No. 11 Rome Street (See page 53 for No. 9 Forks Jn. lines, and page 54 for Dentonholme Yard lines)	—	425										1L 1C 1L 1S				Forks Junction to turn Currock Yard	
●	Dentonholme North Jn. (See page 54 for Dentonholme Yard lines and page 55 for Viaduct Yard lines)	—	1049										1L 1S 1C 1L 2S			1L 1S 1L 2S 2L 1S	London Road Yard Upperby Yard Currock Yard Canal Yard Dentonholme Yard Through goods line	
●																1L 2S	Dentonholme Yard	

† Worked in accordance with the Special Regulations for signalling trains on the goods lines

† Worked in accordance with the Special Regulations for signalling trains on the goods lines

●	No. 3 (See page 23)	—	484												2L 1S 1S pause 4S 1S pause 2S	Canal Junction Kingmoor Down Sidings Viaduct Yard
CARLISLE, DURRAN HILL SOUTH SIDINGS TO CARLISLE No. 5																
DURRAN HILL SOUTH SIDINGS TO CARLISLE No. 5																
●	Carlisle	—	—							80	80	MAXIMUM PERMISSIBLE SPEED				
●	Durrant Hill Junction	—	638	●	●	●	●	●	●	10		Between Durrant Hill Junction and Petteril Bridge Junction on goods line				
	Petteril Goods Yard (Signals inde- pendent and down goods line only)	—	652	NB†	●	●	●	●	●							
●	Petteril Bridge Junction (See page 52 for Durrant Hill line)	—	250	●	●	●	●	●	●	20	10	Between Petteril Bridge Junction and Durrant Hill Junction on goods line				
										50	20	Through junction on passenger lines				6S
												Between Petteril Bridge Junction and Carlisle No. 5				5S
												C. Up passenger, 124 yards before reaching starting signal				860
												6S	6S			
●	No. 7 London Road Jn. (See page 54 for Canal Jn. lines and page 53 for No. 12 lines)	—	500							10		Through junction to Canal Junction				
●	No. 5 (See page 23)	—	615								50	Between Carlisle No. 5 and Petteril Bridge Junction				
																London Road Durrant Hill Sidings or Petteril Bridge Jn. Engine, Durrant Hill loco or London Rd. shed to Car- lisle Station

† The down goods line between Petteril Goods Yard box and Petteril Bridge Junction box is worked as a siding in accordance with the instructions issued to the Signalmen.
Drivers of trains on the siding must proceed cautiously and be prepared to stop short of any obstruction.

‡ Drivers on up goods line at Petteril Bridge Junction will not be brought to a stand or receive any caution signal when the line ahead is occupied.

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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
	CARLISLE, DURRAN HILL TO CARLISLE, PETTERIL BRIDGE JUNCTION																	
	DURRAN HILL TO PETTERIL BRIDGE JUNCTION										50	50	MAXIMUM PERMISSIBLE SPEED					
●	Carlisle Durrans Hill	—	—					10	—	Entering East End of Down yard from down main								
●	Petteril Bridge Junction (See page 51)	—	710															
	CARLISLE No. 8 TO CARLISLE No. 5																	
	CARLISLE No. 8 TO CARLISLE No. 5										20	20	MAXIMUM PERMISSIBLE SPEED					
●	Carlisle No. 8 (See page 188 for Whitehaven line)	—	—					20	20	Through junction to and from Citadel Station Between 27½ m.p. (M. and C.) and No. 5 box Through junction to Carlisle No. 9, Forks Junction								
●	No. 5 (See page 23)	—	1451					10	15									

CARLISLE No. 12 TO CARLISLE No. 7, LONDON ROAD JUNCTION (GOODS LINES)

CARLISLE No. 12 TO CARLISLE No. 7, LONDON ROAD JUNCTION

10

10

MAXIMUM PERMISSIBLE SPEED

†

●
No. 12
(See page 23)

—

—

●
No. 7 London
Rd. Jn.
(See page 51)

—

812

1L 1S

Carriage Shed

† The down and up lines between Carlisle No. 12 and Carlisle No. 7 London Road Junction boxes are worked as down and up through sidings and Drivers may not be brought to a stand or receive any caution signal at No. 12 or No. 7 London Road Junction boxes when the line ahead is occupied and they must, therefore, run upon the through sidings at a slow speed and be prepared to stop short of any obstruction that may exist on the line on which they are running.

CARLISLE NO. 10, BOG JUNCTION TO CARLISLE NO. 8 (GOODS LINES)

CARLISLE No. 10, BOG JUNCTION TO CARLISLE No. 8

10

10

MAXIMUM PERMISSIBLE SPEED

†

●
No. 10 Bog
Jn.
(See page 50)

—

—

●
No. 9 Forks
Jn.
(See below)

—

382

●
No. 8
(See page 188)

—

542

10

Through junction

1L 1C
1L 1S

1L 1S
1L 2S

London Road.
Upperby Yard.
Forks Jn. to turn
Currock Yard

1L 2S
1L 1S

Bog Junction
Rome Street

* When No. 9 box is switched out, the lines between No. 8 box and No. 11 box (see below) are worked in accordance with the Special Regulations for signalling trains on the goods lines.

CARLISLE NO. 9, FORKS JUNCTION TO CARLISLE NO. 11, ROME ST. (GOODS LINES)

CARLISLE No. 9, FORKS JUNCTION TO CARLISLE No. 11,
ROME STREET

5

5

MAXIMUM PERMISSIBLE SPEED

†

●
No. 9 Forks
Jn.
(See above)

—

—

●
No. 11 Rome
St.
(See page 50)

—

305

† Worked in accordance with the Special Regulations for signalling trains on the goods lines

CARLISLE, DENTONHOLME NORTH JUNCTION TO CARLISLE No. 3 (VIADUCT YARD LINES) (GOODS LINES)

DENTONHOLME NORTH JUNCTION TO CARLISLE No. 3

10

10

MAXIMUM PERMISSIBLE SPEED

Carlisle
Dentonholme
North Jn.
(See page 50)

—

—

No. 3
(See page 23)

—

484

CARLISLE No. 3 TO RIDDINGS JUNCTION

CARLISLE No. 3 TO RIDDINGS JUNCTION

70

70

MAXIMUM PERMISSIBLE SPEED

Carlisle
No. 3
(See page 23)

—

—

No. 1

—

572

Canal Jn.
(See page 56
for Silloth
line and
page 54 for
London
Road Jn.
line)

—

590

Harker
Brunthill

1

1160

Parkhouse
Halt

Station

1

628

Longtown
Lyneside
Station

2

333

Station
(See page 57
for Gretna
Branch)

2

1650

URS

29

DRS 60
(Worked in both
directions)
URS 130

55

55

Between Lyneside and Longtown, 89½ and 88½ m.p's

45

45

Through station, 88½ and 88½ m.p's

60

60

Between Longtown and Riccarton, 88½ and 65½ m.p's, except where otherwise shown

10

10

Through junction to Gretna

1S 1C

40

40

Between Longtown and Riddings Junction, 87 and 86½ m.p's

1L 2S

3S 1L

Langholme line at
Riddings Junction
Carlisle, Canal Goods
Yard

Pilot assistance re-
quired at New-
castleton

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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up		Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
													Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
CARLISLE No. 3 TO RIDDINGS JUNCTION—Continued																	
●	Riddings Junction	4	852			URS DRS	46 45	45	45 25 60	Between Riddings Junction and Kershopefoot, 84½ and 79½ m.p's Through junction to Langholm Between Riccarton and Longtown, 65½ and 88½ m.p's, except where otherwise shown C. Down line, 594 yards before reaching home signal	100						
CARLISLE, CANAL JUNCTION TO SILLOTH STATION																	
CANAL JUNCTION TO SILLOTH STATION																	
Electric Token Token	●	Carlisle Canal Jn. (See page 55)	—	—				45	45	MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN DIESEL MULTIPLE UNIT TRAINS							
								60	60	MAXIMUM PERMISSIBLE SPEED FOR DIESEL MULTIPLE UNIT TRAINS ONLY							
								15	15	Through junction							
								6		When lifting tablet							
								4	4	To and from engine shed							
								25	25	Over Knockupworth Curves between 1 mile 660 yards and 6 miles (not applicable to diesel multiple unit trains)							
								30	30	Over Knockupworth Curves between 1 mile 660 yards and 6 miles (applies to diesel multiple unit trains only)							
								35	35	Between 2 miles and 3 miles 660 yards (applies to diesel multiple unit trains only)							
								30	30	Between 3 miles 660 yards and 3 miles 1100 yards (applies to diesel multiple unit trains only)							
								35	35	Between 3 miles 1100 yards and 6 miles (applies to diesel multiple unit trains only)							
	●	Kirkandrews Station	—	—													
		Burgh-by-Sands Station	—	—													
	●	Drumburgh Station	7	1690		CL	50 down direction 45 up direction 190	40	20	Through station in either direction on down line Through station							
						URS											

CREWE TO HOLYHEAD AND BRANCHES

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		
CREWE NORTH JUNCTION TO HOLYHEAD STATION																		
CREWE NORTH JUNCTION TO HOLYHEAD STATION								75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES								
								75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES								
●	Crewe North Junction (See page 3) (See page 26 for Chester Independent lines)	—	—					20	Through junction									
●	Steel Works	1	421															
●	Calveley Worleston	2	419															
Stoke direction } Not timed to stop at Crewe Stafford direction } Shrewsbury direction } Passenger trains via Salop Goods Junction. To be given at Calveley when this box is closed and Beeston Castle when Worleston and Calveley are closed.																		

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				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
CREWE NORTH JUNCTION TO HOLYHEAD STATION—Continued																
* }	Chester—Continued.															
	No.2 Continued—															
				†P	PF	†P	P								2L 4S	Light engines to L.M.R. loco from up platform
															3S 2L	Manchester line from up slow line
															3S 1L	Crewe line from up slow line
															2S 3L	Manchester line from up fast line
															1S 1L	Crewe line from up fast line
															2S 2C	Manchester line from “up and down” platform line
															1S 1L	Manchester line from up main or up platform
															1S 1C	Crewe line from “up and down” platform line
	No. 3	—	398	●		●										
	No. 3A (Signals up and down fast and up slow lines, and “up and down” platform line only)	—	479 (from No. 2)	●	●	●	●									
				†P	P	†P	P									
							No. 1 siding									
								10								
										Between No. 3A box and up home signals from Holyhead for No. 4 box						
												2L 1C				Coalyard
												1L 2C				Macaroni Siding
												1S 2L				Birkenhead
												1S 1L				Holyhead
												1S				Coal yard from “up and down” platform line
												pause				
												4S				
												3S 1C				Macaroni siding from “up and down” platform line

								1S 1C					Birkenhead line from "up and down" platform line
								1L 1C					Holyhead line from "up and down" platform line
●	No. 4 (See page 78 for Birkenhead line)	—	370 (from Nos. 3 and 3A)	● ●	● ●	● ●	10	Between up home signals from Holyhead for No. 4 box and No. 3A box	4L	4L	2L 1C		Mold Goods yard from Birkenhead
●	No. 6 (See page 78 for Birkenhead line)	—	380	●	●	●	15	All lines between Nos. 6, 5 and 1 boxes, except when otherwise shown			3L 1C	3L 1C	Goods yard from Holyhead
●	Crane Street	—	1218	●	●	●	50	Fast and slow lines between Chester and 180½ m.p.					
●	Mold Junction Saltney Junction (See Western Region Appendix)	—	1419	●	●	●	50	Slow line, between 180½ m.p. and Mold Junction					
							25	25 Through Saltney Junction to and from Western Region			3S 2C	3S 2C	Freight trains via Chester Cutting having no work to do at Chester
											<i>Drivers must whistle when 1 mile distant from Dee Oil Works Level Crossing.</i>		
											1L 1C	1L 1C	Chester, via Chester Cutting
											2L 1C	2L 1C	Freight trains having no work to do at Chester
●	No. 1 (See page 67 for Mold Branch)	1	492	● ●	●	●	30	Through Mold Junction, slow line					Goods siding from Slate Yard
					NB		25	Through Mold Junction, slow to fast line					
							15	Through Mold Junction, fast to slow line					
●	No. 4	—	1241	● ●	●	●	60	Through Mold Junction, all other crossover connections					
								From Mold Junction to Saltney Junction, round curves on slow line					
●	Sandycroft Station	1	1489	●	●	●					1L 1C	1L 1C	Passenger trains not timed to stop at Chester
●	Queensferry Dundas Sidings	—	1071	●	●	●	60	From Queensferry to Shotton, round curves, slow line					
●	Station	—	1224	●	●	●							
	Shotton Low Level Station										<i>Drivers must whistle when 1 mile distant from Maude Street Level Crossing.</i>		

† Absolute block between Nos. 2 and 4 boxes when No. 3 box is closed

*Permissive Block when No. 3 signal box is open

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CREWE NORTH JUNCTION TO HOLYHEAD STATION—Continued																	
●	Connah's Quay Station	1	202	●	●			10	10	Dentiths Siding, through connection with Dock line			Connah's Quay	2L 1C	2L 1C	Passenger trains for Birkenhead through Chester Cutting	
●	Rockcliffe Hall	1	1131														
●	Flint																
●	Pentre Sidings	1	1264														
●	Station	—	1576			DRS	51										
						URS	35										
●	Muspratts Sidings	—	1141	●	●	URS	33										
●	Bagillt Station	1	705	●	●												
●	Holywell Junction Station	2	522	●	●	DRS	36										
						URS	48										
●	Mostyn Station	3	384	●	●	URS	62						1L 1C	1L 1C			Trains not stopping at Rhyl
●	Talacre Station	2	1417	●	●												
●	Prestatyn Nant Hall (Signals down lines only)	2	1200		●												Drivers must whistle when 1 mile distant from Tynymorfa Level Crossing.

●	Station (See page 70 for Dyserth branch)	1	9	●	●			10	Through connection with Dyserth branch								
●	Rhyl Sands	1	1181	●	●												
●	No. 1	1	1075	●	●	●	●	60	Through Rhyl Station, slow lines								
				†			NB										
●	No. 2	—	531	●	●	●	●	60 10 10	Through Rhyl Station, slow line Rhyl, West end, up fast to No. 2 bay, down platform Rhyl, West end, up slow to No. 1 bay, up platform								
●	Foryd Junction (See page 70 for Denbigh line)	—	1731	●	●			10	To Denbigh line								
●	Abergele and Pensarn Station	3	260	●	●		DRS	61				1L 1C	1L 1C	Trains not stopping at Rhyl			2
●	Colwyn Bay Llandulas	2	726	●	●			30	From and to slow lines								
●	Llysfaen	1	576				DRS	60			2L 1C			Passenger trains not timed to stop at Llandudno Jn.			
●	Old Colwyn	1	13														
●	No. 1	1	362	●	●			40 10	Through Colwyn Bay Station, slow line To, from and over goods branch								
●	No. 2	—	607	●	●		DRS (Slow line only)	32			See Mochdre and Pabo						

† Permissive Block on up slow line for passenger trains, empty coaching stock trains and light engines only.

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	Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow					
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CREWE NORTH JUNCTION TO HOLYHEAD STATION—Continued																	
●	Llandudno Junction Mochdre and Pabo	1	1642	●		●			70 60	From 220½ to 221½ m.p.'s round curves on fast lines Between Mochdre and Pabo and Colwyn Bay, slow line round curve 221 to 220½ m.p.'s		1L 1C	1L 1C			Freight trains having no work to do at Llandudno Jn. <i>To be given at Colwyn Bay No. 2 when this box is closed</i>	
●	No. 1 (See page 71 for Blaenau Ffestiniog Branch)	1	1337	●	●	●	●		50 40 10 10 15	Llandudno Junction, fast lines between 223½ to 224 m.p.'s Llandudno Junction, slow lines between 223½ to 224 m.p.'s Down slow to Bangor direction via down avoiding line Llandudno Junction, east end, fast line to Betws-y-Coed Llandudno Junction, east end, fast to slow line Llandudno Junction, west end, fast and slow lines to Llandudno Branch	1L 4S			1L 1C	1L 1C	Trains in possession of token for Betws-y-Coed Express passenger trains not stopping at Colwyn Bay	
●	No. 2 (See page 72 for Llandudno Branch)	—	582	●	●	●	●	URS	82 15 10	Round curve, from main line to Llandudno Branch Llandudno Junction, west end, main to slow line				2C 4S		No. 5 Siding	
●	Conway Station	—	1301						40 40	Round curves, between 224 and 224½ m.p.'s						<i>Drivers must whistle when 1 mile distant from Waen Level Crossing.</i>	
●	Conway Morfa	1	373						55 55	Through Penmaenbach Tunnel							
●	Penmaenmawr Station	3	298					DRS	37			1L 2C 1L 1C					Passenger trains stopping at Bangor out of course Passenger trains not stopping at Bangor

	No.	Miles	Stations	Signals	Speed	Notes	Other
Llanfairfechan Station	2	1448		URS	44		Drivers must whistle when 1 mile distant from Glanmor Level Crossing and Pentredu Level Crossing.
Aber Station	2	106		DRS	59	65	Round curves between 236½ and 237½ m.p's
Tairmeibion	1	1536					Drivers must whistle when 1 mile distant from Wig Level Crossing.
Bangor Penrhyn Siding Ground Frame						10	To Port Penrhyn Branch
Bethesda Junction (See page 73 for Bethesda Branch)	2	1045				15	To branch
No. 1	—	1124	P P				
No. 2	—	424	P P		50	Between Bangor and Menai Bridge	1C 2S 1S 1C Freight trains having no work to do at Menai Bridge Traffic Yard at Menai Bridge via Caernarvon branch
Menai Bridge Station (See page 73 for Afonwen Branch)	1	275			15 45 35 35	50 45 35 35	Between Menai Bridge and Bangor Through junction to Caernarvon Through station Britannia Tubular Bridge, round curves, at Bangor side of Bridge Britannia Tubular Bridge, round curves, at Anglesey side of Bridge, 241½ to 241¾ m.p's
Llanfair Station (Level Crossing)	2	165					2S 1L Trains not stopping at Bangor
Gaerwen No. 1 (Level Crossing)	2	1480		DRS	60		Drivers must whistle when 1 mile distant from Llandaniel Level Crossing.
No. 2 (See page 76 for Amlwch Branch)	—	269		URS	66	15	Through junction to Amlwch
Bodorgan Station	6	667		DRS	38		

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					
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CREWE NORTH JUNCTION TO HOLYHEAD STATION—Continued																	
● ● ● NB	Ty Croes Station (Level Crossing)	2	1320														
	Rhosneigr Station																
	Valley Station (Level Crossing)	5	1207														
	Holyhead Station (See page 11 for New Yard lines)	3	426					10		To and from Pier line							
	Carriage Sidings Ground Frame	—	504														
WHITCHURCH, CHESTER JUNCTION TO WAVERTON, TATTENHALL JUNCTION																	
	CHESTER JUNCTION TO TATTENHALL JUNCTION							45	45	MAXIMUM PERMISSIBLE SPEED							
●	Whitchurch Chester Junction (See Crewe and South Appendix)	—	—						15	Through junction							
	Grindley Brook Halt																

Drivers must whistle when 1 mile distant from Cleifiog Level Crossing.

●	Malpas Station	6	311			DRS URS	32 } One siding only 32 } on down side	C. Up line, 431 yards before reaching home signal	103						
●	Broxton Station	3	659												
	Tattenhall Station														
●	Waverton Tattenhall Junction (See page 59)	4	1752			DRS	50 15	Through junction							
MOLD JUNCTION No. 1 TO CORWEN EAST (W. REGION)															
MOLD JUNCTION No. 1 TO CORWEN EAST							60	60	MAXIMUM PERMISSIBLE SPEED						
●	Mold Junction No. 1 (See page 61)	—	—					15	Through junction						
	Saltney Ferry Station						30	30	Through station						
●	No. 2	—	483												
●	No. 3	—	431												
●	Broughton and Bretton Station (Level Crossing)	—	1743												
	Kinnerton Station								C. Down line, 2 miles 702 yards before reaching down distant signal for Hope and Penyffordd Station	55					
●	Hope and Penyffordd Station (Level Crossing)	4	482				50	50 30	Between 5 m.p. and Hope Junction Between Hope Junction and Kinnerton, 4½ to 3½ m.p's C. Down line, 1,400 yards before reaching distant signal after passing home 2 signal	43					

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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
MOLD JUNCTION No. 1 TO CORWEN EAST (W. REGION)—Continued																		
● Hope Junction (See page 173 for Wrexham line)	—	1142						40	10 40	Through junction to Wrexham line Between Hope Junction and 7 m.p.					3L 1C		Middle Road	
● Llong Station (Level Crossing)	1	1716																
● Mold Tryddyn Junction (Level Crossing) (See page 70 for Coed Talon Branch)	1	525							10	Through junction to branch S. Down line, 122 yards after passing down main home signal (applicable to trains proceeding through connection from up main to down main line)	258							
										S. Down line, junction of down main and branch (normal lie to branch)	258							
● Station	—	555						30 40	30	Through station Between Mold and Denbigh Station, except where otherwise shown								
● Alyn Tin Plate Works	—	1559																
● Rhydymwyn Station	2	71								C. Down line, 600 yards before reaching home signal	184							
● Dolfechlas Crossing	—	1149								C. Down line, 298 yards before reaching home signal	95	Drivers must whistle when 1 mile distant from Dolfechlas 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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
										Main or Fast	Slow or Goods			Main or Fast	Slow or Goods			
One engine in steam	COED TALON STATION TO MOLD TRYDDYN JUNCTION (SINGLE GOODS LINE)																	
	COED TALON STATION TO TRYDDYN JUNCTION											30	30	MAXIMUM PERMISSIBLE SPEED				
	Coed Talon Station (Level Crossing)	—	—															
One engine in steam	Mold Tryddyn Junction (Level Crossing) (See page 68)	4	498					10		Through junction CW. Up line, 291 yards after passing home signal	70							
	PRESTATYN STATION TO DYSERTH STATION (SINGLE GOODS LINE)																	
	PRESTATYN STATION TO DYSERTH STATION											25	25	MAXIMUM PERMISSIBLE SPEED				
One engine in steam	Prestatyn Station (See page 63)	—	—						10	Through junction							Drivers must whistle when 1 mile distant from Bryn-Rhosyn Level Crossing.	
	Dyserth Station	2	1443															
	RHYL, FORYD JUNCTION TO DENBIGH STATION																	
Electric Token	FORYD JUNCTION TO DENBIGH STATION											45	45	MAXIMUM PERMISSIBLE SPEED				
	Rhyl Foryd Junction (See page 63)	—	—						10	Through junction Between Foryd Junction and 9½ m.p.							Drivers must whistle when 1 mile distant from Foryd Level Crossing on Foryd Pier Line.	
	Denbigh Station (See page 69)	10	97					30	30									

LLANDUDNO JUNCTION No. 1 TO BLAENAU FFESTINIOG NORTH, STATION

LLANDUDNO JUNCTION No. 1 TO BLAENAU FFESTINIOG NORTH, STATION

50

50

MAXIMUM PERMISSIBLE SPEED

Llandudno Junction No. 1
(See page 64)

— —

30

15
30

Through junction
Between Llandudno Junction and 1 m.p.

Glan Conway Station

45

45

Between 2½ and 5½ m.p.'s

Tal-y-Cafn and Eglwysbach Station (Level Crossing)

4 1464

CL

17

Dolgarrog Station

Llanrwst and Trefriw Station

6 25

CL

39

Betws-y-Coed Station

Staff Hut

3 1581

CL

14

30

30

Between Betws-y-Coed and 26½ m.p.

Pont-y-Pant Station

Dolwyddelen Station

5 1368

CL

21

C. Down line, 16 yards in advance of down starting signal. (Worked from ground frame).

60

Roman Bridge Station

20

20


Between 26½ m.p. and Blaenau Ffestiniog North

Blaenau Ffestiniog North Station

6 630

Drivers must whistle when 1 mile distant from Tyddol Level Crossing and Tan Lan Level Crossing.

Drivers must whistle when 1 mile distant from Dinas 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				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	LLANDUDNO JUNCTION No. 2 TO LLANDUDNO No. 2								50	50	MAXIMUM PERMISSIBLE SPEED					
	LLANDUDNO JUNCTION No. 2 TO LLANDUDNO No. 2								15	15	Llandudno Junction, round curves from and to main line					
	Llandudno Junction No. 2 (See page 64)								15	15	From branch to Llandudno Junction, west end, fast and slow lines					
	Crossing (Level Crossing)								35	35	Round Deganwy Curve					
	Deganwy No. 1								35	35	Round Deganwy Curve					
	No. 2 (Level Crossing)								15	15	Round curve approaching and leaving station					
	Llandudno No. 1								15	15	Round curve approaching and leaving station					
<i>See Special Instructions, page 314 One engine in steam</i>	PORT PENRHYN, QUAY SIDINGS, TO PENRHYN SIDING (SINGLE GOODS LINE)								10	10	MAXIMUM PERMISSIBLE SPEED					
	QUAY SIDINGS TO PENRHYN SIDING								10	10	MAXIMUM PERMISSIBLE SPEED					
	Port Penrhyn Quay Sidings								10	10	Through junction					
	Bangor Penrhyn Siding Ground Frame (See page 65)								10	10	C. Single line, 1,490 yards on Port Penrhyn side of box.					
	Note—Bethesda Junction is Staff Station for Port Penrhyn branch.								10	10	50					

BANGOR, BETHESDA JUNCTION TO BETHESDA STATION (SINGLE GOODS LINE)									
One engine in steam	BETHESDA JUNCTION TO BETHESDA STATION				35	35	MAXIMUM PERMISSIBLE SPEED		
	Bangor Bethesda Junction (See page 65)	—	—			15	Through junction CW. Down line, 46 yards before reaching branch starting signal.		70
	Bethesda Station	4	398						
MENAI BRIDGE STATION TO AFONWEN STATION (W. REGION)									
●	MENAI BRIDGE STATION TO AFONWEN STATION				60	60	MAXIMUM PERMISSIBLE SPEED		
	Menai Bridge Station (See page 65)	—	—			15 50	Through junction Between Menai Bridge and 4 m.p., except through Port Dinorwic Station C. Down Branch line, 91 yards after passing branch starting signal.		60
	Port Dinorwic Port Siding (See page 75 for Quay lines)	2	819				Drivers must whistle when 1 mile distant from Felin Heli Level Crossing.		
	Station				40	40	Through station		Drivers must whistle when 1 mile distant from Griffith's Level Crossing and Pandy Lane 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	
MENAI BRIDGE STATION TO AFONWEN STATION (W. REGION)—Continued																
Electric Token	Caernarvon No. 1	5	972	● ●				30	30	Through station		Drivers must whistle when 1 mile distant from Waterloo Port Level Crossing.				
	No. 2 (See page 75 for Llanberis Branch)	—	442	● ●				10 30 10 40 35	10 30 10 40 35	Through scissors crossing at South end of station Between Caernarvon and 1 m.p. single line To and from Caernarvonshire Slate and Gas Co.'s siding Between 1 and 2½ m.p's Between 2½ m.p. and Dinas Junction		Drivers must whistle when 1 mile distant from Pant Level Crossing.				
	Llanwnda Dinas (Caernarvon)	3	271			CL (Up line worked as "up and down" line)	29					Drivers must whistle when 1 mile distant from Glanrhyd Level Crossing.				
	Station															
	Groeslon Station (Level Crossing)	1	1121			CL	29	50		Between Groeslon and Penygroes round curve between 5½ and 6 m.p's CW. Down direction 285 yards before reaching starting signal.	61	Drivers must whistle when 1 mile distant from Glynllifon Level Crossing.				
Electric Token	Penygroes Station (See page 76 for Nantlle Branch)	1	1682			CL	29	10 40 50 40	50 40 50 40	Between Penygroes and Groeslon round curve between 6 and 5½ m.p's To Nantlle Branch Between Penygroes and Pant Glas Crossing, round curves between 7½ and 8 m.p's Between Penygroes and Pant Glas Crossing, round curves between 8 and 8½ m.p's Between Pant Glas Crossing and Brynkir		Drivers must whistle when 1 mile distant from Graianog Level Crossing and Pant Glas Level Crossing.				
	Brynkir Station	5	1069			CL	29		40	Between Brynkir and Pant Glas Crossing CW. Up direction 262 yards before reaching starting signal.	110					

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					
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
One engine in steam	PENYGROES STATION TO NANTLLE STATION (SINGLE GOODS LINE)																
	PENYGROES STATION TO NANTLLE STATION																
	Penygroes Station (See page 74)	—	—					25	25	MAXIMUM PERMISSIBLE SPEED							
								10	10	From branch to main line Over curve from and to bay Over Tan-rallt level crossing		Drivers must frequently sound the engine whistle when approaching Tan-rallt level crossing.					
								5	5								
Nantlle Station	1	801															
Electric Token	GAERWEN No. 2 TO AMLWCH STATION																
	GAERWEN No. 2 TO AMLWCH STATION																
	Gaerwen No. 2 (See page 65)	—	—					45	45	MAXIMUM PERMISSIBLE SPEED							
								20	15	Through junction Round curve approaching and leaving Gaerwen Round curves between 1½ and 1½ m.p's Between 2 and 2½ m.p.							
								35	20								
								30	30								
	Llangefni Station	4	759					30	30	Llangefni, between 4½ and 5½ m.p's							
Llangwyllog Station	2	1115				CL	18										

CHESTER TO BIRKENHEAD, CHESTER TO WALTON NEW JUNCTION AND BRANCHES

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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up		Down		Up		For		
										Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast		Slow or Goods	
CHESTER No. 4 AND No. 6 TO BIRKENHEAD WOODSIDE																	
CHESTER No. 4 AND No. 6 TO WOODSIDE																	
<div><div>●</div><div>P</div><div>—</div><div>●</div><div>P</div><div>—</div><div>●</div></div>	Chester No. 6 (See page 61)	—	—	●	||	●	DGL (Bache Loop)	50	75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES						
									75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES						
									15		All lines between Nos. 6 and 5 boxes, except where otherwise shown						
	No. 5 (See below)	—	329	●	||	●				15	All lines between Nos. 5 and 6 boxes, except where otherwise shown						
	No. 4 (See page 61)	—	—	●	NB Macaroni Siding	●			10	10	Between the signal gantry at No. 4 box and the up home signals for Birkenhead for No. 4 box		2L 1C		Goods yard from Birkenhead line.		
								15		All lines between Nos. 4 and 5 boxes, except where otherwise shown							
	No. 5	—	300	●		●				15	All lines between Nos. 5 and 4 boxes, except where otherwise shown				Water at Hooton, Signalman to advise Hooton. Detaching at Hooton Helsby Branch. Light Engines, down Birkenhead to Carriage Siding. Light engines down Birkenhead to Goods yard. Light engines right away, Mold Junction. Light engines right away Saltney. Goods Yard via No. 5. Goods Yard via No. 4.		
	(Up I.B.S. 1 mile 692 yds. from Mollington box.)										1650	1L 3S					
												2S 1C 1S 1C 2C 1L					
	Upton by Chester Halt											2S pause 2S 2C 3L					
	(Down I.B.S. 1 mile 265 yds. from Chester No. 5 box.)											2C 2L					
														1S 4L 4S 1L			

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							
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up		Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
													Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CHESTER No. 4 AND No. 6 TO BIRKENHEAD WOODSIDE—Continued																		
•	Hooton— <i>Continued</i> North Junction	—	680	• •	• •	URS (Fast) URS (Slow)	67 43		15	Through junction to West Kirby Branch and over curves into station		2L 1C	2L 1C			1S 2C	Trains not stopping at Blackpool Street to detach. Up fast refuge to fast line. Horse landing to slow line. Horse landing to fast line. Sidings to Birkenhead. Sidings to West Kirby.	
•	Bromborough Station	1	760	•	•	DRS	30											
•	Spital Station	1	437	•	•													
•	Port Sunlight Siding	—	1065	•	•											1S 1C	1S 1C	
	Station															1L 3S	1L 3S	
•	Bebington and New Ferry Station	1	20	•	•													
•	Rock Ferry Station (See page 91 for Mersey line.)	1	5	•	•				10 40	Slow line to Mersey Line Between Rock Ferry and Green Lane Junction—all lines							Freight trains not stopping at Hooton. Freight trains or light engines requiring water at Hooton. Hooton North and South Junctions to be advised.	

	Birkenhead Green Lane Junction	—	977	● ● ● ^	● ● ● ^			40	Between Green Lane Junction and Rock Ferry—all lines		1L 4S			Freight trains with full load for Grange Lane.
								10	Green Lane Junction and Extension Line—all goods trains		3L 1S			High level to Woodside.
								40	Between Green Lane Junction and Chester end of Woodside Tunnel—Passenger trains				2S 2L	Freight trains for Helsby.
								15	Between Green Lane Junction and Chester end of Woodside Tunnel—Empty Coaching Stock Trains		3S 1L 1S 1L 2S 1L		1S 1L	High Level to Docks. To or from Docks. To or from Woodside Station.
	Blackpool Street (See page 82 for Canning Street Branch, page 83 for Monks Ferry Branch)	—	529	Slip Siding NB A v ● ●	A NB Shed line v ● ●			10	Chester end of Woodside Tunnel and Birkenhead Woodside C. Up line, 37 yards inside mouth of Woodside Tunnel.	386	3L 1C 1S 1L		2S 1L 1S 1L	Old Shed or Jackson Street to Up Slow. To or from Docks.
	Woodside	—	1019					4	Birkenhead Woodside No. 1 Platform—ex-G.E. Passenger tender locomotives					
								40	Chester end of Woodside Tunnel and Green Lane Junction—Passenger trains					
								10	Birkenhead Woodside and Chester end of Woodside Tunnel					
	HOOTON SOUTH JUNCTION TO WEST KIRBY STATION													
	HOOTON SOUTH JUNCTION TO WEST KIRBY STATION							45	MAXIMUM PERMISSIBLE SPEED					
	Hooton South Junction (See page 79)	—	—					35	Round curve from West Kirby into station Between $\frac{1}{4}$ and $\frac{3}{4}$ m.p's			3S 1C		From branch to 'Up & Down' Platform.
Electric Token	Hadlow Road Station (Level Crossing)	1	682			CL	30							
Electric Token	Neston South Station													
Electric Token	Parkgate Station	3	396			CL	30							
Electric Token	Heswall Station	2	164			CL	27							
Electric Token	Thurstaston	2	630			CL	29							

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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
<div>Electric Token</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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† Absolute Block up line; Permissive Block down line.

See Special Instructions,

page 317

One engine
in steam**MONKS FERRY BRANCH (SINGLE GOODS LINE)****MONKS FERRY BRANCH**

Birkenhead
Blackpool
Street
(See page 81)

Monks Ferry
Depot

—

—

933

10

10

MAXIMUM PERMISSIBLE SPEED

5

Through Tunnel
C. Up direction, 366 yards
from box

85

5

Through Tunnel

HOOTON SOUTH JUNCTION TO HELSBY JUNCTION**HOOTON SOUTH JUNCTION TO HELSBY JUNCTION**

Hooton
South Junc-
tion
(See page 79)

Little Sutton
Station

1

1243

Ellesmere Port
No. 1

1

674

No. 2
(Signals goods
lines only)

—

772

No. 3
(Level Cross-
ing)

—

172

75

75

MAXIMUM PERMISSIBLE SPEED

30

20
30

Through junction from Helsby
Over curves between 0 m.p. and $0\frac{1}{4}$ m.p.

3S 1C

1L 1S

1L 3S

2S 1C

Freight trains for
Liverpool not stop-
ping at Helsby but
stopping at Run-
corn for traffic
purposes.
(Signalman to advise
Helsby Junction
Box.)
Liverpool.
Freight trains requir-
ing water at
Hooton.
Freight trains requir-
ing to stop at
Hooton for traffic
purposes.

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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
HOOTON SOUTH JUNCTION TO HELSBY JUNCTION—Continued																
Ellesmere Port—Continued																
●	No. 4	—	611													
●	No. 5	—	859													
	Ince and Elton Stanlow & Thornton Station															
●	Stanlow & Thornton	1	1211			DRS	61									
●	Station	—	1246													
●	Helsby West Cheshire Junction (See page 169 for Moulds- worth Branch)	1	492					10 50		Through junction to Mouldsworth Round curves between West Cheshire Junction and Helsby Station				3L 1S 1L 3S 1L 3S 1L 2S 1C		Freight trains de- taching at Stanlow & Thornton. Freight trains requir- ing water at Elles- mere Port. Freight trains requir- ing water and de- taching at Elles- mere Port. Freight trains de- taching at Elles- mere Port. (Signalman to advise Ellesmere Port).
●	Junction (See page 85)	—	1056					20	50	Round curves between Helsby Station and West Cheshire Junction Through junction to Warrington						

CHESTER No. 1 TO WALTON NEW JUNCTION

85

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					
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
<div>Slow Lines</div>	CHESTER No. 1 TO WARRINGTON, WALTON NEW JUNCTION—Continued																
	Frodsham Station	1	448			URS	32										
	Halton Frodsham Junction (See page 31 for Halton Jn. line)	1	325	•	•			20		Through junction to Runcorn		1S 1L					Main line at Acton Grange Jn. Through Warrington
								45	50	Through junction to and from Warrington		1S 2L					
								10		Goods line between Frodsham Junction and Halton Station		1C 1L					Requiring to stop at Acton Grange Jn. to apply brakes. Walton Old Jn., Arpley or Warrington via Walton Old Junction. Runcorn Branch.
												1L 4S					
															1C 2S		
	Station	—	441	•	•				10	Goods line between Halton Station and Frodsham Junction							
	Norton	1	1627														
	Daresbury Station	2	135			DRS URS	120 134	50	50	Round curve near 15½ m.p. on Warrington side of Daresbury box					2S 1C		Freight trains for Hooton Branch.
Warrington Acton Grange Junction (See page 5)	—	888					40 20	40 20	Through junction from and to Chester line and Walton New Junction Through junction from and to Chester line and Walton Old Junction C. Down line, 555 yards before reaching home signal.	134							
Walton New Junction (See page 5)	1	159					25		Through junction with main line					1L 3S		Water at Halton.	

CHESTER NORTHGATE, MICKLE TRAFFORD (C.L.) TO MICKLE TRAFFORD

MICKLE TRAFFORD (C.L.) TO MICKLE TRAFFORD

25

25

MAXIMUM PERMISSIBLE SPEED

Chester North-
gate
Mickle Traf-
ford C.L.
(See page 16)

—

—

25

Through junction
CW. Up line, 227 yards
before reaching junction
points.

132

Mickle Traf-
ford
(See page 85)

—

297

25

Through junction

LIVERPOOL CENTRAL, LOW LEVEL TO WEST KIRBY, NEW BRIGHTON, AND SEACOMBE AND BRANCHES

LIVERPOOL CENTRAL, LOW LEVEL TO WEST KIRBY 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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
<div>Automatic</div>	LIVERPOOL CENTRAL, LOW LEVEL TO WEST KIRBY STATION								75	75	MAXIMUM PERMISSIBLE SPEED							
	LIVERPOOL CENTRAL, LOW LEVEL TO WEST KIRBY STATION																	
	Liverpool Central Low Level East	—	—					30	15	Between Liverpool Central and James Street, except where otherwise shown Entering platform roads								
	West	—	230					10	10	Through crossover to No. 1 Road West end Through crossover from No. 2 Road Through crossover No. 2 Road to No. 1 Sidin g								When trains are standing at Liverpool Central up outer home, up inner home signal, or James Street down home signal, owing to the signals exhibiting a danger aspect, the driver must sound the whistle at frequent intervals
	James Street Station	—	885					45	30	Between James Street and Liverpool Central, except where otherwise shown Between James Street and Hamilton Square, except where otherwise shown Through crossovers								
	Hamilton Square Junction (See page 91 for Rock Ferry line)	1	311					6	6	Through crossovers								

When trains are standing at Liverpool Central up outer home, up inner home signal, or James Street down home signal, owing to the signals exhibiting a danger aspect, the driver must sound the whistle at frequent intervals

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
LIVERPOOL CENTRAL, LOW LEVEL TO WEST KIRBY STATION—Continued																	
	Leasowe Station																Drivers must whistle when 1 mile distant from Leasowe Level Crossing.
●	Moreton Station (Up I.B.S. 1 mile 513 yards from Hoylake Station box.)	1	569														Drivers must whistle when 1 mile distant from Carr Lane Level Crossing.
	Meols Station (Down I.B.S. 1 mile 1,597 yards from Moreton Station box.)																
	Hoylake Manor Road Station																
●	Station (Level Crossing)	3	212														
●	West Kirby Station (See page 82 for Hooton line).	1	97					10 10		Between 0½ m.p. and West Kirby Station West Kirby, through junction to Joint Station							

Drivers must whistle when 1 mile distant from Leasowe Level Crossing.

Drivers must whistle when 1 mile distant from Carr Lane Level Crossing.

HAMILTON SQUARE JUNCTION TO ROCK FERRY STATION]									
HAMILTON SQUARE JUNCTION TO ROCK FERRY STATION									
Semi- Automatic	Hamilton Square Junction (See page 88)	—	—				30	30	MAXIMUM PERMISSIBLE SPEED
	Birkenhead Central Station	—	966				25	25	15 Passing Hamilton Square up home signal
	Green Lane Station						6	6	Through station Through crossover
	Rock Ferry Station (See page 80)	1	11				10		Through crossover to No. 6 Road Through crossover to down Slow line Through crossover from No. 5 Road Entering Platform Roads
							10	10	
							4		
BIRKENHEAD NORTH, BIDSTON EAST JUNCTION TO NEW BRIGHTON STATION									
BIDSTON EAST JUNCTION TO NEW BRIGHTON STATION									
	Birkenhead North Bidston East Junction (See page 89)	—	—				40	40	MAXIMUM PERMISSIBLE SPEED
	Seacombe Junction (See page 92 for Bidston Dee Junction and Seacombe line)	—	767				30	10	To goods line Between Bidston East Junction and Seacombe Junction <i>Drivers must whistle when 1 mile distant from Poulton Level Crossing.</i>
	Wallasey Wallasey Village							30	Between Seacombe Junction and Bidston East Junction
	Grove Road Station	1	218						
	New Brighton Station	1	14				10		Between 4 m.p. and New Brighton 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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
BIDSTON, DEE JUNCTION TO SEACOMBE STATION																
	DEE JUNCTION TO SEACOMBE STATION							30	30	MAXIMUM PERMISSIBLE SPEED						
●	Bidston Dee Junction (See page 89)	—	—					25		Between Bidston, Dee Junction and Slopes Branch Junction						
●	Seacombe Junction (See page 91 for Birkenhead and New Brighton line)	—	1083													
●	Liscard and Poulton Slopes Branch Junction (See page 93 for M.D. & H.B. line)	—	963					10	25	To Slopes Branch Between Slopes Branch Junction and Bidston, Dee Junction						
	Station							25	25	Between Liscard and 7½ m.p.						
●	Seacombe Goods	—	1617													
●	Station	—	1329					5		Approaching Seacombe Station						

See Special Instructions,
Page 319

NB

MERSEY DOCKS AND HARBOUR BOARD ESTATE TO SLOPES BRANCH JUNCTION (SINGLE GOODS LINE)

**MERSEY DOCKS AND HARBOUR BOARD ESTATE TO SLOPES
BRANCH JUNCTION**

15

15

MAXIMUM PERMISSIBLE SPEED

**Liscard &
Poulton**

L.M.R. Siding
and Poulton
Bridge Level
Crossing

—

—

Slopes Branch
Junction
See page 92

—

600

10

Through junction

*Drivers must whistle when 1 mile distant from Poulton.
Bridge Road Level Crossing.*

MERSEY DOCKS AND HARBOUR BOARD ESTATE TO BIRKENHEAD NORTH NO. 2 (GOODS LINES)

**MERSEY DOCKS AND HARBOUR BOARD ESTATE TO
BIRKENHEAD NORTH No. 2**

10

10

MAXIMUM PERMISSIBLE SPEED

Mersey Docks
and Har-
bour Board
Estate

—

—

**Birkenhead
North
No. 2**
(See page 89)

—

—

CREWE TO MANCHESTER, LONDON ROAD AND MARSDEN JUNCTION (N.E. REGION) AND BRANCHES

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CREWE, NORTH JUNCTION TO MANCHESTER, LONDON ROAD No. 3																	
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†	Holmes Chapel Station	3	1225																
	Goostrey Station	1	1603																
	Chelford Station	3	1458	* — — —	* — — —														
	Alderley Edge Station	3	92			* DGL * UGL	50 50												
●	Wilmslow Station (See page 99 for Styal line)	1	980			DGL	75	50	Through junction to Styal		2S 1C 3S 1C							Passenger trains not stopping at Stockport. Freight trains requiring to stop at Adswode.	
†	Handforth Station	1	947																
●	Cheadle Hulme Station (See page 121 for Macclesfield line)	2	673					45	Through junction to Macclesfield										

* Controlled from Wilmslow.

† Multi-aspect colour light signalling (Rule 43) together with continuous track circuiting, is provided on the down and up lines between Crewe North Junction and Sydney Bridge Junction, on the down and up fast and slow lines between Sydney Bridge Junction and Sandbach Station, on the down and up lines between Sandbach Station and Cheadle Hulme.

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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
CREWE, NORTH JUNCTION TO MANCHESTER, LONDON ROAD No. 3—Continued																
•	Edgeley Junction	—	1412	•												
	Adswood Road Bridge	—	788													
	Adswood Sidings (Signals down goods, down through siding and up and down through siding only)	—														
•	No. 1 (See page 104 for Buxton line)	—	819	•		•		30	25	Through junction to Buxton				1L 1S	2L 1S	Macclesfield.
						•		40	30	Through junction slow lines						
						•			40	Through junction fast lines						
•	No. 2 (See page 159 for Warrington line)	—	383	•	•	•			20	Through junction to Warrington		4L				Down Liverpool line to main.
						•										
•	Stockport Edgeley No. 1	—	421	•	•	•		25		Through Stockport Station on down fast platform line						
						•		15		Through Stockport Station on main and slow lines						
P				P	P	P	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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
CREWE, NORTH JUNCTION TO MANCHESTER, LONDON ROAD No. 3—Continued																
†	Manchester London Road Ardwick Junction (See page 112 for Philips Park Branch)	—	1629	•	•	•	•	40 45	45 45 40 15	Through junction, slow lines Through junction, fast lines Through junction to East lines Through junction, to Philips Park Branch						
•	No. 1	—	541	•		•										
•	No. 2	—	415	•		•										
•	No. 3	—	179													
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.																
† Multi-aspect colour light signalling (Rule 43) together with continuous track circuiting, is provided on all running lines between Heaton Norris Junction and Ardwick Junction (exclusive). The signalling of trains on these lines between Heaton Norris Junction (exclusive) and Ardwick Junction (exclusive), except the “ up and down ” goods line at Longsight No. 1 box, is under the control of Manchester London Road box.																
SANDBACH STATION TO NORTHWICH, SANDBACH JUNCTION																
SANDBACH STATION TO SANDBACH JUNCTION																
*	Sandbach Station (See page 95)	—	—					60	60	MAXIMUM PERMISSIBLE SPEED						
									15	Through junction C. 678 yards before reaching Signal SH 25, up branch	132	1L 2S				Train for Hartford direction via connecting line at Northwich.
	Middlewich Station	3	1383			CL URS	30 48	45		Between Middlewich Station and Northwich Sandbach Junction, 6 and 7½ m.p's				1L 1C		Before placing wagons in I.C.I. Siding.

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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
Automatic signalling	WILMSLOW STATION TO SLADE LANE JUNCTION, Etc.—Continued																	
	Gatley Station	1	1143								C. Down line, 1638 yards before reaching Signal LR. 5	141						
											C. Up line, 1336 yards before reaching Signal WW. 97	131						
											C. Up line, 1404 yards before reaching Signal WW. 95	155						
	East Didsbury and Parrs Wood Station	1	366								C. Down line, 1161 yards before reaching Signal LR. 7	300						
	Burnage Station	—	1596								C. Down line, 1038 yards before reaching Signal LR. 9	1715						
	Mauldeth Road Station	—	1518								C. Down line, 775 yards before reaching Signal LR. 13	170						
	Manchester London Road Slade Lane Junction (Controlled from Manchester London Road box) (See page 97)	1	813					45 30	45		CW. Up line, 993 yards before reaching Signal LR. 12 Through junction and round curve on Styal line Through connection down Styal to down fast line	241						

ASHBOURNE No. 2 TO EDGELEY JUNCTION No. 1

ASHBOURNE No. 2 TO EDGELEY JUNCTION No. 1										
ASHBOURNE No. 2 TO EDGELEY JUNCTION No. 1										
Electric Token	Ashbourne No. 2 (Midland Lines) (See page 132 for Rocester line)	—	—					60	60	MAXIMUM PERMISSIBLE SPEED
	Thorpe Cloud Station (Midland Lines)							25 40 15	25	At Ashbourne—through junction of up and down lines Between Ashbourne and Parsley Hay, except through stations Between Ashbourne and Parsley Hay, through stations
Electric Token	Tissington Station (Midland Lines)									
	Aisop en le Dale Station (Midland Lines)	6	1605		CL	27				
Electric Token	Parsley Hay Hartington Station (Midland Lines)	4	1256		CL	27				
	Station (Midland Lines)	1	1420					45	40 15	Between Parsley Hay and Ashbourne, except through stations Between Parsley Hay and Ashbourne, through stations Between Parsley Hay and Buxton No. 2 except where otherwise shown
Electric Token	Hindlow Briggs' Sidings	4	886					40		Round curve between Briggs' Sidings and Hindlow C. Up line, 512 yards be- fore reaching signal box. 60
	Station (See page 104 for Harpur Hill Branch)	1	396						40	Round curve between Hindlow and Briggs' Sidings C. Up line, 2 yards outside Hindlow end of Tunnel. 60 C. Up line, 624 yards be- fore reaching signal box. 330 C. Up line, 1 mile 63 yards before reaching distant signal. 62

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
ASHBOURNE No. 2 TO EDGELEY JUNCTION No. 1—Continued																	
●	Buxton Higher	2	1352					35		Through Higher Buxton C. Up line, 384 yards before reaching signal box.	62						
●	No. 2	—	905	●	●	●		10	45 10	Between Buxton No. 2 and Parsley Hay, except where otherwise shown Through junction to and from Parsley Hay, including lines Station from and to Parsley Hay line CW. Up Ashbourne line, 219 yards before reaching home 2 signal (controlled by Junction No. 1 box).	100						
				Low Level line	Low Level line	High Level line	A										
●	Junction No. 1 (See page 105 for Millers Dale line)	—	144	●	●	●		25	25 10	From and to station To East Junction							Drivers must whistle when 1 mile distant from Scraggs Level Crossing.
●	Dove Holes Bibbington's Sidings	2	237	●	●	●				C. Down line, 690 yards before reaching home signal. C. Up line, 359 yards before reaching home signal.	68 70						
●	Station	—	976	●	●	●		45		From Dove Holes to 14½ m.p., except where otherwise shown CW. Up line, 130 yards before reaching starting signal. (Siding points.)	58						

Drivers must whistle when 1 mile distant from Scraggs Level Crossing.

	Miles	Yards	Signal	Direction	Distance	Notes	Other	Passenger Trains
Chapel en le Frith South Station	2	513			50	C. Up line, 415 yards before reaching home signal.	58	
						C. Up line, 1 mile 1630 yards before reaching home signal	58	
						C. Up line, 379 yards before reaching distant signal.	58	
Whaley Bridge Station	3	1461			45	From 14½ m.p. to Dove Holes, except where otherwise shown Between 14½ m.p. and Middlewood except where otherwise shown		
Furness Vale Station (Level Crossing)	1	592				C. Up line, 180 yards before reaching home 2 signal; also worked from signal box.	58	
New Mills Newtown Station	1	33	URS	{ 36 up direction 50 Down Direction		C. Up line, 329 yards before reaching home 1 signal.	58	
Disley Station	1	1193	URS		35	C. Up line, 400 yards before reaching home signal.	60	
Middlewood Low Level Junction Station	1	808				C. Up line, 719 yards before reaching home signal.	60	
Hazel Grove Station	2	607	DRS URS		39 29	50 Between Middlewood and 14½ m.p., except where otherwise shown <i>Drivers must whistle when 1 mile distant from Norbury Level Crossing.</i>		
						C. Up line, 424 yards before reaching distant signal.	66	2S 1C
								Passenger Trains not stopping at Stockport.

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	ASHBOURNE No. 2 TO EDGELEY JUNCTION No. 1—Continued																
•	Davenport Woodsmoor (Level Crossing) Station	1	230														Drivers must whistle when 1 mile distant from Woodsmoor Level Crossing,
•	Edgeley Junction																
•	Davenport Junction (See below for line to Cheadle Village Junction)	—	1271					15		Through junction to Cheadle Village Junction C. Up line, 451 yards before reaching home signal.	106						
•	No. 1 (See page 96)	—	754					25		Through junction							
	HARPUR HILL BRANCH																
	HARPUR HILL BRANCH								30	30	MAXIMUM PERMISSIBLE SPEED						
Train Staff and Ticket	Hindlow Station (See page 101)	—	—					30	30	Between Hindlow and Harpur Hill (except over short length approaching 1 in 41 gradient nearer Harpur Hill)							
	Harpur Hill (Stop board)	1	827														

MILLERS DALE, TOPLEY PIKE TO BUXTON, STATION (MID.)									
TOPLEY PIKE TO BUXTON STATION (MID.)									
●	Millers Dale					50	50	MAXIMUM PERMISSIBLE SPEED	
	Topley Pike (Midland Lines)	—	—					CW. Down line, 151 yards before reaching home signal	100
	Buxton							C. Down line, 400 yards before reaching home sig- nal.	100
	Ashwood Dale	1	378						
	East Junction (See below)	1	931			40	10	Between 164 m.p. and Buxton Station (Mid.) except where otherwise shown Through junction to Buxton, Junction No. 1	
●	Station (Mid.)	—	186					C. Down line, 1197 yards before reaching home sig- nal.	81
						15	40	Between Buxton Station (Mid.) and 164 m.p. except where otherwise shown Through connections at entrance to Station	1L 1S
BUXTON, EAST JUNCTION TO JUNCTION No. 1									
BUXTON, EAST JUNCTION TO JUNCTION No. 1									
●	Buxton					10	10	MAXIMUM PERMISSIBLE SPEED	
	East Junction (See above)	—	—						
●	Junction No. 1 (See page 102)	—	343			10		Through junction CW. Down line, 330 yards before reaching home sig- nal (worked by East Jn.)	66
EDGELEY JUNCTION, DAVENPORT JUNCTION TO CHEADLE VILLAGE JUNCTION (SINGLE GOODS LINE)									
DAVENPORT JUNCTION TO CHEADLE VILLAGE JUNCTION									
Electric Token						30	30	MAXIMUM PERMISSIBLE SPEED	
	Edgeley Junction	—	—			15		Through junction	
	Davenport Junction (See above)								
●	Cheadle Village Jn. (See page 159)	—	1578			15		Through junction CW. Single line, 578 yards before reaching starting signal.	68

Peak Forest Junction.

● Dukinfield and Ashton Station

1 1184

● Stalybridge No. 1

— 1716

●

●

25
35

Between $1\frac{1}{4}$ m.p. at Stalybridge No. 1 and $\frac{1}{4}$ m.p. at the Denton Junction end of Dukinfield Viaduct Between Stalybridge and Denton Junction, except where otherwise shown
CW. Down goods, 117 yards before reaching No. 4 Distant signal.

138

4L

Denton via Guide Bridge

No. 2

— 358

●

●

●

●

15
15

15

Through junction from and to Ashton Charlestown
Between Nos. 2 and 4 boxes
CW. Up main, 517 yards before reaching advanced starting signal.
CW. Stockport Bay, 26 yards in advance of bay starting signal.
CW. Up goods line, 405 yards before reaching home signal

115

122

125

*P

§

Platform Line

P

§

Platform Line

†P

● No. 3 (Signals passenger lines only)

— 330

●

●

● No. 4 (See page 111 for Micklehurst line)

— 321

●

●

50

15

Between Nos. 4 and 2 boxes
Between No. 4 box and Mossley

1L 3S

Water at Greenfield Junction.

†Permissive Block on up slow line between Reddish South and Heaton Norris Junction boxes when Ashbridge box is open, and between Ashbridge and Heaton Norris Junction boxes when Reddish box is closed.

‡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.

*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.

§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.

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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
HEATON NORRIS JUNCTION TO MARSDEN JUNCTION (N.E. Region) (Continued)																
●	Mossley Black Rock	1	761			URS DRS	63 31				C. Down line, 620 yards before reaching home signal	125				
●	Station	1	158					50	55		Between Mossley and Stalybridge No. 4 Between Mossley and Diggle Junction C. Down line, 80 yards before reaching distant signal C. Down line, 511 yards before reaching starting signal C. Down line, 606 yards before reaching home signal	125 150 150				
●	Greenfield Junction	1	1732					50 25	50 25		Through junction from and to Stalybridge Through junction from and to Oldham Glodwick Road C. Down line, 215 yards after passing distant signal CW. Down line, 325 yards before reaching starting signal	175 175				
●	Delph Junction (See page 112 for Delph line)	—	1319					15			Through Junction to Delph					
	Saddleworth Station															

● Diggle Junction (See page 111 for Micklehurst line)	1	737	●	●	DGL	47	50 30 40 50 15 15 45 40 35	Between Diggle Junction and Mossley Through junction slow line to Micklehurst Through junction fast line to Micklehurst Through junction slow lines Through junction fast lines to and from slow lines Through station, slow lines Between Standedge tunnel entrance and Marsden Junction, slow line Between Standedge tunnel entrance and Marsden Junction, fast line C. Down line, 950 yards before reaching distant signal 175 1L 3S C. Down line, 605 yards before reaching home signal 125			Water at Marsden
● Marsden Junction (N.E. Region)	4	—	●	●	URS	18	40 35	Between junction and Standedge tunnel end, slow line Between junction and Standedge tunnel end, fast line C. Up slow, 482 yards before reaching home signal 105 C. Up fast, 485 yards before reaching home signal 105	1L 3S	1L 3S	Water at Diggle Junction.
DENTON JUNCTION TO GUIDE BRIDGE, STOCKPORT JUNCTION											
DENTON JUNCTION TO STOCKPORT JUNCTION											
● Denton Junction (See page 106)	—	—					60	60	MAXIMUM PERMISSIBLE SPEED		
● Cock Lane	—	926			DRS	48		C. Down line, 130 yards before reaching starting signal. 120	2S 1C		Passenger trains not stopping at Stockport.
● Guide Bridge Stockport Junction (Midland Lines)	—	215					30 15	30	Round curve to and from Guide Bridge 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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
DENTON JUNCTION TO GUIDE BRIDGE, CROWTHORN JUNCTION																	
DENTON JUNCTION TO CROWTHORN JUNCTION																	
●	Denton Junction (See page 106)	—	—					60	60	MAXIMUM PERMISSIBLE SPEED							Passenger trains not stopping at Stockport.
●	Ashton Moss Junction (See below)	—	752					30 25 40	30	Through junction CW. Down line, 243 yards before reaching starting signal.	122				2S 1C		
●	Ashton Moss Colliery	—	978							Through junction to and from Oldham							
●	Guide Bridge Crowthorn Junction (Midland Lines)	—	412					25	40	Through junction to Droylsden Between Ashton Moss Junction and Crowthorn Junction							
DENTON, ASHTON MOSS JUNCTION TO DROYLSDEN STATION JUNCTION																	
ASHTON MOSS JUNCTION TO DROYLSDEN STATION JUNCTION																	
●	Denton Ashton Moss Junction (See above)	—	—					60	60	MAXIMUM PERMISSIBLE SPEED							
									25	Through junction C. Up line, 403 yards before reaching distant signal.	73						

●	Droylsden Station Junction (Central Lines)	1	706			20	20	Through junction CW. Up line, 460 yards before reaching starting signal. C. Up line, 80 yards after passing starting signal.	73 73						
STALYBRIDGE No. 4 TO DIGGLE JUNCTION (via MICKLEHURST)															
	STALYBRIDGE No. 4 TO DIGGLE JUNCTION (via MICKLEHURST)					75	75	MAXIMUM PERMISSIBLE SPEED							
●	Stalybridge No. 4 (See page 107)	—	—			40	15	Through junction							
						50	40	Between Stalybridge No. 4 and 8½ m.p							
							50	Between 8½ and 12½ m.p's							
								C. Down line, 1 mile 1,122 yards before reaching Staley and Millbrook home signal	100						
								C. Down line, 278 yards before reaching down home signal	88						
●	Mossley														
●	Staley and Millbrook	1	1264												
●	Micklehurst	—	1114		URS DRS	76 45									
●	Greenfield														
●	Friezland Sidings	1	428					C. Down line, 927 yards before reaching home signal	110						
●	Friezland	—	835												
●	Diggle														
●	Uppermill	1	455		DRS	58		C. Down line, 584 yards before reaching home signal	125						
●	Junction (See page 109)	1	737			30 40		Through junction to slow line Through junction to fast 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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
One engine in steam	GREENFIELD, DELPH JUNCTION TO DELPH STATION																	
	DELPH JUNCTION TO DELPH STATION							30	30	MAXIMUM PERMISSIBLE SPEED								
	Greenfield Delph Junction (See page 108)	—	—					20	15 20	Through junction Over curve between $\frac{1}{2}$ and $\frac{1}{4}$ m.p's								
	Delph Station	1	1077															
	MILES PLATTING, MIDLAND JUNCTION TO MANCHESTER LONDON ROAD, ARDWICK JUNCTION—PHILIPS PARK BRANCH																	
	MIDLAND JUNCTION TO ARDWICK JUNCTION							15	15	MAXIMUM PERMISSIBLE SPEED								
	Miles Platting Midland Junction (Central Lines)	—	—															
	Manchester London Road Ardwick Junction (See page 98)	—	887					15		Through junction CW. Up line, 309 yards before reaching starting signal.		130						

OXFORD ROAD STATION TO ALTRINCHAM AND BOWDON SOUTH

OXFORD ROAD STATION TO ALTRINCHAM AND BOWDON
SOUTH

OLD TRAFFORD STATION TO SALE STATION

				60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES
				60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES
● Oxford Road Station	—	1094				
● Knott Mill and Deansgate Station				35	35	Through station
● Castlefield Junction (See page 115 for Ordsall Lane line)	—	799		20	20	Through junction to and from Altrincham
● Old Trafford Cornbrook Junction East	—	1343		20	20	Through junction to and from Cornbrook West Jn.
● Junction	—	590		50	50	Through junction to and from Altrincham
● Station	—	727	●	25	25	Through junction to and from Cornbrook West Jn.
● Warwick Road Station	—	754	●	45	45	Through station and Tunnel
				25	25	To and from slow lines
				50		Between Old Trafford and Stretford. Slow line
● Stretford Station	—	1531	●		50	Between Stretford and Old Trafford. Slow line
● Mersey Bridge	—	1516	●			
● Dane Road Station						
● Sale Station	—	1526	●	15	15	To and from slow lines
● Brooklands Station	—	1290				

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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
OXFORD ROAD STATION TO ALTRINCHAM AND BOWDON SOUTH—Continued																
●	Timperley Station															
●	Junction (See page 161 for Warrington line)	1	173					50 25	50	Through junction to and from Altrincham Through junction to Broadheath						
●	Altrincham and Bowdon Deansgate Junction (See page 161 for Stockport line)	—	392						20	Through junction to Skelton Junction						
●	Navigation Road	—	534	Through Siding ●	Through Siding ●											
●	North	—	689			No. 1 Bay line ● No. 2 Bay line ●										
								8	8	Under Moss Lane Bridge when passing to and from Carriage Sheds						
●	South (See page 164)	—	313					25		Through junction to Hale					2S 1L 2S 2L	Carriage Sidings to No. 1 Platform. Carriage Sidings to No. 2 Platform.

CASTLEFIELD JUNCTION TO ORDSALL LANE No. 1

20

MAXIMUM PERMISSIBLE SPEED

**Knott Mill and
Deansgate
Castlefield
Junction
(See page 113)**

Ordsall Lane
No. 1
(Central
Lines)

—	—
—	575

4S 1C

Goods	Yard	to
Goods	line.	

RUGELEY, T.V., COLWICH TO CHEADLE HULME AND CREWE AND BRANCHES

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								
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For				
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods					
RUGELEY, T.V., COLWICH TO CHEADLE HULME STATION									75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES									
COLWICH TO CHÉADLE HULME STATION									50	25 50	Through junction to fast line Between Colwich Station and 37½ m.p.									
● Rugeley, T.V. Colwich Stn. (See Crewe & South Appendix)	—	—															Drivers must whistle when 1 mile distant from Pasture Fields Level Crossing, Hixon Level Crossing and Shirley-wich Level Crossing.			
● Weston & Ingestre Station	4	1198															Drivers must whistle when 1 mile distant from Highfields Level Crossing, Burston Level Crossing, Aston-by-Stone Level Crossing and Church Lane Level Crossing.			
● Stone Meaford Crossing	6	1359																		
● Junction (See page 121 for Stafford line)	—	300						60	60 25	Through junction from and to Colwich Through junction to Norton Bridge										Drivers must whistle when 1 mile distant from Whitebridge Level Crossing.
● Barlaston & Tittensor Power Sidings	1	1557																		
● Station (Level Crossing)	—	919						70	70	Barlaston, round curve between 25½ and 24½ m.p's										
● Wedgwood Halt																				

Drivers must whistle when 1 mile distant from Pasture Fields Level Crossing, Hixon Level Crossing and Shirley-wich Level Crossing.



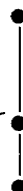
Drivers must whistle when 1 mile distant from Highfields Level Crossing, Burston Level Crossing, Aston-by-Stone Level Crossing and Church Lane Level Crossing.

Drivers must whistle when 1 mile distant from Whitebridge 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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
RUGELEY, T.V., COLWICH TO CHEADLE HULME STATION—Continued																		
PF	Stoke—Continued																	
●	North	—	463	●	●	Through Siding	P NB	●	●	●	●					1S 1C 2S 1C	Shunting slip. New Road to shunting slip.	
●	Newcastle Junction (See page 122 for Market Drayton line)	—	558	●	●					15		1L 2S	2L 2S				Hanley line.	
●	Etruria Cliff Vale	—	496	●														
●	Junction (See page 124 for Tunstall line)	—	844	●						15	30					5S 5S 1L	Up Goods line at Newcastle Jn. Up Goods line at Stoke North.	
●	Grange Junction (See page 126 for Grange Wharf line)	—	690	●								1L 2S				3S 1C 1S 1C	Tunstall branch. Yard from branch. Up goods line from branch.	

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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Down		Up		For
										Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
RUGELEY, T.V., COLWICH TO CHEADLE HULME STATION—Continued																
●	North Rode Junction (See page 131 for Leek line)	2	862							20	Through junction to Leek					
●	Station															
●	Macclesfield Moss	2	1010								C. Down line, 550 yards before reaching home signal.	176				
											C. Up line, 550 yards before reaching home signal.	146				
●	Macclesfield Hibel Road Sutton Crossing	1	980					65	65	65	Between 1 m.p. and Macclesfield Central					
●	Central Station	—	1007				PL 15 (worked in both directions)	15	15	15	Through junction to and from Marple line					
●	Tunnel End (Down I.B.S. 810 yards from Tunnel End box)	—	560					30 55	30	30	Between 0 m.p. Macclesfield and Colwich line, and 9 m.p. Macclesfield and Stockport line From ½ mile beyond Macclesfield to Prestbury					
●	Prestbury Station	2	397							55	From Prestbury to within ½ mile of Macclesfield					
●	Adlington Station	1	1585													

●	Poynton Station	2	444																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	STONE, COLD MEECE STATION TO SWYNNERTON JUNCTION								25	25	MAXIMUM PERMISSIBLE SPEED					
	COLD MEECE STATION TO SWYNNERTON JUNCTION															
	Stone Cold Meece Station		—						10	Entering station						
	Swynnerton Junction (See page 121)	1	353						15	Through junction						
	TRENTHAM GARDENS STATION TO TRENTHAM JUNCTION								30	30	MAXIMUM PERMISSIBLE SPEED					
	TRENTHAM GARDENS STATION TO TRENTHAM JUNCTION															
	Trentham Gardens Station	—	—						25	25	Between $\frac{1}{2}$ and $\frac{1}{4}$ m.p's					
	Junction (See page 117)	1	0						15	Through junction						
	STOKE, NEWCASTLE JUNCTION TO MARKET DRAYTON, SILVERDALE JUNCTION								45	45	MAXIMUM PERMISSIBLE SPEED					
	NEWCASTLE JUNCTION TO SILVERDALE JUNCTION															
	Stoke Newcastle Junction (See page 118)	—	—						15	Through junction						
										CW. Down line, 219 yards before reaching Hartshill distant signal.		102				
	Newcastle Hartshill	—	1016							C. Up line, 322 yards before reaching Newcastle Jn. distant signal.		102				
	Station	—	1283													

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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
● One engine in steam	NEWCASTLE, APEDALE JUNCTION TO APEDALE (SINGLE GOODS LINE)																	
	APEDALE JUNCTION TO APEDALE										30	30	MAXIMUM PERMISSIBLE SPEED					
	Newcastle Apedale Junction (See page 123)	—	—							15	Through junction					Drivers must whistle when 1 mile distant from Apedale Level Crossing.		
	Apedale	1	308															
● One engine in steam	POOL DAM BRANCH (SINGLE GOODS LINE)																	
	POOL DAM BRANCH										30	30	MAXIMUM PERMISSIBLE SPEED					
	Pool Dam	—	—															
	Ketley's Sidings Stop Board (near points leading to Down Shunting Neck. (See page 123)	1	638							15	Through junction					Drivers must whistle when 1 mile distant from Blackfriars Level Crossing, Shelton Wharf Level Crossing and Brook Lane Pool Dam Level Crossing.		
●	ETRURIA JUNCTION TO KIDSGROVE, LIVERPOOL ROAD JUNCTION																	
	ETRURIA JUNCTION TO KIDSGROVE, LIVERPOOL ROAD JUNCTION										45	45	MAXIMUM PERMISSIBLE SPEED					
	Etruria Junction (See page 118)	—	—							25	15 25	Through junction Between Etruria Junction and 1½ m.p. C. Down line, 150 yards before reaching advanced starting signal.	53					

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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
One engine in steam ●	SUMMIT TO KIDSGROVE, LIVERPOOL ROAD JUNCTION (SINGLE GOODS LINE)																	
	SUMMIT TO KIDSGROVE, LIVERPOOL ROAD JUNCTION										30	30	MAXIMUM PERMISSIBLE SPEED					
	Summit	—	—															
	Kidsgrove Liverpool Road Jn. (See page 119)	1	704					15		Through junction C. Single line, 120 yards after passing up home signal.	40							
One engine in steam ●	GRANGE BRANCH (SINGLE GOODS LINE)																	
	GRANGE BRANCH										25	25	MAXIMUM PERMISSIBLE SPEED					
	Etruria Grange Junction (See page 118)	—	—							15	Through junction				3S 1C 1S 1C	Yard from branch. Up goods line from branch.		
	End of Branch	1	374															
One engine in steam ●	CHATTERLEY JUNCTION TO HEM HEATH (SINGLE GOODS LINE)																	
	CHATTERLEY JUNCTION TO HEM HEATH										30	30	MAXIMUM PERMISSIBLE SPEED					
	Chatterley Junction (See page 119)	—	—						15	Through junction C. Single line, at Rose Vale Siding.	130				2S 1L	Approaching junction.		
	Hem Heath	1	310							C. Single line, under Hem Heath Bridge.	130							

LONGPORT JUNCTION TO TUNSTALL JUNCTION (SINGLE GOODS LINE)												
LONGPORT JUNCTION TO TUNSTALL JUNCTION				30	30	MAXIMUM PERMISSIBLE SPEED						
Electric Token	● Longport Junction (See page 119)	—	—			15	Through junction					
	● Tunstall Pinnox Junction	—	1470				CW. Single line, 332 yards before reaching down distant signal 352					
	● Junction (See page 125)	—	427		15	Through junction						
TUTBURY YARD TO STOKE JUNCTION												
TUTBURY YARD TO STOKE JUNCTION				60	60	MAXIMUM PERMISSIBLE SPEED						
●	Tutbury Yard (Midland Lines)	—	—									
●	Sudbury (Staffs) Fauld Sidings	—	1344									
●	Scropton (Level Crossing)	—	1002				Drivers must whistle when 1 mile distant from Scropton Level Crossing.					
●	Station (Level Crossing)	1	1463									
●	Dovefields	1	102									
●	Marchington Station	—	1353									
●	Uttoxeter East (See page 130 for Rocester line)	2	648		15	Between East and West boxes						
●	West (See page 130 for Uttoxeter North line)	—	725			15	Between West and East boxes					
							1S 1L Drivers must whistle when 1 mile distant from Dovefields Level Crossing.					
							Uttoxeter loco.					

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		Catchpoints, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
TUTBURY YARD TO STOKE JUNCTION—Continued																
Uttoxeter—Continued																
●	Pinfold Crossing	—	363			●										
●	Hockley Crossing	—	440			●										
●	Bromshall Junction (Level Crossing)	1	1114													
●	Bromshall (Level Crossing)	—	1220					40	50	C. Down line, 538 yards before reaching home signal. Uttoxeter and Leigh between 14½ and 13½ m.p's	190					
●	Leigh Station (Level Crossing)	3	216													Drivers must whistle when 1 mile distant from Upper Leigh Level Crossing and Newton Level Crossing.
●	Cresswell Station (Level Crossing) (See page 132 for Cheadle Branch)	3	605						15	Through junction to Cheadle Branch						
●	Blythe Bridge Stallington (Level Crossing)	1	751													

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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
UTTOXETER WEST AND EAST TO NORTH RODE JUNCTION																
	UTTOXETER WEST AND EAST TO NORTH RODE JUNCTION							45	45	MAXIMUM PERMISSIBLE SPEED						
●	Uttoxeter West (See page 127)	—	—					15		Between West and North boxes						
●	North (Level Crossing)	—	826						15	Between North and West boxes						
●	East (See page 127)	—	—											Drivers must whistle when 1 mile distant from Seven Acres Level Crossing.		
●	North (Level Crossing)	—	971					20	20	Through junction from and to East box						
●	Spath Crossing	1	111											Drivers must whistle when 1 mile distant from Crakemارش Level Crossing and Combridge Level Crossing.		
●	Rocester Station (Level Crossing) (See page 132 for Ashbourne line)	2	1323					15		Through junction to Ashbourne						
●	Denstone Station (Level Crossing)	—	1636													
●	Alton Towers Station	2	1157													
●	Oakamoor Station (Level Crossing)	1	1216													

Drivers must whistle when 1 mile distant from Seven Acres Level Crossing.

Drivers must whistle when 1 mile distant from Crakemarsh Level Crossing and Combridge 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							
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For			
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods				
<div>Electric Token</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div> <div>●</div>	ROCESTER STATION TO ASHBOURNE No. 2				UGL 17 (worked in both directions)		45	45	MAXIMUM PERMISSIBLE SPEED										
	ROCESTER STATION TO ASHBOURNE No. 2																Drivers must whistle when 1 mile distant from Ashbourne Road Level Crossing and Alton Road Level Crossing.		
	Rochester Station (Level Crossing) (See page 130)	—	—							15								Through junction	
	Norbury and Ellaston Station (Level Crossing)	2	806																
	Clifton Yard	3	260																Drivers must whistle when 1 mile distant from Clifton Level Crossing.
	Ashbourne No. 1 (Midland Lines)	1	689																Drivers must whistle when 1 mile distant from Clifton Level Crossing.
	No. 2 (Midland Lines) (See page 101)	—	453							25								Through junction of up and down lines	
<div>One engine in steam</div> <div>●</div>	CHEADLE STATION TO CRESSWELL STATION						35	35	MAXIMUM PERMISSIBLE SPEED										
	CHEADLE STATION TO CRESSWELL STATION																		
	Cheadle Station	—	—							20							From Cheadle Station to 3½ m.p.		
	Cresswell Station (Level Crossing) (See page 128)	3	1715							15							Through junction		

PARK HALL COLLIERY TO NORMACOT JUNCTION (SINGLE GOODS LINE)									
One engine in steam	PARK HALL COLLIERY TO NORMACOT JUNCTION					30	30	MAXIMUM PERMISSIBLE SPEED	
	Normacot Weston Coy- ney Park Hall Colliery	—	—						
●	Normacot Junction (See page 129)	—	1034						
STOKE JUNCTION TO LEEK BROOK JUNCTION									
STOKE JUNCTION TO LEEK BROOK JUNCTION						45	45	MAXIMUM PERMISSIBLE SPEED	
●	Stoke Junction (See page 117)	—	—			30	15	Through junction Between Stoke Junction and Bucknall, $\frac{1}{2}$ and $1\frac{3}{4}$ m.p's	
●	Pratt's Sidings (See page 134 for Pratt's Sidings Shops line)	—	386						
●	Bucknall and Northwood Berry Hill	—	1592						
●	Botteslow Junction (See page 135 for Adder- ley Green Branch)	—	931			15		Through junction to branch	
●	Station	—	911				30	Between Bucknall and Stoke Junction, $1\frac{3}{4}$ and $\frac{1}{2}$ m.p's <i>Drivers must whistle when 1 mile distant from Abbey Level Crossing.</i>	

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
STOKE JUNCTION TO LEEK BROOK JUNCTION—Continued																	
Electric Token	Milton Junction (See page 135 for Biddulph line)	1	1225					15	15	Through junction to Biddulph							
	Station									Through junction to and from Endon							
	Endon Station (Level Crossing)	3	88					15	15	Between 6½ m.p. and Leek Brook Junction, round curve approaching and leaving junction							
	Leek Leek Brook Junction (See page 131)	3	1049					15		Through junction							
PRATT'S SIDINGS SHOPS TO PRATT'S SIDINGS (SINGLE GOODS LINE)																	
One engine in steam	PRATT'S SIDINGS SHOPS TO PRATT'S SIDINGS							10	10	MAXIMUM PERMISSIBLE SPEED							
	Pratt's Sidings Shops	—	—														
	Pratt's Sidings (See page 133)	—	384														

ADDERLEY GREEN TO BOTTESLOW JUNCTION (SINGLE GOODS LINE)									
One engine in steam ●	ADDERLEY GREEN TO BOTTESLOW JUNCTION				30	30	MAXIMUM PERMISSIBLE SPEED		
	Adderley Green	—	—				Drivers must whistle when 1 mile distant from Mossfield Level Crossing.		
●	Botteslow Junction (See page 133)	2	594		15	Through junction C. Single line, 85 yards from box.	211		
MILTON JUNCTION TO CONGLETON JUNCTION (GOODS LINES)									
Electric Token { ● A ● A ● A ● A ● A ●	MILTON JUNCTION TO CONGLETON JUNCTION				30	30	MAXIMUM PERMISSIBLE SPEED		
	Milton Junction (See page 134)	—	—			15	Through junction		
	Ford Green Station (Level Crossing)	—	1653				C. Down line, 444 yards before reaching home 1 signal	137	
	Whitfield Sidings	1	526				C. Down line, 300 yards before reaching home 1 signal	179	
	Black Bull Station	1	710						
	Heath's Junction	—	1328				C. Down line, 351 yards before reaching home signal	118	
	Congleton Lower Junction Ground Frame (See page 136 for Brunswick Wharf line)	4	350		15	15	Through Congleton Lower Junction		
	Congleton Junction (See page 119)	—	726		15		Through junction to main line		
Drivers must whistle when 1 mile distant from Forge Level Crossing and Biddulph 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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
One engine in steam (See special instructions page 328)	BRUNSWICK WHARF TO CONGLETON, LOWER JUNCTION (SINGLE GOODS LINE)																
	BRUNSWICK WHARF TO LOWER JUNCTION																
	Brunswick Wharf	—	—					30	30	MAXIMUM PERMISSIBLE SPEED							
	Congleton Lower Junction Ground Frame (See page 135)	1	286					15		Through junction							
Electric Token	LEEK BROOK JUNCTION TO CALDON QUARRY																
	LEEK BROOK JUNCTION TO CALDON QUARRY																
	Leek Brook Junction (See page 131)	—	—					30	30	MAXIMUM PERMISSIBLE SPEED							
								15	15	Through junction							
								15	15	Between Leek Brook Junction and 0½ m.p.							
							10	10	Over Level Crossing between 1½ and 2 m.p's								
										C. Down line, 285 yards 44 from box							
	Ipstones Bradnop Station							10	10	Over Level Crossing between 3¾ and 4 m.p's							
												Drivers must whistle when 1 mile distant from Apesford Level Crossing.					

Electric Token	Station	4	929			CL	19		C. Single line, 152 yards before reaching down starting signal.	59						
	Caldon Quarry	2	1683					10 10	Over Level Crossing between 5 $\frac{1}{4}$ and 6 $\frac{1}{2}$ m.p's							
KIDSGROVE, CENTRAL JUNCTION TO CREWE SOUTH JUNCTION																
	KIDSGROVE, CENTRAL JUNCTION TO CREWE SOUTH JUNCTION							60 60	MAXIMUM PERMISSIBLE SPEED							
●	Kidsgrove Central Junction (See page 119)	—	—					15	Through junction C. Up line, 540 yards before reaching home 1 signal	100						
●	Alsager Lawton Junction (See page 139 for Sandbach Branch)	1	870					15 50	Through junction to Sandbach branch Between Lawton Junction and Alsager East Junction		S2 1 C					Macclesfield line at Kidsgrove. (To be given at Alsager East Jn. when Lawton Jn. closed)
●	East Junction (See page 138 for Audley Branch)	—	690	● NB	● NB			15	Through junction to Audley Branch							
●	Station (Level Crossing)	—	1030	●	●				C. Up line, 509 yards before reaching home signal.	150						
●	Radway Green and Barthomley Sidings	1	122					10 10	Over curves to Millway Station C. Up line, 560 yards before reaching home signal.	180						
●	Station (Level Crossing)	—	948													
●	Barthomley	2	643													Drivers must whistle when 1 mile distant from Lower Level Crossing and Barthomley 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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
KIDSGROVE, CENTRAL JUNCTION TO CREWE SOUTH JUNCTION—Continued																	
●	Crewe N.S. Sidings (See page 24 for Goods lines)	1	1087														
●	South Junction (See page 2)	—	550					20		Through junction							
SILVERDALE STATION TO ALSAGER EAST JUNCTION																	
SILVERDALE STATION TO ALSAGER EAST JUNCTION								30	30	MAXIMUM PERMISSIBLE SPEED							
Electric Token	Silverdale Station (Level Crossing) (See page 123)	—	—					20	15 20	Through junction Between Bridge 25, near Keele Station and Bridge 1 on Audley Branch							
	Audley & Bignall End Leycett Station (Level Crossing)	2	588					20	20	Between 6 and 6½ m.p.'s							
	Alsager Yard	6	744					15	15	Between 12 m.p. and Alsager East Junction							
	Alsager East Junction (See page 137)	—	210					15		Through junction							

LAWTON JUNCTION TO SANDBACH STATION (GOODS LINES)

LAWTON JUNCTION TO SANDBACH STATION

30

30

MAXIMUM PERMISSIBLE SPEED

15

Through junction

C. Up line, 370 yards before reaching outer home signal.

100

2S 1C

Macclesfield line at Kidsgrove.

C. Up line, 142 yards before reaching starting signal.

100

S. Single line, trailing points from crossing loop (normal lie up direction)

214

15

Through junction

CW. Up line, 381 yards before reaching up home 1 signal for Elton Crossing.

120

Electric Token	●	Lawton Junction (See page 137)	—	—
	●	Lawton (Level Crossing)	—	1052
	●	Sandbach Hassall Green (Level Crossing)	2	978
	●	Elton Crossing	2	1722
	●	Station (See page 95)	—	934

CL

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KENYON JUNCTION No. 1 AND SPRINGS BRANCH TO DITTON AND LIVERPOOL AND BRANCHES

Description of Block Signalling on Main Lines. (Circles indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
LEIGH, KENYON JUNCTION No. 1 TO LIVERPOOL LIME STREET																		
KENYON JUNCTION No. 1 TO LIME STREET																		
●	Leigh Kenyon Jn. No. 1 (Central Lines)	—	—					75 75 45	75 75 45									
								20	20	Through junction from and to Bolton		1L 2S 1L 1S 1L 4S 1L 3S 2S 1C					Liverpool Line Warrington Via Parkside Curve Water at Parkside No. 2 Express Passenger train for Liverpool not stopping at Newton-le-Willows	
●	Newton le Willows Parkside No. 1 (See page 143 for Lowton line)	1	1705					20		Through junction to Lowton								
●	Parkside No. 2 (See page 143 for Golborne line)	—	874						20	Through junction to Lowton		1L 2S 1L 1S					Liverpool line from Lowton Jn. Warrington line from Lowton Jn.	
●	Station	—	712															
●	Earlestown No. 2 (See page 144 for Warrington line)	—	1593					30 15		Between Earlestown Nos. 2 and 4 boxes 15 and 14½ m.p's Through junction to Warrington				1L 3S			Water at Parkside No. 1	
	No. 3 Haydock 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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
LEIGH, KENYON JUNCTION No. 1 TO LIVERPOOL, LIME STREET—Continued																
	Edge Hill	—	1692	●	●			20		Through junction to Edge Lane		1S 1C			1L 1S 1L 2S	Wapping. Wigan line. Manchester line.
	Olive Mount Junction (Signals slow (or North) lines only) (See pages 155 and 156 for Goods lines)	—	944	●	●			20		Through junction to Bootle						
●	No. 5 (Signals slow (or North) lines only) (See page 157 for Alexandra Dock Branch)	—	479		●			40		Through junction to Wavertree						
	No. 3 (Does not signal Up Slow (or North) line) (See page 31 for Ditton line)	—	473	●	●			30	50 60 30	Between Edge Hill and Huyton slow (or North) line Between Edge Hill and Broad Green fast (or South) line Between Edge Hill No. 2 box and 1 m.p., all lines						
●	No. 2 (See page 158 for River-side Branch and page 156 for Wapping branch)	—														
	Up I.B.S. fast and slow															

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
WARRINGTON, WINWICK JUNCTION TO EARLESTOWN No. 2 AND No. 4—Continued																	
Earlestown—Continued																	
●	No. 1 (See below for Haydock Branch)	—	1166					15		Between Earlestown Nos. 1 and 2 boxes					1L 3S		Crewe direction, but stopping for water at Warrington station. Chester direction but stopping for water at Warrington station.
															1L 4S		
●	No. 2 (See page 140)	—	300					15	15	Between Earlestown Nos. 2 and 1 boxes Through junction		1L 1S					Water at Parkside No. 1.
●	Earlestown No. 1	—	—					15		Between Earlestown Nos. 1 and 4 boxes							
●	No. 4 (See page 141)	—	343					15	15	Between Earlestown Nos. 4 and 1 boxes Through junction CW. Up Warrington line, 182 yards before reaching Earlestown No. 1 home signal	Level	1L 1S 1L 2S					Liverpool. St. Helens.
EARLESTOWN No. 1 TO No. 3 (HAYDOCK CROSSING) (SINGLE GOODS LINE)																	
EARLESTOWN No. 1 TO No. 3 (HAYDOCK CROSSING)																	
								10	10	MAXIMUM PERMISSIBLE SPEED							
●	Earlestown No. 1 (See above)	—	—														
NB	No. 3 (Haydock Crossing)	—	180														

One engine in steam (See special instructions, page 333)		WILLIS BRANCH, CRONTON COLLIERY TO HUYTON QUARRY (SINGLE GOODS LINE)									
WILLIS BRANCH, CRONTON COLLIERY TO HUYTON QUARRY				15	15	MAXIMUM PERMISSIBLE SPEED					
●	Cronton Colliery	—	—								
	Huyton Quarry Station (See page 141)	1	96								
HOWE BRIDGE WEST JUNCTION TO SPRINGS BRANCH No. 1				75	75	MAXIMUM PERMISSIBLE SPEED					
●	Howe Bridge West Junction (Central Lines)	—	—	20	20	Through junction from and to Atherton			2S 1L 3S 1L		Through trains Patri-croft and beyond. Trains timed to pass Tyldesley. Hindley South. Passenger trains not timed to stop at Wigan.
							1L 1S 1L 1C				
●	Hindley Green Station										
●	Scowcroft's Sidings	1	1647								
●	Bickershaw Junction (See page 146 for Pennington line, page 147 for Hindley South, page 147 for Moss Hall Branch)	—	690	15	20	Through junction to Hindley South Through junction to Pennington	2S 1C		1L 1S		Bolton Branch, Springs Branch incline.
●	Platt Bridge Station										
●	Junction (See page 37 for Ince Moss line)	1	635	15 25		Through junction to Ince Moss Between Platt Bridge Junction and Springs Branch No. 1					

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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
HOWE BRIDGE WEST JUNCTION TO SPRINGS BRANCH No. 1—Continued																		
②	Springs Branch Crompton's Siding	—	595	②	②													
②	No. 1 (See page 8)	—	197	②	②			25	25	Between Springs Branch No. 1 and Platt Eridge Junction Through junction								
PENNINGTON SOUTH JUNCTION TO BICKERSHAW JUNCTION (THROUGH SIDINGS)																		
PENNINGTON SOUTH JUNCTION TO BICKERSHAW JUNCTION								45	45	MAXIMUM PERMISSIBLE SPEED								
NB ②	Pennington South Jn. (Central Lines)	—	—	Up Through Siding No. 2 ② NB	Down Through Siding No. 2 ② NB	URS	74	20	20	Through junction								
NB ②	Bickershaw Colliery	1	1341					25	25	Passing Bickershaw Colliery box								
NB ②	Abram North (Level Crossing)	—	1251															
NB ②	Bickershaw Jn. (See page 145)	1	145					20	20	Round curve between 3 m.p. and junction and through junction								
												Drivers must whistle when 1 mile distant from Abram North Level Crossing.						

One engine in steam	MOSS HALL BRANCH—MOSS HALL COLLIERY TO BICKERSHAW JUNCTION (SINGLE GOODS LINE)									
	MOSS HALL BRANCH—MOSS HALL COLLIERY TO BICKERSHAW JUNCTION					15	15	MAXIMUM PERMISSIBLE SPEED		
	Moss Hall Colliery	—	—							
	Bickershaw Junction (See page 145)	—	1212							
HINDLEY GREEN, BICKERSHAW JUNCTION TO AMBERSWOOD JUNCTION EAST (VIA HINDLEY SOUTH)										
	BICKERSHAW JUNCTION TO AMBERSWOOD JUNCTION EAST (via HINDLEY SOUTH)					15	15	MAXIMUM PERMISSIBLE SPEED		
	Hindley Green Bickershaw Junction (See page 145)	—	—				15	Through junction		
	Hindley South Station (Midland Lines)	—	1396	●	●		10	10	All lines and over East Curves	
				NB	NB				C. Down main, near signal box.	Level
									C. Down line to Amberswood Jn. East 53 yards after passing signal box.	75
									C. Up Branch, 270 yards in rear of Bickershaw Jn. distant signal.	94
	Amberswood Junction East (See page 36)	—	912	●	●		15	Through junction		
AMBERSWOOD JUNCTION WEST TO HINDLEY SOUTH STATION (DOWN THROUGH No. 1 AND UP THROUGH No. 2 SIDINGS)										
	AMBERSWOOD JUNCTION WEST TO HINDLEY SOUTH STATION					15	15	MAXIMUM PERMISSIBLE SPEED		
	Amberswood Jn. West (See page) 36	—	—							
NB										
	Hindley South Station (Midland Lines)	—	912						C. Down line, 120 yards west of signal box.	75

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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
SPRINGS BRANCH No. 2 TO HUYTON STATION																		
SPRINGS BRANCH No. 2 TO HUYTON STATION																		
Slow lines	Springs Branch No. 2 (See page 8)	—	—	•				60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES								
	No. 1 (Does not signal up Goods line) (See page 8)	—	417	•				25	25	Through junction Between Springs Branch No. 1 box and Ince Moss Junction								
	Ince Moss Junction (See page 37 for Whelley line, and page 37 for Bamfurlong Jn. line)	—	650	•	•			25	25	Between Ince Moss Junction and Springs Branch No. 1 Through junction to and from Springs Branch Through junction slow line to Fir Tree House Junction Through junction fast line to Fir Tree House Junction								
	Bryn Garswood Hall Siding	1	140	•	•					C. Down fast line, 972 yards before reaching home signal.	111							
										C. Down slow line, 972 yards before reaching home signal.	111							
	Station																	
	Garswood Station	2	213					15		Between Garswood and Carr Mill Junction 8 miles 26 chains and 8 miles 14 chains (Bridge 10) C. Down main line, 1 mile 197 yards before reaching outer home signal C. Up main line, 1 mile 598 yards before reaching outer home signal								

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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
RAINFORD JUNCTION TO ST. HELENS, GERARD'S BRIDGE JUNCTION																		
RAINFORD JUNCTION TO GERARD'S BRIDGE JUNCTION																		
Train Staff and Ticket								45	45	MAXIMUM PERMISSIBLE SPEED								
								20		Between Rainford Junction and Randle Junction								
	●	Rainford Junction (Central Lines)	—	—														
	●	Rainford Village Randle Junction (see below)	—	480						20	Between Randle Junction and Rainford Junction							
	●									15	Through junction to Bushey Lane Junction				Drivers must whistle when 1 mile distant from Rookery Level Crossing, Crank Level Crossing and Moss Bank Level Crossing.			
	●	Station (Level Crossing)	—	1320														
Train Staff and Ticket	●	Old Mill Lane (Level Crossing)	1	306														
	●	Pilkington's Siding	2	466														
	●	St. Helens Gerard's Bridge Jn. (See page 149)	—	562							CW. Up line, 392 yards before reaching Pilkington's Siding home signal		270					
BUSHEY LANE JUNCTION TO RANDLE JUNCTION																		
BUSHEY LANE JUNCTION TO RANDLE JUNCTION																		
Train Staff and Ticket	●	Bushey Lane Junction (Central Lines)	—	—					20	20	MAXIMUM PERMISSIBLE SPEED							
	●	Rainford Village Randle Junction (See above)	—	576						15	Through junction							

Drivers must whistle when 1 mile distant from Rookery Level Crossing, Crank Level Crossing and Moss Bank Level Crossing.

GARSWOOD, CARR MILL JUNCTION TO SUTTON OAK JUNCTION (GOODS LINES)									
CARR MILL JUNCTION TO SUTTON OAK JUNCTION				25	25	MAXIMUM PERMISSIBLE SPEED			
<div> <div>One engine in steam</div> <div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> </div> </div>	●	Garswood Carr Mill Junction (See page 149)	—	—		15	Through junction		
	●	Sutton Oak Blackbrook (Level Crossing)	—	1420				1C 3S	
	A								1L 4S
	●	Haydock Junction (See below for Old Fold line)	—	1190		15	Through junction to branch		
	A								
	●	Fleet Lane (Level Crossing)	—	819				Drivers must whistle when 1 mile distant from Marsh's Level Crossing.	
●	●	Marsh's Siding	—	423		20	Between Marsh's Siding and Carr Mill Junction, freight trains with bank engine in rear	1L 1C	1L 1C
	●	Junction (See page 152)	—	983		20	Through junction	4L	
OLD FOLD COLLIERY TO HAYDOCK JUNCTION (SINGLE GOODS LINE)									
OLD FOLD COLLIERY TO HAYDOCK JUNCTION				15	15	MAXIMUM PERMISSIBLE SPEED			
●	●	Old Fold Colliery	—	—					
	●	Haydock Junction (See above)	—	512					

Through loads for Widnes and Garston
Through loads for Ince Moss

Trains requiring bank engines

Warrington

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
ST. HELENS No. 3 TO WIDNES No. 7																	
ST. HELENS No. 3 TO WIDNES No. 7																	
●	St. Helens No. 3 (See page 149)	—	—					45	45	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES							
								45	45	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES							
●	Ravenhead Junction (See page 154 for Ravenhead Branch)	—	569					25	25	Through junction							
										Between Ravenhead Junction and Peasley Ground Frame							
●	Sutton Oak Broad Oak Junction	—	926									1C 1L				East Bay line at St. Helens	
												1C 1L				Bay line at St. Helens Junction	
●	Junction (See page 154 for St. Helens Jn. line, page 151 for Blackbrook Branch)	—	1061	●	●			20	20	Through junction, all lines and junctions							
												4L			1L 1S 1L 3S	1L 1S Warrington direction Ravenhead Branch Freight trains requiring water at St. Helens Junction.	
●	Clock Face No. 1 (Sutton Bank)	—	755	●	●			35	35	Over all lines at box							

Location	Distance (m.p.)	Notes	Signal	Track	Notes
Clock Face Up Sidings	504				
Clock Face Down Sidings	680 (from No. 1)				
Clock Face No. 2	448 (627 from Up Sidings)				
Clock Face Colliery Siding	1120				
Farnworth and Bold Station	1588				
Appleton	95				
Widnes No. 1	643				
No. 2 (Level Crossing) (See page 163 for Canal Bridge line)	721				
No. 7 (See page 163)	515				

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		Catchpoints, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
Worked as sidings	MARSH'S CROSSING TO RAVENHEAD JUNCTION (GOODS LINES)																
	MARSH'S CROSSING TO RAVENHEAD JUNCTION										15	15	MAXIMUM PERMISSIBLE SPEED				
	● Marsh's Crossing (See below for Eccleston Branch, and page 155 for Menzies Branch)	—	—														
●	Ravenhead Junction (See page 152)	—	1192														
One engine in steam	ECCLESTON BRANCH, HOLME FARM CROSSING TO MARSH'S CROSSING (SINGLE GOODS LINE)																
	HOLME FARM CROSSING TO MARSH'S CROSSING										15	15	MAXIMUM PERMISSIBLE SPEED				
	Holme Farm Crossing	—	—														
●	Marsh's Crossing (Outer home signal) (See above)	1	374														

Drivers must sound the engine whistle occasionally when propelling over single line.

Drivers must whistle when 1 mile distant from Holme Farm Level Crossing.

One engine in steam ●	MENZIES' SIDING TO MARSH'S CROSSING (SINGLE GOODS LINE)											
	MENZIES' SIDING TO MARSH'S CROSSING					15	15	MAXIMUM PERMISSIBLE SPEED			} Drivers must sound the engine whistle occasionally when propelling over single line.	
	Menzies' Siding	—	—									
	Marsh's Crossing (See page 154)	—	581									
●	SUTTON OAK JUNCTION TO ST. HELENS JUNCTION No. 1											
	SUTTON OAK JUNCTION TO ST. HELENS JUNCTION No. 1					45	45	MAXIMUM PERMISSIBLE SPEED ON MAIN OR FAST LINES			Freight trains requiring water at St. Helens Station. Ravenhead Branch	
	Sutton Oak Junction (See page 152)	—	—	●	●	45	45	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES				
				●	●		20	Through junction				1L 3S
	St. Helens Jn. No. 2	—	654	●	●					1L 1S		1L 1S
St. Helens Jn. No. 1 (See page 141)	—	115 (792 from Sutton Oak Junction via Passenger lines)	●	●	20		Through junction					
● A ●	EDGE HILL, OLIVE MOUNT JUNCTION TO EXHIBITION JUNCTION (GOODS LINES)											
	OLIVE MOUNT JUNCTION TO EXHIBITION JUNCTION					20	20	MAXIMUM PERMISSIBLE SPEED				
	Edge Hill Olive Mount Junction (See pages 142 and 156)	—	—				20	Through junction				
	Pighue Lane Junction (See page 157 for Edge Lane Jn. line)	—	464					} Passenger trains may be worked over the up and down goods lines between Pighue Lane Junction and Olive Mount Junction at a speed not exceeding 20 miles per hour (See Table "K.")				
	Exhibition Jn.	—	571									

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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
EDGE HILL, OLIVE MOUNT JUNCTION TO WAPPING GOODS (GOODS LINES)																		
OLIVE MOUNT JUNCTION TO WAPPING GOODS																		
20 20 MAXIMUM PERMISSIBLE SPEED																		
† ● * { † ●	Edge Hill	—	—															
	Olive Mount Junction (See pages 142 and 155)																	
	Edge Hill No. 4 (See page 159 for Engine Shed Jn. line)	—	1160															
	Edge Hill No. 2 (See page 142)	—	728															
	Wapping Bank Head	—	705															
	Wapping Goods	1	351															
† Absolute block during fog or falling snow.																		
‡ Down line, Absolute block. Up line worked as an “up and down” line under “one engine in steam” regulations. (See special instructions, page 335 and 336).																		
* Goods lines, worked as Sidings.																		

EDGE HILL, PIGHUE LANE JUNCTION TO EDGE LANE JUNCTION (GOODS LINES)									
PIGHUE LANE JUNCTION TO EDGE LANE JUNCTION					20	20	MAXIMUM PERMISSIBLE SPEED		
● A	Edge Hill Pighue Lane Junction (See page 155)	—	—				} Passenger trains may be worked over the up and down goods lines between Pighue Lane Junction and Edge Lane Junction at a speed not exceeding 20 m.p.h. (See Table "K")		
	Edge Lane Junction (See below)	—	297		20				
EDGE HILL No. 5 TO ALEXANDRA DOCK STATION									
EDGE HILL No. 5 TO ALEXANDRA DOCK STATION					60	60	MAXIMUM PERMISSIBLE SPEED		
●	Edge Hill No. 5 (See page 142)	—	—			20	Through junction		
					30	30	Through Picko Tunnel		
●	Edge Lane Junction (See above for Pighue Lane line)	—	587			20	Through junction to Olive Mount Junction		
●	Stanley	—	1349						
●	Tue Brook	—	945						
●	Anfield Siding	1	290				C. Up line, 810 yards before reaching home signal	63	1L 1S 1S 1C
							C. Up line, 308 yards before reaching distant signal	63	
●	Alexandra Dock Atlantic Dock Junction	1	931		25	25	Through junction to and from Alexandra Dock CW. Down line, 451 yards before reaching home signal for Oriel Road Junction		100 1L 2S
●	Bootle Oriel Road Bootle Junc- tion (Central Lines)	—	650		15	15	Through junction to and from Southport line C. Up line, 495 yards before reaching home signal		60
●	Alexandra Dock Station	—	1020						

Manchester direction
Park Sidings, Edge
Hill (to be given at
Breck Road when
Anfield Siding is
closed)
Tue Brook Sidings

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—lon; S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
EDGE HILL, WATERLOO TUNNEL MOUTH, TO EDGE HILL No. 2 (UP LINE ONLY) (Connection from Up Waterloo line to Up Slow line)																	
	WATERLOO TUNNEL MOUTH TO EDGE HILL No. 2							—	20	MAXIMUM PERMISSIBLE SPEED							
•	Edge Hill Waterloo Tunnel Mouth (See below)	—	—														
•	Edge Hill, No. 2 (See page 142)	—	436														
EDGE HILL, PICTON ROAD JUNCTION TO RIVERSIDE STATION																	
	PICTON ROAD JUNCTION TO RIVERSIDE STATION							30	30	MAXIMUM PERMISSIBLE SPEED							
•	Edge Hill Picton Road Junction (See page 34 for Top of Grid, page 159 for No. 5 lines)	—	—														
•	Edge Hill No. 2 (Signals down slow to Down Waterloo line only)	—	215														
•	Waterloo Tunnel Mouth (See above)	—	436														

Worked under Special Instructions (See page 336)	Waterloo Goods	2	108						C. Up line 22 yards inside West portal of Victoria Tunnel (sand drag).	57				
	Riverside Station (M.D. & H.B.)	—	1180						C. Down line 3 yards in rear of distant signal.	Level				
EDGE HILL, ENGINE SHED JUNCTION TO EDGE HILL No. 4 (GOODS LINES)														
	EDGE HILL, ENGINE SHED JUNCTION TO EDGE HILL No. 4						20	20	MAXIMUM PERMISSIBLE SPEED					
Engine Shed Junction (See page 33)	—	—												
Edge Hill No. 4 (See page 156)	—	330												
EDGE HILL No. 5 TO EDGE HILL, PICTON ROAD JUNCTION (GOODS LINES)														
	EDGE HILL No. 5 TO PICTON ROAD JUNCTION						20	20	MAXIMUM PERMISSIBLE SPEED					
Edge Hill No. 5 (See page 142)	—	—												
Picton Road Junction	—	750												
EDGELEY JUNCTION No. 2 TO BROADHEATH No. 1														
	EDGELEY JUNCTION No. 2 TO BROADHEATH No. 1						60	60	MAXIMUM PERMISSIBLE SPEED					
Edgeley Junction No. 2 (See page 96)	—	—					20	20	Through junction Between Edgeley Junction and bridge 1					
No. 1 (See page 96)	—	383					25	25						
Cheadle Vil- lage Jn. (See page 105 for Daven- port Jn. line)	—	1233					45		Round curve between 1½ and 2 m.p.'s between Cheadle Village Jn. and Cheadle Goods Yard					

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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
EDGELEY JUNCTION No. 2 TO BROADHEATH No. 1—Continued																		
Edgeley Junction—Continued																		
●	Cheadle Goods Yard	1	812						45	Round curve between 2 and 13 m.p.'s between Cheadle Goods Yard and Cheadle Village Junction	120							
●	Northenden Junction (Midland Lines) (Up I.B.S. 1 mile, 7 yards from Baguley) (Down I.B.S. 1 mile, 394 yards from Northenden Junction)	1	825					25	25	Through junction					1L 2S 4S 1L		Cheadle Heath direction or Cheadle Exchange. Heaton Mersey Sidings.	
●	Baguley Station (Midland Lines)	2	595												1L 3S		Water at Heaton Mersey West Junction (Signalman to advise Heaton Mersey West Junction box)	
●	Skelton Junction (Midland Lines)	1	276			DGL	58	15 35 40	35 25	To curve to Deansgate Junction Through junction to and from West Timperley Through junction		1L 2S 1L 1S 4S 1L					Altrincham direction. Broadheath direction. West Timperley direction.	
●	Broadheath No. 1 (See page 161 for Warrington line)	—	946					40		Through junction CW. Up line, 110 yards after passing signal box.	86							

BAGULEY, SKELTON JUNCTION TO DEANSGATE JUNCTION									
SKELTON JUNCTION TO DEANSGATE JUNCTION									
● Baguley	—	—			20	20	MAXIMUM PERMISSIBLE SPEED		
● Skelton Jn. (Midland Lines)	—	—				15	Through junction CW. Up line. 550 yards before reaching home signal (worked from Deansgate Jn.)	Level	
● Altrincham and Bowdon Deansgate Jn. (See page 114)	—	600			20		Through junction		
TIMPERLEY JUNCTION TO DITTON JUNCTION No. 1									
TIMPERLEY JUNCTION TO DITTON JUNCTION No. 1									
● Timperley Junction (See page 114)	—	—			60	60	MAXIMUM PERMISSIBLE SPEED		
● Broadheath Deansgate Crossing	—	381				25	Through junction CW. Down line, 358 yards before reaching Broadheath No. 1 branch home signal (worked from Timperley Junction)	114	
● No. 1 (See page 160 for Northenden line)	—	275			30	30 40	Through junction from and to Timperley Through junction to Northenden		
● No. 3	—	1040		DRS URS	41 37				
● Sinderland Crossing	—	1110						1L 1S 1L 2S	Timperley Jn. Cheadle Branch.
● Dunham Massey Station (Level Crossing)	1	1016							
● Heatley and Warburton Station (Level Crossing)	1	822		DRS	47				
● Lymm Lane Crossing	—	457							Drivers must whistle when 1 mile distant from Reddish Level Crossing.
● Lymm Station (Level Crossing)	1	463		URS	46				Drivers must whistle when 1 mile distant from Statham 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				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
TIMPERLEY JUNCTION TO DITTON JUNCTION No. 1—Continued																
●	Thelwall Station	1	979													
●	Latchford Station	2	155					50	50	Through station, round curves						
										C. Down line, 1,665 yards before reaching distant signal	135					
										C. Up line, 500 yards before reaching home signal	135					
●	Warrington Wilderspool Crossing	1	10													
	Arpley Station							20		Between Arpley Station and Sankey Bridges						
●	Arpley Junction (See page 163 for Walton Old Jn. line)	—	395					15		Through junction to Walton Old Jn.						
●	Slutchers Lane Bank Quay Station	—	274													
●	Crosfield's Crossing	—	469													
●	Litton's Mill Crossing	—	200													
●	Monk's Siding (Level Crossing)	—	572									2S 2L 1L 4S 1S 1C				Garston Stopping at West Deviation Sidings Widnes No. 4

●	Sankey Bridges	—	916						20	Between Sankey Bridges and Arpley Station										
	Widnes																			
	Carterhouse Junction (Level Crossing)	4	337						45 10	45 10	Through junction to and from Widnes Station									
	No. 7 (See page 153 for St. Helens line)	—	1477							20	Through junction to St. Helens									
											C. Down line, 602 yards before reaching distant signal (also worked from Carterhouse Junction box)	98								
●	West Deviation Junction	—	824						35	35	Through junction, fast lines									
											C. Up line, 503 yards before reaching home signal	97								
	Ditton Junction No. 1 (See page 30)	1	140						20		Through junction, all lines from Widnes									
WARRINGTON, WALTON OLD JUNCTION TO ARPLEY JUNCTION																				
●	WARRINGTON, WALTON OLD JUNCTION TO ARPLEY JUNCTION								45	45	MAXIMUM PERMISSIBLE SPEED									
	Warrington Walton Old Junction (See page 34)	—	—							20	Through junction						1L 3S		Water at Halton	
	Arpley Junction (See page 162)	1	35						15		Through junction									
WIDNES No. 2 TO WIDNES CANAL BRIDGE (GOODS LINES)																				
●	WIDNES No. 2 TO CANAL BRIDGE								10	10	MAXIMUM PERMISSIBLE SPEED									
	Widnes																			
	No. 2 (Level Crossing) (See page 153)	—	—																	
	No. 4 Dock Junction	—	279																	
●	Canal Bridge	—	120																	

ALTRINCHAM AND BOWDON SOUTH TO CHESTER NORTHGATE AND BRANCHES

[illegible]

●	Northwich East	—	1187	● ● ^ ^ No. 2 Through Siding No. 1 Through Siding N.B. N.B.	● ● ^ ^ No. 1 Reception No. 2 Reception N.B. N.B.	UGL No. 1 UGL No. 2	66 66			S. Up line, 65 yards after passing starting signal (normal lie No. 1 or 2 loops)	275					
	Central	—	707	● ● v v	● ● v ^ Bay platform			10	10	To and from Bay platform CW. Bay platform line, adjacent to dwarf signal, 100 yards West of Central box.	Level					
	Sandbach Junction (See page 99 for Middlewich Branch and for goods connecting line)	—	467		● v			15 10		Through junction to Middlewich branch From 'up and down' platform to Middlewich branch		3S 1C 1L 2C 1L 2S	3S 1C	4S 1C		To Middlewich branch. Up main to 'up and down' platform. For Acton Bridge. For Hartford Sidings only.
	West Junction (450 yards from Sandbach Junction)															
●	Hartford East Jn. (See page 168 for Oakleigh Branch)	1	292							C. Down line, 1,014 yards before reaching home signal	218			1L 3S		Water at Northwich. Signalman to advise Sandbach Jn.

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
ALTRINGHAM AND BOWDON SOUTH TO CHESTER NORTHGATE, SOUTH JUNCTION—Continued																	
●	Hartford and Greenbank Station	—	848							C. Down line, 760 yards after passing starting signal.	120	1L 1C					
●	Hartford Junction (See page 28 for Acton Bridge direction)	—	1390					15		Through junction to Acton Bridge							
●	Cuddington Station	2	83							C. Up line, 560 yards before reaching home signal.	100						
										C. Down line, 550 yards before reaching home signal.	125				1L 2S		Bank engine required for freight train at Mickle Trafford. Trains for Middlewich direction via connecting line at Northwich.
●	Winsford Junction (See page 169 for Winsford Branch)	—	1144					19		To Winsford Branch							
●	Delamere Station	2	528							C. Down line, 480 yards before reaching down home signal	116			4S 1C 3S 1C		Not stopping Northwich For Hartford Sidings	
●	Mouldsworth Junction (See page 169 for Helsby Branch)	2	1584					45 10	45	Round curves, 31 and 31½ m.p's To Helsby branch							
Drivers must whistle when 1 mile distant from Plemstall Level Crossing.																	

Drivers must whistle when 1 mile distant from Plemstall Level Crossing.

	●	Chester Northgate Mickle Trafford C.L. (See page 87 for connection to Warrington line)	4	552			35	35 25	Round curve between western end of goods yard and overbridge Through junction to Dunham Hill						
	●	East Junction (See page 170 for Wrexham line)	2	1417			15	15	Through junction and round curves approaching Northgate Station	2S 1L 2S 2L		3S 1L 1S 1L 1S		Shed to Northgate Station Shed to Wrexham Shed to Northwich Shed to Goods yard	
	●	South Junction	—	437			15	15	Through junction and round curves approaching Northgate Station						
One engine in steam		NORTHWICH—MARSTON BRANCH (SINGLE GOODS LINE)													
		MARSTON BRANCH													
		Northwich													
		Salt Branches Stop board at Bridge No. 58	—	—			15	15	MAXIMUM PERMISSIBLE SPEED						
		No. 1 Salt Branch (Ollershaw Lane)	—	1320											
		No. 2 Salt Branch (Marston)	1 (from Stop board)	546											

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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
HARTFORD EAST JUNCTION TO OAKLEIGH SIDINGS (GOODS LINES)																
HARTFORD EAST JUNCTION TO OAKLEIGH SIDINGS																

One engine in steam	WINSFORD JUNCTION TO WINSFORD AND OVER STATION (SINGLE GOODS LINE)									
	WINSFORD JUNCTION TO WINSFORD AND OVER STATION						20	20	MAXIMUM PERMISSIBLE SPEED	
	Winsford Junction (See page 166)	—	—					10	Through junction	
	Whitegate Station	2	1720				5	5	Between 31 and 31½ m.p.'s, opposite Wood End Works C. Down direction, 50 yards before reaching junction points	
	Stop board at Catsclough Level Crossing									
	Falks Junction	2	360							
	Winsford and Over Station	—	1380							
Electric token	MOULDSWORTH JUNCTION TO HELSBY, WEST CHESHIRE JUNCTION									
	MOULDSWORTH JUNCTION TO WEST CHESHIRE JUNCTION						60	60	MAXIMUM PERMISSIBLE SPEED	
	Mouldsworth Junction (See page 166)	—	—					10	Through junction	
	Helsby Helsby and Alvanley Station									
	West Cheshire Junction (See page 84)	3	1580				10		Through junction	

CHESTER NORTHGATE, GWERSYLLT, BRYMBO JUNCTION (W. REGION) AND BIDSTON DEE JUNCTION AND BRANCHES

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		Engines Whistles L—long S—short C—crow					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CHESTER, NORTHGATE, SOUTH JUNCTION AND EAST JUNCTION TO HAWARDEN BRIDGE, DEE MARSH JUNCTION																	
	CHESTER NORTHGATE, SOUTH JUNCTION AND EAST JUNCTION TO DEE MARSH JUNCTION							40	40	MAXIMUM PERMISSIBLE SPEED							
•	Chester, Northgate East Junction (See page 167 for Northwich line)	—	—						15	Through junction							
•	Liverpool Road West Jn.	—	755					15		Through junction							
•	South Junction	—	—														
•	Liverpool Road West Jn.	—	654					15	15	Through junction and round curve approaching Northgate Station		1L 2S 1L 1S					Bidston direction. Wrexham direction.
•	Blacon Station	1	109			URS	33										
•	Sealand Station (Level Crossing)	3	991														
	Hawarden Bridge Dee Marsh Junction, East Jn. (See page 174 for North Jn. line)							25	25	Through junction							

Dee Marsh Junction (See page 172)	1 (748 yards from East Jn.)	295			25	Through junction						
GWERSYLLT, BRYMBO JUNCTION (W. REGION) TO HAWARDEN BRIDGE, DEE MARSH JUNCTION												
BRYMBO JUNCTION TO DEE MARSH JUNCTION					40	40	MAXIMUM PERMISSIBLE SPEED					
Gwersyllt Brymbo Junction (W. Region)	—	—		DGL URS	44 51		C. Up line, 1 mile 657 yards before reaching outer home signal	86				
Station (W. Region)												
Cefn-y-bedd Station												
Caergwre Castle Station	2	1503					C. Down line, 1 mile 1594 yards before reaching home signal.	80		2S 1L		Llay Main to down main and right away. Llay Main to down main for shunting. Water at Hope Village.
									1L 3S	2S pause 2S		
Hope Village Station	—	1188										
Penyffordd Station (See page 173 for connection with Mold line)	1	1642					C. Down line, 773 yards before reaching home signal C. Down line, 100 yards after passing home 2 signal	83 83	2S 4S 1L 1C		1L 3S	Top Sidings from down main To proceed down the junction Freight trains ready to leave Hope Junction requiring water at Hope Village

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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
GWERSYLLT, BRYMBO JUNCTION (W. REGION) TO HAWARDEN BRIDGE, DEE MARSH JUNCTION—Continued																
●	Buckley Junction Station (See page 173 for Buckley Branch)	1	321							C. Up line, 624 yards before reaching home signal	74			1L 3S		Freight trains requiring water at Hope Village
●	Hawarden Station	2	113			DRS	20			C. Up line, 138 yards after passing starting signal C. Up line, 534 yards before reaching home signal	53 60					
	Shotton High Level Station															
●	Hawarden Bridge Jn. (See page 174 for Connah's Quay Docks Branch)	2	524					25	25	C. Up line, 1 mile 198 yards after passing starting signal C. Up line, 202 yards after passing starting signal Over Hawarden Swing Bridge	53 53					
●	Hawarden Bridge Station															
●	Dee Marsh Junction (See page 175 for Bidston Dee Jn. line and page 170 for Chester line)	—	1061					25	25	Through junction		1L 2S 1L 1S				Chester (Northgate) Northwich

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	Gradient (Rising unless otherwise shown) 1 in	Engines Whistles L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
HAWARDEN BRIDGE JUNCTION TO CONNAH'S QUAY DOCKS (GOODS LINES)																
		HAWARDEN BRIDGE JUNCTION TO CONNAH'S QUAY DOCKS						10	10	MAXIMUM PERMISSIBLE SPEED						
•	Hawarden Bridge Junction (See page 172)	—	—													
†	Connah's Quay Docks	—	—													
† Up line worked as a siding, down line worked as a single line—one engine in steam. (See special instructions, page 340).																
HAWARDEN BRIDGE, DEE MARSH JUNCTION, TO BIDSTON, DEE JUNCTION																
		DEE MARSH JUNCTION TO DEE JUNCTION						40	40	MAXIMUM PERMISSIBLE SPEED						
	Hawarden Bridge Dee Marsh Junction East Junction (See page 170 for Chester line)	—	—					25		Through junction						
	North Junction	—	660						25	Through junction						

Dee Marsh Junction (See page 172 for Wrexham line)	—	—	25	Through junction				
Dee Marsh Junction North Junction	—	160 yards (from Dee Marsh Jn.)	25	25	Through junction			
Shotwick Sidings	2	272 (from Dee Marsh Jn.)					1L 1S 1L 2S	Chester direction. Wrexham direction.
Burton Point Station	1	127			C. Down line, 500 yards before reaching home signal.	200		
Neston North Station	2	195			C. Down line, 1 mile 578 yards before reaching signal box	160	1L 1S 1L 2S	Chester direction. Wrexham direction.
Heswall Hills Station	2	949						
Storeton Station	1	642			C. Up line, 602 yards before reaching home signal.	120		
Upton Station	2	1496			C. Up line, 1,324 yards after passing signal box.	494	1L 1S 1L 2S	Chester direction Wrexham direction
								To be given when Neston is closed.
								Bidston Traffic Siding.
Bidston Dee Junction (See page 89)	1	1268	15 15	15	Round curve, approaching and leaving Bidston Through junction		2S pause 3S 1L 5S 3S pause 3S	Goods line to Up Main. Goods line to shunting neck.

CARNFORTH, BARROW, WHITEHAVEN AND CARLISLE

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CARNFORTH No. 2 JUNCTION TO WHITEHAVEN BRANSTY No. 2																	
	CARNFORTH No. 2 JUNCTION TO WHITEHAVEN BRANSTY No. 2							70	70	MAXIMUM PERMISSIBLE SPEED							
● P ● ● ● ● ● ●	Carnforth No. 2 Junction (See page 16)	—	—					10	10	Through junction Between No. 2 and Station Junction boxes, “up and down” platform line							
	Station Junction (See page 183 for East Junction line)	—	397	●	●				5 10	Through slip road to Furness Bay platform Between Station Junction and No. 2 boxes, “up and down” platform, and up platform lines			2S 1L				Bay to F. and M. Junction
	F. and M. Junction (See page 183 for East Junction line)	—	460	●	●			20	20	Through junction from and to Carnforth Station Junction							
															Drivers must whistle when 1 mile distant from Silverdale Level Crossing.		
	Silverdale Station	2	1715			URS	61	50	50	Round curves 3½ and 4½ m.p's					Drivers must whistle when 1 mile distant from Waterslack Quarry Level Crossing and Black Dyke Level Crossing.		
●	Arnside Station (See page 46 for Hincaster Branch)	2	1034					60	10 60	Through junction to Hincaster Branch Round curves 6 and 6½ m.p's							
●	Grange-over-Sands Meathop	1	1293			DRS URS	53 33										

●	Station (Up I.B.S., 2 miles 943 yards from Cark Station box)	1	524			50	50	Round curves 9½ and 10 m.p's		1L 1S	Hincaster Branch
	Kents Bank Station										
	Down I.B.S., 1645 yards from Grange Station box)										
	Cark Wraysholme Halt										
●	Station	4	383	DRS DRS URS	37 37 53	60	60	Round curves 11½ and 12 and 13½ and 14 m.p's			Drivers must whistle when 1 mile distant from Wraysholme Level Crossing.
●	Ulverston Plumpton Junction (See page 183 for Lake Side Branch and page 184 for Bardsea Branch)	4	226	DRS	93		20	Through junction to Lake Side or Bardsea Branches		1L 1C	Sidings to Bardsea Branch or vice versa
† ●	Station	1	1529	UGL	55			C. Down line, 1 mile 255 yards before reaching outer home signal	76	2S 1L	Lindal Ore Siding
						40	20	Through East end of Ulverston Station Ulverston and Roose, between 20 and 26½ m.p's			

† The down line between No. 2 Junction and F. and M. Junction is worked in both directions

‡ Rules 96 to 98 (station yard working) are in force on the down line between the outer and inner home signals for passenger trains making connection.

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				
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
CARNFORTH No. 2 JUNCTION TO WHITEHAVEN BRANSTY No. 2—Continued																
•	Dalton Lindal Ore Sidings	2	581							C. Down line, 1,582 yards before reaching distant signal	82	1L 2S				Dalton loop line
										C. Down line, 20 yards before reaching distant signal	76					
										S. Up line, 155 yards before reaching starting signal	266					
										C. Up line, 1,636 yards before reaching distant signal	97					
										C. Up line, 16 yards before reaching distant signal	103					
•	Station (See page 184 for Stainton Branch)	1	1475							C. Up line, 790 yards before reaching home signal	97		1C 2S	2S 1L		Lindal Ore Sidings Down siding to down yard or vice versa
•	Junction (See page 185 for Park South line)	—	1224					15		Through junction to Park South C. Up line, 1 mile 96 yards before reaching home	63	1L 1S		1L 1S		Up reception line at Lindal Ore Sidings Barrow, Loco Jn.
										Drivers must whistle when 1 mile distant from Park House Level Crossing.						
•	Roose Station	2	1140						40	Roose and Ulverston, 26½ and 20 m.p's						

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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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
CARNFORTH No. 2 JUNCTION TO WHITEHAVEN BRANSTY No. 2—Continued																
●	Askam Park South (Level Crossing) (See page 185 for Dalton Junction line)	4	36					20	20	Over Oak Lea Curve and through junction from and to Barrow-in-Furness and Dalton Junction		1L 2S				Coniston Branch
								40	40	Over Sandscale Curve between 31½ and 32 m.p's						Drivers must whistle when 1 mile distant from Park North Level Crossing. Drivers must sound the engine whistle when approaching the occupation level crossing near Askam Brick Works Ground Frame.
●	Station (Level Crossing)	1	1694							C. Up line, 650 yards before reaching Askam Brick Works Siding Ground Frame	94					Drivers must whistle when 1 mile distant from Dunnerholme Level Crossing, Lidgate Level Crossing, Sandside Level Crossing, Soutergate Level Crossing and Kirkby Level Crossing.
●	Kirkby-in-Furness Station (Level Crossing)	3	357					25	25	Over Kirkby Curve						Drivers must whistle when 1 mile distant from Angerton Level Crossing, Skelly Crag Level Crossing and Foxfield Level Crossing.
●	Foxfield Station (Level Crossing) (See page 187 for Coniston Branch)	2	447			DRS	41	50 20 15	20	Between Foxfield and Green Road Over Foxfield Curve Through junction to Coniston branch						
●	Green Road Station (Level Crossing)	1	1637						50	Between Green Road and Foxfield						Drivers must whistle when 1 mile distant from Green Road Level Crossing. Drivers must whistle when 1 mile distant from Underhill Level Crossing.
●	Millom Station	2	1173					55	55	Round curve between 45½ and 45¾ m.p's						Drivers must whistle when 1 mile distant from Haverigg Level Crossing, Kirksanton Level Crossing, Limestone Hall Level Crossing and Silecroft Level Crossing.

WENNINGTON JUNCTION TO CARNFORTH F. AND M. JUNCTION AND STATION JUNCTION										
WENNINGTON JUNCTION TO CARNFORTH F. AND M. JUNCTION AND STATION JUNCTION						60	60	MAXIMUM PERMISSIBLE SPEED		
	Wennington Junction (See page 44)	—	—					15	Through junction to Clapham	
	Arkholme Station	2	1364							
	Borwick	3	1430							
	Carnforth East Junction	2	1210							
	F. & M. Junction (See page 176)	—	480						CW. Up line, 150 yards after passing home signal	152
	East Junction	—	—				10	Between Carnforth East Junction and Station Junction		
	Station Junction (See page 176)	—	271				5	10	Between Carnforth Station Junction and East Junction Through slip road to Furness Bay platform	
LAKE SIDE STATION TO ULVERSTON, PLUMPTON JUNCTION										
LAKE SIDE STATION TO PLUMPTON JUNCTION						45	45	MAXIMUM PERMISSIBLE SPEED		
	Lake Side Station	—	—							
	Haverthwaite Station	2	1683		CL	15				
	Greenodd Station	2	1232		DPL		20	Over bridge 9 (3½ and 3½ m.p's) between Haverthwaite Station and Greenodd Station		
	Ulverston Plumpton Junction (See page 177)	2	308				20	20	Over bridge 9 (3½ and 3½ m.p's) between Greenodd Station and Haverthwaite Station <i>Drivers must whistle when 1 mile distant from Pheasant Field Level Crossing.</i>	
									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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
● One engine in steam	ULVERSTON, PLUMPTON JUNCTION TO CANAL STOP BOARD—BARDSEA BRANCH (SINGLE GOODS LINE)																
	PLUMPTON JUNCTION TO CANAL STOP BOARD																
	Ulverston Plumpton Jn. (See page 177)	—	—			URS	69	20	20	MAXIMUM PERMISSIBLE SPEED							
										Through junction						Drivers must whistle when entering branch for Ulverston Canal Level Crossing and North Lonsdale Level Crossing	
	Stop Board near Canal Level Crossing.	—	1164					5	5	Over Canal Bridge No. 3 between 0½ and 0¾ m.p's							
● Worked as a siding ● One engine in steam	STAINTON TO DALTON STATION—STAINTON BRANCH (SINGLE GOODS LINE)																
	STAINTON TO DALTON STATION																
	Stainton	—	—					20	20	MAXIMUM PERMISSIBLE SPEED							
	Devon Quarry Stop Board	—	649														
	Crown Quarry																
	Dalton Station (See page 178)	1	800														

DALTON JUNCTION TO ASKAM, PARK SOUTH (AVOIDING LINE)									
DALTON JUNCTION TO PARK SOUTH					40	40	MAXIMUM PERMISSIBLE SPEED		
● Dalton Junction (See page 178)	—	—	||						
● Askam Park South (Level Crossing) (See page 180)	1	165	||		20	Through junction			
BARROW, LOCO JUNCTION TO ST. LUKE'S JUNCTION									
LOCO JUNCTION TO ST. LUKE'S JUNCTION					15	15	MAXIMUM PERMISSIBLE SPEED		
● Barrow Yard Loco Junction (See below)	—	—	||						
● Barrow-in-Furness St. Luke's Jn. (See page 179)	—	491	||						
BARROW, SALTHOUSE JUNCTION TO ISLAND ROAD GROUND FRAME									
SALTHOUSE JUNCTION TO ISLAND ROAD, GROUND FRAME					30	30	MAXIMUM PERMISSIBLE SPEED		
● Barrow-in-Furness Salthouse Junction (See page 179)	—	—	||			15	Through junction		
● Barrow Yard Loco Junction	—	715	||				C. Up line, 123 yards before reaching home signal. Level		
† Shipyard Junction	—	858	||		3 20	3 20	Over Cavendish Dock Bridge Over Buccleuch Bridge		
NB †					10 10	10	All trains entering or leaving Shipyard Station Between Shipyard Junction and Island Road CW. Down line, 149 yards after passing home signal. 133 1S 2L		
† Island Road Ground Frame	—	375	||			10	Between Island Road and Shipyard Junction CW. No. 1 Platform line, 28 yards after passing down starting signal. 108		
† The up and down lines are interlaced over Buccleuch Bridge. ‡ Nos. 1 and 2 Platform lines are worked as up and down lines.									
							1L 1C	Shipyard Station, Barrow Yard.	

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
● † ●	BARROW YARD, WALNEY FERRY TO DEVONSHIRE BRIDGE (SINGLE GOODS LINE)																
	WALNEY FERRY TO DEVONSHIRE BRIDGE																
	Barrow Yard	—	—					5	5	MAXIMUM PERMISSIBLE SPEED							
	Walney Ferry	—	—														
† ●	Devonshire Bridge	—	220					3	3	Over Devonshire Dock Bridge, single line							
	† Key for Devonshire Bridge kept in Devonshire Bridge box.																
● ●	BARROW YARD, HINDPOOL SOUTH TO HINDPOOL NORTH (GOODS LINES)																
	HINDPOOL SOUTH TO HINDPOOL NORTH																
	Barrow Yard	—	—					20	20	MAXIMUM PERMISSIBLE SPEED							
	Hindpool South	—	—														
●	Hindpool North	—	1319														
{ One engine in steam }	HAWCOAT BRANCH GROUND FRAME TO HAWCOAT QUARRY																
	HAWCOAT BRANCH GROUND FRAME TO HAWCOAT QUARRY																
	Hawcoat Branch Ground Frame (See page 179)	—	—					10	10	MAXIMUM PERMISSIBLE SPEED							
	Hawcoat Quarry	1	209														

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					
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	CARLISLE, No. 8 TO WHITEHAVEN BRANSTY No. 2							70	70	MAXIMUM PERMISSIBLE SPEED							
	CARLISLE, No. 8 TO WHITEHAVEN BRANSTY No. 2																
●	Carlisle No. 8 (See page 52 for No. 5 line and page 53 for Bog Jn. lines)	—	—						20 15	Through junction to Citadel Station Through junction to Carlisle No. 9 Forks Junction							
●	Cummersdale Station	1	490														Drivers must whistle when 1 mile distant from Low Mill Level Crossing.
●	Dalston Station	2	290			URS	21	20	20	Through Station							
●	Wigton Station	7	546			DRS URS	36 37								3S 1C 2S 1C		Back Road. Middle Road.
●	Leegate Station	3	886														
●	Brayton Station	2	1318			URS	55										
●	Aspatria Station	1	1577					20 50	20	Through Station Between Aspatria and Maryport, round curves between 5½ and ¼ m.p's					3S 1C 2S 1C		New Road Sidings. Goods Sidings.

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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
CARLISLE No. 8 TO WHITEHAVEN BRANSTY No. 2—Continued																		
Workington Main—Continued																		
●	No. 3	—	647	●	●			30		Between Workington Main No. 3 and Moss Bay Iron Works on goods line Through Workington		4L					Down through siding. Down through siding. Engine Shed Sdgs. to Up Goods and vice versa. Engine Shed Sdgs. from down through siding. No. 1 Siding to down main. No. 2 Siding to down main. Down through siding to down through siding. Down through siding from Engine Shed Sidings and vice versa. Engine Shed Sidings and vice versa. No. 1 down Siding to down through siding No. 1 down through siding to down main. Up through sidings from Iron Works.	
●	No. 2	—	472	●	●			30	30				2L 1C 1C 3S					
													4S 1C					
													1S 1C					
													2S 1C					
●	No. 1	—	535	●	●								3S 1C					
													1C 2L					
													3C 1L					
													2S 1C					
													1S 1C					
●	Derwent Haematite Iron Works	—	845	●	●					Between Moss Bay Iron Works and Workington Main No. 3 on goods line						3S 1C		
●	Moss Bay Iron Works	—	911	●	●				30									

●	Harrington Station	—	1176		20	20	Harrington Viaduct						
	Sidings	—	1034		20	20	4 m.p. to 2 m.p.—6.0 a.m. to 10.0 p.m. 4 m.p. to 2 m.p.—10.0 p.m. to 6.0 a.m. 2 m.p. to 1½ m.p. Parton curve, between 1½ and 1¼ m.p.'s	} Between Harrington Sidings and Parton Curve					
	Parton Station (See below)	2	1053		10	30			Through junction to United Steel Co.'s No. 4 Pit				
	Whitehaven Bransty No. 2 (See page 182)	1	547			60			Between Whitehaven and Maryport, except where otherwise shown				
●	WHITEHAVEN, BRANSTY No. 2 TO QUEEN'S DOCK (GOODS LINES)												
	WHITEHAVEN BRANSTY No. 2 TO QUEEN'S DOCK					10	10	MAXIMUM PERMISSIBLE SPEED					
	Whitehaven Bransty No. 2 (See above)	—	—										
NB	Queen's Dock	—	538										
One engine in steam	PARTON STATION TO N.C.B. No. 4 PIT (SINGLE GOODS LINE)												
	PARTON STATION TO N.C.B. No. 4 PIT					35	35	MAXIMUM PERMISSIBLE SPEED					
	Parton Station (See above)	—	—				10	Through junction					
	N.C.B. No. 4 Pit	1	440										

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	Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
WORKINGTON MAIN, DERWENT JUNCTION TO PRINCE OF WALES DOCK (GOODS LINES TO AND FROM MARYPORT SECTION)																
● NB	DERWENT JUNCTION TO PRINCE OF WALES DOCK								10	10	MAXIMUM PERMISSIBLE SPEED					
	Workington Main Derwent Jn. (See page 189)	—	—													
	Prince of Wales Dock	—	630													
PENRITH No. 1 TO WORKINGTON MAIN, DERWENT JUNCTION																
● Electric Token ● Electric Token ● ●	PENRITH No. 1 TO DERWENT JUNCTION								55	55	MAXIMUM PERMISSIBLE SPEED					
	Penrith No. 1 (See page 21)	—	—						10 45	45	Through junction Between Penrith No. 1 and 30½ m.p.					
	Blencow Station	3	792				DRS 60 UGL 40	20 55	20 55	Through points from down main to single line and from up main to single line Through points from single line to down main and from single line to up main CW. Down direction, 487 yards before reaching down outer home signal (sand drag)		70				
	Penruddock Station	3	1456					55	20	Through junction						
	Troutbeck (for Ullswater) Station	2	401							C. Up line, 110 yards before reaching distant signal.		62				

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						
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
PENRITH No. 1 TO WORKINGTON MAIN, DERWENT JUNCTION—Continued																		
●	Brigham Station (Level Crossing)	1	1028															
●	Marron Junction (See page 196 for Rowrah line)	2	92						10	Through Marron Junction to Rowrah C. Down branch line, 9 yards after passing starting signal.	332							
																	Drivers must whistle when 1 mile distant from Camerton Level Crossing.	
								10	10	Over bridge 20 between 4½ and 4½ m.p's between Marron Junction and Camerton. (Not applicable to Diesel lightweight trains)								
								15	15	Over bridge 22 between 4½ and 4½ m.p's between Marron Junction and Camerton. (Not applicable to Diesel lightweight trians)								
●	Camerton William Pit Sidings	1	1738					30	30	Over bridge 30 at 5½ m.p. between Camerton and Workington Bridge. (Not applicable to Diesel lightweight trains)								
								15	15	Over bridges 33 to 39 between 6 and 6½ m.p's between Camerton and Workington Bridge. (Not applicable to Diesel lightweight trains)								
								30	30	Round curves between 6½ and 7½ m.p's								
																	Drivers must whistle when 1 mile distant from Seaton Mill Level Crossing and Barepot Level Crossing.	
●	Workington Main Derwent Junction (See page 189)	2	294						40	Between Derwent Junction and junction with single line at Cockermouth except where otherwise shown								
								20	20	Round curve near Junction								
									15	Through junction								

NB		MARYPORT STATION TO MARYPORT ROPERY (GOODS LINES)									
		MARYPORT STATION TO ROPERY									
		Maryport Station (See page 189)	—	—				10	10	MAXIMUM PERMISSIBLE SPEED	
								4	4	When descending incline to Oakham Bay On both inclines leading to Dock Quays and all sidings on the Quay	
		Ropery	—	787							
One engine in steam		BECKERMET MINES TO BECKERMET MINES JUNCTION (GOODS LINES) (SINGLE LINE, BETWEEN BECKERMET MINES WEIGH-HOUSE AND BECKERMET MINES JUNCTION OUTER HOME SIGNAL)									
		BECKERMET MINES TO BECKERMET MINES JUNCTION									
		Egremont Beckermets Mines No. 2 Pit	—	—				20	20	MAXIMUM PERMISSIBLE SPEED	
		Beckermets Mines Weigh House	1	630							
		Beckermets Mines Junction Outer Home Signal (See page 187)	1	281							
One engine in steam		EGREMONT, ULLCOATS MINES TO ULLCOATS BRANCH TOKEN HUT (SINGLE GOODS LINE)									
		ULLCOATS MINES TO ULLCOATS BRANCH TOKEN HUT									
		Egremont Ullcoats No. 7 Pit	—	—				20	20	MAXIMUM PERMISSIBLE SPEED	
		Ullcoats Nos. 1 and 2 pits	—	576							
		Ullcoats Branch Token Hut (See page 187)	—	1557							
		Drivers must whistle when 1 mile distant from Ullcoats 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				
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
BRIGHAM, MARRON JUNCTION TO MOOR ROW No. 1 (SINGLE GOODS LINE)																
MARRON JUNCTION TO MOOR ROW No. 1																
One engine in steam One engine in steam Worked as a siding One engine in steam	Brigham Marron Junction (See page 194)	—	—					30 10 20	30 10 20	MAXIMUM PERMISSIBLE SPEED Through junction and round curve Over bridge 48 (12½ and 12½ m.p's)						
	Rowrah	8	690													
	Moor Row Birks Bridge Junction Stop Board	3	1458													
	Cleator Moor Goods Haematite North Stop Board	—	447					30 5	30 5	Between Haematite North Stop Board and Moor Row No. 1, except where otherwise shown Between Moor Row No. 1 and the overbridge at Cleator Moor Goods						
	Moor Row No. 1 (See page 198)	1	27													

FLIMBY, SIDDICK JUNCTION TO CORKICKLE No. 1									
SIDDICK JUNCTION TO CORKICKLE No. 1									
●	Flimby Siddick Junction (See page 189)	—	—						
●	Workington Main Calva Junction (See page 199 for Buckhill line	—	1641						
●	Central Station	—	1404						
●	Distington Harrington Junction (See page 199 for Moss Bay branch, page 199 for Derwent branch, and page 200 for Lowca lines)	1	575						
●	Joint Junction	1	1466						
●	Moresby Parks Station	3	542	DRS URS	27 38				
●	Moresby Junction	—	919						

40	40	MAXIMUM PERMISSIBLE SPEED							
	4	Approaching Siddick Junction							
15	6 15	Through junction to Buckhill ground frame Over Derwent Bridge between 10 and 9½ m.p's C. Down line, 167 yards before reaching distant signal.	70						
15		Through junction to Lowca Branch C. Down line, 1145 yards before reaching distant signal. C. Down line, 421 yards before reaching home signal.	70 70			2S 1C 3S 1C		Derwent Branch. Moss Bay Branch.	
		C. Down line, 1633 yards before reaching distant signal. C. Down line, 398 yards before reaching stop signal.	70 95						
		C. Up line, 380 yards before reaching up home signal. C. Down line, 2 miles 595 yards before reaching distant signal. C. Down line, 433 yards before reaching home signal. C. Up line, 1 mile 893 yards before reaching distant signal. C. Up line, 252 yards before reaching home signal.	70 70 72 70 70						
15	15	Over bridge 11, 2½ and 2¼ m.p's, between Moresby Junction and Cleator Moor 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							
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For			
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods				
FLIMBY, SIDDICK JUNCTION TO CORKICKLE No. 1—Continued																			
●	Moor Row Cleator Moor Junction	2	817					30	5			Between Cleator Moor Junction and Corkickle No. 1, except where otherwise shown Between Cleator Moor and Moor Row, all lines over curves and opposite Moor Row No. 1 box							
●	No. 1 (See page 196 for Rowrah line)	—	616						5			Between Moor Row and Cleator Moor, all lines over curves and opposite Moor Row No. 1 box							
●	No. 2 (See page 187 for Sellafield line)	—	297						15			52	Through junction to Sellafield C. Up line, 713 yards before reaching outer home signal.						
●	Corkickle No. 1 (See page 182)	2	1348					15	30			52	Through junction Between Corkickle No. 1 and Cleator Moor Junction, except where otherwise shown C. Up line, 100 yards after passing up inner home signal to Moor Row signal.						

One engine in steam		WORKINGTON MAIN, BUCKHILL TO CALVA JUNCTION (SINGLE GOODS LINE)															
		BUCKHILL TO CALVA JUNCTION										20	20	MAXIMUM PERMISSIBLE SPEED			
		Workington Main Buckhill Ground Frame	—	—													
		Seaton Station	1	1100													
		Calva Junction (See page 197)	1	932								6		Through junction			
One engine in steam		DISTINGTON, MOSS BAY SIDINGS TO HARRINGTON JUNCTION—MOSS BAY BRANCH (SINGLE GOODS LINE)															
		MOSS BAY SIDINGS TO HARRINGTON JUNCTION										20	20	MAXIMUM PERMISSIBLE SPEED			
		Distington Moss Bay Sidings	—	—													
		Harrington Junction (See page 197)	1	26													
One engine in steam		DISTINGTON, WILKINSON'S SIDINGS TO HARRINGTON JUNCTION—DERWENT BRANCH (SINGLE GOODS LINE)															
		DERWENT BRANCH, WILKINSON'S SIDINGS TO HARRINGTON JUNCTION										20	20	MAXIMUM PERMISSIBLE SPEED			
		Distington Wilkinson's Sidings	—	—													
		Harrington Junction (See page 197)	1	106													

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						
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
Worked by United Steel Coy. engine and men NB <div>.....●.....</div> Electric Token	DISTINGTON, HARRINGTON JUNCTION TO LOWCA COLLIERY (SINGLE GOODS LINE)																	
	HARRINGTON JUNCTION TO LOWCA COLLIERY							20	20	MAXIMUM PERMISSIBLE SPEED								
	Distington Harrington Junction (See page 197)	—	—						15	Through junction								
	Rosehill Key Token Hut	1	629															
	Lowca Colliery	2	257															
NB <div>.....●.....</div>	CORKICKLE No. 2 TO PRESTON STREET GOODS YARD (GOODS LINES)																	
	CORKICKLE No. 2 TO PRESTON STREET GOODS YARD							10	10	MAXIMUM PERMISSIBLE SPEED								
	Corkickle No. 2 (See page 182)	—	—										Drivers must whistle when entering branch for Coach Road Level Crossing.					
	Preston Street Goods Yard	—	712															

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.	
Bamfurlong Jn. and Wigan N.W. No. 1, all down and up goods lines	D10000 and D10001, D10201 and D10202 or D10203 working as double units.	5	
Wigan N.W., over down and up loop lines over bridge 35 (5 $\frac{3}{4}$ —6 m.p.)	7P (46170), 8P, D10000, D10001, D10201, D10202, D10203.	10	
Preston No. 3, over connection from No. 8 platform line to No. 10 platform line and over connections between up and down lines at Preston E.L. box	9F.	Caution.	
Carlisle No. 13 and No. 11, Rome Street	7P (46170), 8P, D10000, D10001, D10201, D10202, D10203.	20	
Carlisle No. 11, Rome Street and No. 1 via Dentonholme Yard			
Carlisle No. 7, London Road Jn. and Canal Jn. via Dalston Road, over bridge 10	7P (46170), 8P, D10000, D10001, D10201, D10202, D10203.	5	
Carlisle No. 5 and No. 8	7P (46170), 8P, D10000, D10001, D10201, D10202, D10203.	20	
Morecambe South Jn. to Morecambe Prom. and Euston Road	8P, D10000, D10001, D10201, D10202, D10203.	30	
Torrisholme Jn. No. 1 and Heysham	7P (46170), D10000, D10001, D10201, D10202, D10203.	30	
Hest Bank Station to Bare Lane	8P, D10000, D10001, D10201, D10202, D10203.	30	
Oxenholme to Windermere	8P, D10000, D10001, D10201, D10202, D10203.	30	
Ingleton to Low Gill	7P (46170), 8P, D10000, D10001, D10201, D10202, D10203 Former LNE A3.	50 40	
Kirkby Stephen to Eden Valley Jn.	6P/5F (4-6-0) Taper boiler, 7P.	30	
Menai Bridge	—	—	Under no circumstances may more than two Class 8P or three of any other class run coupled together over Britannia Tubular Bridge, Menai Straits.
Derwen to Gwyddelwern, over bridge 36 (13 $\frac{3}{4}$ —14 m.p.)	Former GW engines.	20	
Gwyddelwern to Derwen, over bridge 49 (River Dee) (18—18 $\frac{1}{4}$ m.p.)	Former GW engines.	20	
Tryddyn Jn., over curves between 2 $\frac{1}{2}$ and 2 $\frac{1}{4}$ m.p.	8F, 9F, 350 HP diesel shunting locomotives.	20	

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.	
Birkenhead Town	3 FTK (0-6-0), D8200—8236, D8400—8409, D6100—6109, D5900—5909, D5000—5049, D5300—5319.	—	Adjoining line to be clear when working over Bridge 2 leading to Abbey St. Coal Yard.
Sandbach and Northwich, and Northwich Chord Line	7P (46170), D10000, D10001, D10201, D10202, D10203.	40	
Chapel en le Frith South and Whaley Bridge, over bridge 42 (10½—10¾ m.p.)	7P/6F.	10	
Whaley Bridge and Furness Vale, over bridge 35 (9½—9¾ m.p.)	7P/6F.	10	
Reddish South, through down fast platform	Former LNE 01, 02.	10	
Denton Jn. to Guide Bridge, over bridge 20 between 4¼—4½ m.p.	All engines of higher classification than 3. All diesel locomotives.	30	Not more than two engines may work coupled together.
Manchester London Road and Castlefield Jn.	8P, D10000, D10001, D10201, D10202, D10203.	20	
Manchester London Road and Cornbrook Jn. East	—	—	
Stoke station, down line over bridge 86 (20—19¾ m.p.)	7P (46170), 8P.	5	
Through Harecastle tunnel	D10000, D10001, D10201, D10202, D10203.	10	
Through Harecastle tunnel	—	—	Side windscreens must be folded back out of use.
Cobridge and Burslem, over bridge 21 (2¼—2½ m.p.)	4TK (3 cyl.), 4 (4-6-0), 5, 6P/5F, 7F, D5000—5009, D5300—5319, D5500—5579, 204 HP diesel shunting locomotives. Former LNE B1.	15	
Newfields Jn. and Newchapel, over bridge 37 (4¼—4½ m.p.)	4TK (3 cyl.), 4 (4-6-0), 5, 6P/5F, 7F, D5000—5009, D5300—5319, D5500—5579, 204 H.P. diesel shunting locomotives. Former LNE B1.	20	
Leigh and Cresswell, over bridge 37 (9¼—9 m.p.)	6P/5F, 7P/6F, 7P, 8P, D10000, D10001, D10201, D10202, D10203, D5700—5719.	30	
Longton and Fenton, over bridge 9 (Longton Viaduct) 2¼—1¾ m.p.	7P, 7P/6F, D10000, D10001, D10201, D10202, D10203, D5700—5719.	30	
Cheddleton and Leek, over bridge 46 (16¾—17 m.p.)	4TK (3 cyl.), 6P/5F, 7P, 7P/6F, 7F (LNW), 8P, D10000, D10001, D10201, D10202, D10203, D5700—5719, D5500—5579.	20	

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.	
Ford Green and Black Bull, over bridge 29 ($6\frac{1}{2}$ — $6\frac{1}{4}$ m.p.)	4 (4-6-0), 5, 6P/5F (4-6-2), D5700—5719.	10	
Alsager and Radway Green, over bridge 8 (3 — $3\frac{1}{4}$ m.p.)	7P (46170), 8P, D10000, D10001, D10201, D10202, D10203, D1—124.	15	
'Through Wapping Tunnel	—	—	Side windscreens must be folded back out of use.
Liverpool, Princes Dock Swing bridge and viaduct approaches thereto	—	—	Two engines must not work coupled together except 3 MT Tank and 3 MT (2-6-0).
Howe Bridge and Hindley Green, over bridge 49 (8—9 m.p.)	7P (46170), 8P, D10000, D10001, D10201, D10202, D10203.	30	
Platt Bridge Jn. and Springs Branch No. 1, over up and down goods lines	D10000 and D10001, D10201 and D10202 or D10203 working as double units.	5	
Marsh's Crossing to Ravenhead Jn.—between 0 — $\frac{1}{4}$ m.p.	4 MT, 6P/5F, D5700—5719.	15	
Warrington Arpley station, Bridge 38A (River Mersey)	—	—	Not more than three engines in classes 1 to 4 or two in higher classes may work coupled together.
Altrincham and Bowdon to Chester Northgate	—	—	Side windscreens must be folded back out of use.
Mouldsworth Jn. to Helsby (West Cheshire Jn.)	6P/5F, 7P/6F, D5700—5719.	30	
	—	—	Side windscreens must be folded back out of use.
Cefn-y-bedd, over bridge 15 (Clewedog Viaduct) 4 — $4\frac{1}{4}$ m.p.	2 (2-6-2) Tank, 3 (2-6-2) Tank, 3F Tank, 4F when coupled together.	5	Not more than two of the types shown are permitted to be coupled together. Working of other types coupled together is prohibited.
Buckley Jn., over crossover road	Former GW engines.	5	
Whitehaven Bransty — through Whitehaven tunnel	—	—	Side windscreens must be folded back out of use.
Borwick and Carnforth, over bridge 11	6P/5F (4-6-0), 7P, D5700—5719.	30	
Aspatia and Bulgill, over bridge 22 ($4\frac{1}{4}$ — $4\frac{1}{2}$ m.p.)	4MT TK (2-6-4), 6P/5F, 7P, D8000—8019, D8400—8409	30	

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
Oxenholme No. 1	Oxenholme No. 2	Through siding	—

TABLE C

LINES WORKED UNDER "NO BLOCK" REGULATIONS

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

(* Used in both directions.)

From	To	Line	
		Down	Up
New Extension Sidings	Warrington No. 1	Down	Up
Bamfurlong Sorting Sidings	Springs Branch No. 1	Down through siding	—
Preston No. 1A	Ribble Yard ground frame	Shunting	—
Oxenholme No. 1	Oxenholme No. 2	Down through siding Nos. 1 and 2 down sidings	— —
Carlisle, Etterby Junction ..	Kingmoor	Down through siding (See special instructions page 303)	Up through sidings Nos. 1 and 2
Carlisle, Petteril Bridge Junction	Durran Hill	Goods Independent (See special instructions page 302)	—
Ditton Junction No. 1	Ditton Junction No. 2	Down reception	Up reception
Morecambe Euston Road ..	Morecambe Promenade	—	Down and up siding
Heysham Harbour Junction	Sidings Ground Frame	Goods departure	Goods arrival
Mold Junction No. 4	Mold Junction No. 2	—	Up goods loop
Holyhead	—	"Up & Down" through siding	—
Atlantic Dock Junction	Canada Dock, Bootle Ground Frame	Through siding	Through siding
Edge Hill, Top of Grid	Edge Hill, No. 4	"Up and Down" through siding	—
Marsh's Siding	Broad Oak Junction	Through siding	—
Lindal Ore Sidings	—	Down reception	Up reception
Barrow-in-Furness, Salt- house Junction	Barrow Yard, Loco. Junction..	Nos. 4, 5 and 6 "Up and Down" through sidings Arrival	— —
Barrow Yard, Loco. Junction	Hindpool South	Down through siding	Up through siding

Table C—continued

Lines worked under “No Block” Regulations—continued

From	To	Line	
		Down	Up
Barrow Yard, Buccleuch Dock	—	Nos. 1, 2 & 3 reception	—
Workington Main No. 2....	Derwent Haematite Iron Works	Down through siding	—
Moss Bay Iron Works	Derwent Haematite Iron Works	—	Up through siding
Moss Bay Iron Works	Workington Main No. 2.....	—	Up through siding

TABLE D1

ELECTRIC TOKEN EXCHANGING, DELIVERING, ETC., APPARATUS

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

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

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

Signal box	Apparatus in connection with	Description	Apparatus situated
Hest Bank	Up main line (for down branch trains)	Deliverer	Opposite box.

TABLE D2

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

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

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
Winsford Jn. (Brine Branch).....	—	Guard or Foreman. When not in use staff kept in padlocked box situated near connection between Branch Siding No. 1 and Brine Branch
Preston No. 1A and Strand Road	Preston No. 1A	*N.U. Yard Foreman
Preston No. 1A and Strand Road	Strand Road	Token deliverer at Strand Road
Garstang & C. and Pilling	Garstang & C.....	*Porter
Lancaster Castle No. 4 to Stop Board. Stop Board to Glasson Dock.... (See special instructions page 307)	Lancaster Castle No. 4..	*Guard or Shunter
(* In addition to Signaller)		

Table D2—*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
Hest Bank and Bare Lane	Bare Lane.....	*Fireman of up branch train standing at up branch starting signal waiting acceptance, to return to Bare Lane box for token
Arnside and Hincaster Jn.....	Arnside Station	*Fireman of down branch train standing at down branch starting signal waiting acceptance, to remain in Arnside Station box for token
Arnside and Hincaster Jn.....	Hincaster Jn.	*Fireman of up branch train standing at up branch starting signal waiting acceptance, to remain in Hincaster Jn. box for token
Tebay and Tebay Yard	Tebay No. 2.....	Station Inspector
Bodfari and Denbigh	Denbigh	*Shunter for freight trains from Denbigh Goods Yard. (See special instructions, page 312)
Denbigh and Corwen	Denbigh	*Foreman
Dyserth Branch	Prestatyn Station.....	Foreman or Guard
Llandudno Jn. No. 1 and Blaenau Ffestiniog North	Llandudno Jn. No. 1	Platform Inspector
Llandudno Jn. No. 1 and Blaenau Ffestiniog North	Tal-y-Cafn	*Station Master
Llandudno Jn. No. 1 and Blaenau Ffestiniog North	Betws-y-Coed	*Platform Porter
Llandudno Jn. No. 1 and Blaenau Ffestiniog North	Dolwyddelen	*Station Master
Port Penrhyn Branch	Bethesda Junction	*Number taker. (See special instructions, page 314)
Caernarvon and Afonwen (W. Region)	Groeslon	*Station Master
Caernarvon and Afonwen (W. Region)	Afonwen	Porter
Caernarvon No. 2 and Llanberis..	Llanberis	*Station Master
Gaerwen No. 2 and Amlwch	Llangwyllog	*Station Master
Gaerwen No. 2 and Amlwch	Llanerchymedd	*Station Master
Gaerwen No. 2 and Amlwch	Amlwch	*Station Master
Hooton, South Junction and West Kirby	Hooton, South Junction..	Foreman
Hooton, South Junction and West Kirby	West Kirby	Station Master or Porter
Monk's Ferry Branch (Birkenhead)	Tunnel Road Yard, Blackpool Street	Shunter. When not in use Staff is kept in Yard Foreman's Cabin
Middlewich and Northwich, Sandbach Jn.	Northwich, Sandbach Jn.	*Station Foreman for passenger trains only
		(* In addition to Signalman)

Table D2—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
Harpur Hill Branch (Hindlow and Harpur Hill Stop Board)	Harpur Hill	Shunter or Guard
Silverdale Station and Market Drayton	Silverdale Station	*Station Master for trains booked to stop at Silverdale
Newchapel & G. and Kidsgrove, Liverpool Road Junction	Kidsgrove, Liverpool Road Junction	Station Master, or Porter. Signaller at Kidsgrove, Liverpool Road Junction when station is closed
Longport Jn. and Tunstall Jn.	Longport Junction	Foreman
Longport Jn. and Tunstall Jn.	Pinnox Junction	Token delivering and receiving apparatus
Congleton Lower Junction and Brunswick Wharf	Congleton Junction (Staff located Congleton Lower Junction)	Guard or Shunter. When not in use staff must be kept in Congleton Lower Junc. ground frame. (See special instructions, page 328)
Caldon Branch	Caldon Quarry	Person in charge (No signaller)
Silverdale Station and Alsager Yard	Silverdale Station	*Station Master for trains booked to stop at Silverdale.
Huyton Quarry (Willis Branch) ..	Huyton Quarry	See special instructions, page 333
Menzies Siding and Marsh's Crossing	Marsh's Crossing	Pointsman. In case of Private Firm's engine, by man specially appointed by Messrs. Pilkington
Eccleston Branch (Holme Farm Crossing and Marsh's Crossing outer home signal)	Marsh's Crossing	Pointsman. In case of Private Firm's engine, by man specially appointed by Messrs. Pilkington
Wapping Tunnel (up line).....	Wapping Goods and Wapping Bank Head	Staff kept in Foreman's cabin, Engine House, Wapping Bank Head, except on completion of work on Saturday night until Monday morning, when it is kept in Edge Hill No. 2 box. Foreman at Wapping Bank Head hands the staff to the Driver on commencement of work and the latter retains it until finishing, except when it is necessary for a special to be run. (Also see Special instructions, page 335)
Northwich, Marston Branch.....	—	Inspector at Northwich East Inspectors' Office
Llay Main Colliery Branch, Caergwrle Castle	Shunters' Cabin, Caergwrle Castle	Shunter
Buckley Branch	Northop Hall, Connah's Quay Docks	*Person in charge
Sellafield and St. Bees	Nethertown	*Station Master
Hawcoat Branch	Barrow-in-Furness North	Guard or Shunter
Threlkeld and Cockermouth Jn.	Keswick No. 2.....	*Station Master, Platform Porter or Shunter
Threlkeld and Cockermouth Jn.	Braithwaite	*Station Master

(* In addition to Signaller)

Table D2—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
Threlkeld and Cockermouth Jn.	Bassenthwaite Lake.....	*Station Master or Platform Porter
Threlkeld and Cockermouth Jn.	Embleton	*Station Master
Threlkeld and Cockermouth Jn.	Cockermouth Station ..	*Station Master or Platform Porter
Marron Junction and Moor Row No. 1	Birks Bridge (Stop Board)	When not in use, the staff will be kept in a locked cupboard at Birks Bridge, the key to which will be kept in the Foreman's office at Moor Row. Guards of trains proceeding to Rowrah must obtain the key before leaving Moor Row and return it to Moor Row after the staff has been locked in the cupboard at Birks Bridge on the return from Rowrah
Marron Junction and Moor Row No. 1	Moor Row No. 1	*Shunter
Moss Bay Branch	Harrington Junction	*(See Special instructions, page 344)
Beckermets Mines Weighhouse and Beckermets Mines Junction	Beckermets Mines Jn.	*Guard or Shunter
Ullcoats Branch	Ullcoats Branch Token Hut	Guard or Shunter
Harrington Junction and Lowca Colliery	Rosehill Key Token Hut	Fireman or Guard
(* In addition to Signalman)		

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
Lancaster Castle		
No. 2	Up siding to up main line	3L 1C
	Up loop to shunting neck	2S 1L
	Traffic sidings to shunting neck	2L 1C
	Top sidings to shunting neck	4C
	Permanent way sidings to shunting neck	2L 2C
	Shunting neck to sidings	4L
	Down sidings to main line	1L 1C
	Down sidings to up main line and vice versa	1L 2C
	Down sidings to up shunting neck and vice versa	1S 1L 1S
	Up shunting neck to down main	1S 1L
No. 3	Disc—set back, goods loop to “Up and down” platform....	2S 1L
	Disc—cattle siding to up goods loop.....	3S 2L
No. 4	From down Lune siding to down main line	1L 1C
	From up Lune siding to No. 5 platform	2S 1L 1S
	From up Lune siding to No. 2 platform	1C 2L
	From up Lune siding to “Up & Down” platform	1C 3L

Table E—continued

Local code of Engine Whistles—continued

Whistle to be given at	Movement required	Whistle: L=Long S=Short C=Crow
Carnforth		
No. 1 Junction	From South yard to shunting neck	4L
	Up loop No. 1 to shunting neck	1L 1C
	Up loop No. 2 to shunting neck	2L 1C
	Discs (north of cabin)	
	No. 1 siding to up main line	1L 3C
	No. 1 siding to shunting neck	1L 2C
	Nos. 2 and 3 sidings to up main line	1L 5S
	No. 4 siding to up main line	1L 4S
	Nos. 2 and 3 sidings to shunting neck	2L 2C
	No. 4 siding to shunting neck	1C 4S
	From No. 5 machine line to up main line	2L 3S
	From No. 5 machine line to shunting neck	3S 1C
No. 2 Junction	Furness platform lines to yard	1L 2C
	"Half-moon" to "Roundabout" and adjacent sidings	2C 1L
	"Roundabout" and adjacent sidings to "Half-moon"	3C
	Engines from down goods or No. 1 siding to take water	3S 1L
Station Junction	From "Roundabout" road to up goods road	3C
	From "Roundabout" road to down main line	2L 1C
	From up main line to F. & M. Junction	1C 1S
	From up main line to East Junction	1C 2L
	From back road to East Junction	2C 1L
	From up goods road to reception lines	1S 1L 1S
	From up goods road to "Roundabout" road	2S 1C
	From down goods road to Furness yard	4C
	From Loco. to down goods road	1L 1C
F. & M. Junction	From East Junction to Midland sidings	4L
	From yard to down goods road	5L
	From down goods road to goods yard	3L 1C
	From warehouse to down main line	1S 1L
	From warehouse to Midland sidings	1C 2L
	From up line to Midland sidings	1C 3L
	From old Loco. to Midland sidings	2C 1L
	From down main line to Station Junction	1L 1C
	From down main line to East Junction	1S 1C
	From down main line to up goods road	2S 1C
	From down main line to Warehouse	2C 2S
	From Midland sidings to East Junction	2S 2C
	From Midland sidings to Warehouse	1S 1L
	From Midland sidings to old Loco.	1C 4L
	From top disc for F. & M. Main line	1C 3S
	From bottom disc for F. & M. up sidings	1S 2L
	From down goods road to loco. sidings	3C
Oxenholme		
No. 1	From No. 1 down siding to up main line	1L 2C
	From No. 2 down siding to up main line	2L 2C
Tebay		
No. 1	From bank engine slip to bank engine siding	2L 2C
	Train engines, down loop to coal stage road for water	3S 1L
	From Passenger line to shunting neck	2S 2C
	From up sidings to shunting neck	1L 1C
	From South yard to loco. (via up and down main lines)	3L 3C
	From loco. to South yard (via down and up main lines)	3L 2C
No. 2	From North to down main	1L 1C

Table E—continued

Local code of Engine Whistles—continued

Whistle to be given at	Movement required	Whistle: L=Long S=Short C=Crow
Penrith		
No. 1	From loco. to Keswick line for shunting	2C 1L
	From Nos. 1, 2 and 3 siding to up main or vice versa	1L 1C
	From Nos. 1, 2 and 3 siding to Keswick line or vice versa ..	1L 2C
	From Nos. 4 and 5 siding to up main line or vice versa	2L 1C
	From Nos. 4 and 5 siding to Keswick line or vice versa	2L 2C
	From loco. to No. 2 box	3L 1C
No. 2	From Keswick bay line to turntable or vice versa	2L 2C
	From warehouse siding to down main line	2L 1C
No. 3 North	From middle road to main line	2L 1C
	From horse dock to main line	3L 1C
Carlisle		
No. 3	From Viaduct Yard wallside for shunting purposes	2C 1S
	From Viaduct Yard down goods for shunting purposes	1C 2S
No. 8	To or from C. & W. shops	1C 2S
	To or from turntable	1S 1C
	From turntable to Citadel station	2S 1C
No. 12.....	From old up road	4L
	From old through siding	4L 1C
	From No. 1 yard	1C 2S
	From No. 2 yard	1C 3S
	From Warehouse Road	1C 4S
	From up goods	1C 5S
Garston		
No. 4 North Dock (No. 11 drop)	From empty road	4S 1C
	From full road	1C 4S
	Off tip	4L
No. 4 North Dock (No. 12 Drop)	From empty road	5S 1C
	From full road	1C 5S
	Off tip	5L
Dam Bridge	From old dock	1S pause 2S
	From new dock	1S pause 3S
	From new dock machine siding	1S pause 4S
Morecambe Euston Road Station	No. 1 platform line to up main line	1S 1C
	No. 2 platform line to up main line	2L 1C
	No. 3 platform line to up main line	3L 1C
	No. 4 platform line to up main line	4L 1C
	No. 5 platform line to up main line	5L 1C
Kirkby Stephen East ..	To or from Engine Shed or Goods line and Tebay	2S 2L
	To or from Engine Shed or Goods line and Penrith	2S 1L
Longtown	From up sidings to main line for rounding	2S 1L
Riddings Junction	To or from shunting siding and down main line.....	2S 1L
	To or from shunting siding and branch line.....	2S 2L

Table E—continued

Local code of Engine Whistles—continued

Whistle to be given at	Movement required	Whistle: L=Long S=Short C=Crow
Chester		
No. 2	Warehouse line to Manchester line	1C 2S
	Warehouse line to Crewe line	1C 3S
No. 3.A	To Tattenhall sidings	2L 2C
	Sidings to Holyhead	2S 1C
	Sidings to Birkenhead	2S 2C
	Sidings to Macaroni Siding	2S 3C
	Sidings to coal yard sidings	1L 5S
No. 4	From Tattenhall siding	2C 2S
	To Tattenhall siding	2C 3S
	From West loco. side	1S 1C
	To West loco. side	2C 1S
	To turntable from all points	2L 3C
	From turntable to West loco.	3C 1S
	From turntable to Crewe end of station	3C 2S
	From turntable to north end bays	3C 3S
	From turntable to coal yard	3C 4S
	Light engines through cutting to turn	2L 2C
No. 6	From main line No. 4 end to coal yard	4L
	From coal yard to down slow	1L 1C
	Engines running through cutting to turn	2C 1L
	From Nos. 1 and 2 sidings, coal yard	1S 1C
	From Nos. 3, 4, 5, 6 and 7 sidings, coal yard	1C 2S
	From carriage sidings, old yard, and station bays to coal yard running road	2C 2L
No. 5	To turntable from all points	2L 3C
	For old fork	2L 1C
	For new fork	2C 2L
	Light engines through cutting to turn	2L 2C
	From goods yard to main line	1L 1C
	From West loco. to main line	1L 2C
	From carriage sidings to loop	1L 5S
	From carriage sidings to main line	1L 6S
Hope		
Junction	From loaded road to trap siding	2C 2S
	From middle road to trap siding	2S 2C
Birkenhead		
Blackpool Street	Docks to shunting slip	2C 1L
	From low level	2S 2L
	From Abbey Street yard	2S 1L
	From Blackpool Street	3S 1L
	From carriage shed	1L 1C
	To or from Monks' Ferry	4L
	Between loco. road and Gas Works	1C 2L
	Between loco. road and detaching sidings	1C 3L
	Old shed to shunting slip	2L 1C
	Jackson Street to shunting slip	2L 3S
	Old shed or Jackson Street to up slow	3S 1C
	Loco. road to carriage shed or high level, via Blackpool Street	4S 1C

Table E—continued

Local code of Engine Whistles—continued

Whistle to be given at	Movement required	Whistle: L=Long S=Short C=Crow
Etruria		
Grange Junction	To or from yard and down shunting neck	4S 1C
St. Helens		
Pocket Nook Junction	From goods yard, trains right away for Wigan direction	1S 2C
	From goods yard, trains right away for Rainford direction	1C 2L
	From goods yard, trains for down sidings	1C 3L
	From goods yard, trains for shunting neck	1C 2S
Ravenhead Junction . .	To and from new sidings and shunting neck	4L
Sutton Oak		
Broad Oak Junction . .	Peasley branch to shunting neck	1C 2S
	Shunting neck to and from loop siding	1C 3S
Shotton H.L.		
Connah's Quay Docks	Approaching Silica Works in either direction	2S 1C
	From Connah's Quay Docks for Wrexham direction	2L
	On approaching level crossing near Dock Office	1L
Barrow in Furness		
North	To and from No. 1 down goods road over trap points	1C 4S
	From dummy road to platforms 1 and 2 or vice versa	3S 1C
	From down goods to No. 3 platform or vice versa	2C 2S
	From down goods to No. 4 platform or vice versa	2C 4S
	From down goods road to Duke Road or vice versa	1C 3S
	From dummy road to Duke Road or vice versa	2S 2C
Millom		
Station	From yard to No. 1 siding or vice versa	1S 1C
	From yard to No. 2 siding or vice versa	2S 1C
	From yard to No. 3 siding or vice versa	3S 1C
	From yard to No. 4 siding or vice versa	2S 2C
	From Iron Works to No. 1 siding or vice versa	1L 1C
	From Iron Works to No. 2 siding or vice versa	1C 2S
	From Iron Works to No. 3 siding or vice versa	1C 3S
	From Iron Works to No. 4 siding or vice versa	1C 4S
	Turntable to siding or vice versa	4S 1C

Table E—continued

Local code of Engine Whistles—continued

Whistle to be given at	Movement required	Whistle: L=Long S=Short C=Crow
Corkickle		
No. 1	For loco.	2C 2S
	For Poorhouse siding	2S 1C
	For bank siding	1L 1C
	From Furness to up Cleator line through crossover road	1S 2C
	For Cleator siding	2S 2C
	From South siding to North siding, via "up and down" goods line	2S 1L
	From Poorhouse siding to North siding	1S 1L
	From North siding to Ladysmith siding	5S 1L
	From Ladysmith siding to Willow Green siding	4S 1L
	From North siding to Willow Green siding	3S 1L
	From North siding to South siding, via "up and down" goods line	2S 1L
	From South siding to North siding via Willow Green siding ..	3S 2L
	From North siding to Poorhouse siding	1L 4S
	From Ladysmith Pit to "up and down" goods line and vice versa	1C 4S
	From down main to North siding	3S 1C
No. 2	For loco.	2C 2S
	For station siding	1S 1C
	For South siding	2S 3C
	For North siding	3S 1C
	For bank siding	2S 1C
	For Poorhouse siding	2S 2C
Barrow Yard		
Loco. Junction	To Barrow in Furness	1L 1C
	To St. Luke's Loop	1L 2C
	To Salthouse Junction	1S 1L
	To Ramsden Dock, north side	2S 2L
	To Ramsden Dock, south side	3S 3L
	To Barrow yard	3S 1L
	To Salthouse Loop	2S 1L
	From loco. or loco. yard to dead end or vice versa	1L 1C
Hindpool North	From Iron Works to B.H.S. Co.'s machine	3S 1C
Hindpool South	From long sidings to Walney Road or vice versa	1L 1C
	From long sidings to Iron Works or vice versa	1C 2S
	From long sidings to Steel Works or vice versa	2L 1C
	From cart sidings to Walney Road or vice versa	4C
	From cart sidings to Iron Works or vice versa	1C 2L
	From Iron Works depot or sidings to up through siding	4 L
Cornhill Crossing	Up through siding to Barrow Yard	1S 1C
	Down through siding to Hindpool	2L 2C
	Down Ore road signal	1C 4S
	From and to dock sidings to Warehouse	4L
	From and to dock sidings to long siding	3S 1C
	From and to long sidings to up shunting sidings	1S 1C
	From and to up shunting sidings to Warehouse	1C 3S
	From and to long siding	2S 1C
	From and to up shunting sidings	1C 2S
Buccleuch Dock	No. 5 siding to up through siding or vice versa	1C 4S
	No. 6 siding to up through siding or vice versa	6 S
	No. 7 siding to up through siding or vice versa	7 S
	Carriage siding to up through siding or vice versa	1L 2C
	Sidings to Ramsden Dock North side	2C 1S
	Sidings to Ramsden Dock South side	2C 2S
	Sidings to Salthouse loop	1C 3S

TABLE F

PROPELLING TRAINS OR VEHICLES

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

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

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

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

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

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

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

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

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

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

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

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

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

From	To	Line	Number of vehicles and special conditions
Crewe, Basford Wood	Crewe, South Jn.	Down goods. . .	Coaching stock. Freight wagons without brake van.
Crewe, South Jn.	Crewe, North Jn. . .	Nos. 1, 2 & 3 platforms and Nos. 1 & 2 through	P Coaching stock and 15 freight wagons without brake van.
Crewe, North Jn.	Crewe, South Jn.	Nos. 3, 4, 5 & 6 platforms and No. 5 through	P Coaching stock and 15 freight wagons without brake van.
Crewe, "A"	Crewe North Jn. . .	Horse landing . .	Coaching stock and 15 freight wagons without brake van.
Crewe, North Jn.	Crewe, "A"	Horse Landing. .	Coaching stock and 15 freight wagons without brake van.
Crewe, Gresty Lane No. 1	Crewe, South Jn.	Down	Coaching stock. 15 freight wagons without brake van. In clear weather only.
Crewe, South Jn.	Crewe, Gresty Lane No. 1	Up	Coaching stock. 15 freight wagons without brake van. In clear weather only.
Crewe, Sorting Sidings South	Crewe, N. S. Sidings	Down	Freight wagons without brake van.
Crewe, N. S. Sidings . .	Crewe, Sorting Sidings South	Up	Freight wagons without brake van.
Crewe, Sorting Sidings North	Crewe, Gresty Lane No. 1	Down	Freight wagons without brake van.
Crewe, Gresty Lane No. 1	Crewe, Sorting Sidings North	Up	Freight wagons without brake van.
Crewe, Salop Goods Junction	Crewe, Gresty Lane No. 1	Up	15 freight wagons without brake van.
Crewe, Oil and Grease Works Siding	Crewe, Sydney Bridge Jn. (controlled from Sandbach Station Box)	Down	Freight wagons.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Crewe, South Jn.....	Crewe, N. S. Sidings	Up	Coaching stock and, in clear weather only, 4 freight wagons without brake van.
Crewe, N. S. Sidings..	Crewe, South Jn.....	Down	Coaching stock and, in clear weather only, 4 freight wagons without brake van.
Crewe, North Jn.	Crewe, Salop Goods Junction	Up	25 freight wagons without brake van.
Crewe, Salop Goods Junction	Crewe, North Jn.....	Down	15 freight wagons.
Crewe, Basford Hall Junction	Crewe, Sorting Sidings North	Down fast and slow	Freight wagons without brake van.
Crewe, Sorting Sidings South	Crewe, Sorting Sidings North	Down engine ..	Freight wagons without brake van.
Crewe, Sorting Sidings South	Crewe, Basford Hall Junction	Up fast and slow	Freight wagons without brake van in clear weather only.
Crewe, Sorting Sidings North	Crewe, Sorting Sidings South	Up fast and slow	Freight wagons without brake van.
Crewe, Salop Goods Junction	Crewe, Sorting Sidings North	Up fast and slow	15 freight wagons without brake van.
Warrington, No. 1	Warrington, No. 2 ..	Down main	P Coaching stock.
Warrington, No. 1	Warrington, No. 2 ..	Down passenger loop	P Coaching stock. Freight wagons without brake van in clear weather only.
Warrington, No. 1	Warrington, No. 2 ..	Down goods ..	Coaching stock. Freight wagons without brake van.
Warrington, No. 2	Warrington, No. 1 ..	Up main	P Coaching stock.
Warrington, No. 2	Warrington, No. 1 ..	Up passenger loop	P Coaching stock. 30 freight wagons without brake van in clear weather only.
Warrington, No. 2	Warrington, No. 1 ..	Up goods	Coaching stock. 30 freight wagons without brake van in clear weather only.
Warrington, Winwick Junction	Winwick Hall	Up goods	Freight wagons.
Springs Branch No. 1..	Springs Branch No. 2	Down slow	Freight wagons. In clear weather only.
Springs Branch No. 1..	Springs Branch No. 2	Down goods....	Freight wagons without brake van.
Springs Branch No. 2..	Springs Branch No. 1	Up slow	Freight wagons. In clear weather only.
Springs Branch No. 2..	Springs Branch No. 1	Up goods	Freight wagons without brake van. During fog or falling snow 20 wagons with brake van.
Wigan N.W. No. 1	Wigan N.W. No. 2..	Down fast, slow and No. 8 Platform	P Coaching stock and freight wagons. 4 Coaching stock without brake van when not conveying passengers.
Wigan N.W. No. 2....	Wigan N.W. No. 1..	Up fast, slow and passenger loop	P Coaching stock and freight wagons. 4 coaching stock without brake van when not conveying passengers.
Farington Junction ..	Lostock Hall Jn. ..	Down	Coaching stock, 25 freight wagons in clear weather only. Speed not to exceed 4 m.p.h.
Lostock Hall Junction	Farington Junction	Up.....	Coaching stock, 25 freight wagons in clear weather only. Speed not to exceed 4 m.p.h.
Ribble Sidings	Preston No. 1	Shunting	Freight wagons without brake van.
Preston No. 1A	Ribble Yard ground frame	Shunting	Freight wagons without brake van.
Ribble Yard ground frame	Preston No. 1A	Shunting	Freight wagons without brake van.
E. L. Goods Yard	Preston No. 3	Down	Coaching stock.
E.L. Goods Yard	Preston No. 4	Down	P Coaching stock and 4 freight wagons without brake van.
Preston No. 3	E. L. Goods Yard ..	Up passenger loop	P Coaching stock and 4 freight wagons without brake van.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Preston No. 4	E. L. Goods Yard ..	Up main and No. 13 up platform	Coaching stock and 4 freight wagons without brake van.
Preston No. 1	Preston No. 4	Down fast, slow, through, loop and No. 3 platform	P Coaching stock and 4 freight wagons without brake van.
Preston No. 4	Preston No. 1	Up fast, slow, through, loop & No. 3 platform	P Coaching stock and 4 freight wagons without brake van.
Preston No. 5	Preston No. 4	Up fast	6 coaching vehicles in clear weather only.
Preston No. 5	Preston No. 4	Up slow	6 coaching vehicles, 4 freight wagons without brake van, or loco. stores van in clear weather only.
Preston No. 5	Preston No. 4	Up through	6 coaching vehicles or loco. stores van in clear weather only.
Maudland Viaduct	Preston No. 5	Up fast and slow	6 coaching vehicles in clear weather only.
Lancaster Castle No. 2	Lancaster Castle No. 3	Down	5 coaching stock or 5 fitted freight wagons (with vacuum brake in use) without brake van.
Tebay No. 1.....	Tebay No. 2.....	Down	Freight wagons without brake van.
Tebay No. 2.....	Tebay No. 1.....	Up	Freight wagons.
Penrith No. 1	Penrith No. 3 North	Down main	4 coaching stock and 4 freight wagons without brake van.
Penrith No. 1	Penrith No. 2	Eden Valley Bay and Keswick loop	12 coaching stock and 6 freight wagons without brake van.
Penrith No. 1	Penrith No. 2	Eden Valley Bay	14 freight wagons.
Penrith No. 2	Penrith No. 1	Eden Valley Bay	12 coaching stock and 20 wagons without brake van.
Penrith No. 2	Penrith No. 1	Keswick loop ..	12 coaching stock and 6 freight wagons without brake van.
Penrith No. 2	Penrith No. 3 North	Keswick loop ..	14 freight wagons.
Penrith No. 2	Penrith No. 3 North	Keswick loop and goods loop	12 coaching stock and 6 freight wagons without brake van.
Carlisle No. 13	Carlisle No. 12	Down main and down goods	Breakdown van train provided steam crane next to engine.
Carlisle No. 12	Carlisle No. 5	Down main	8 coaching stock vehicles in clear weather only, the brake vehicle in which the guard must travel, must be at the leading end. Breakdown van train provided steam crane next to engine.
Carlisle No. 5	Carlisle No. 4A	Nos. 1 and 3 roads	Not more than 6 fully fitted vehicles without brake van in front, breakdown van train provided steam crane next to engine, 8 empty coaching stock vehicles in clear weather only, the brake vehicle in which the guard must travel must be at the leading end.
Carlisle No. 4A	Carlisle No. 5	No. 4 road	Not more than 6 fully fitted vehicles without brake van in front.
Carlisle No. 4A	Carlisle No. 4	Nos. 1 and 3 roads	Breakdown van provided steam crane next to engine.
Carlisle No. 4	Carlisle No. 3	Down main	Breakdown van provided steam crane next to engine.
Carlisle, Canal Jn.	Carlisle, Citadel Station	Up main	Locomotive material van. A Guard must travel in the vehicle attending to the hand brake.
Carlisle No. 4	Carlisle, Canal Junction	Down main	6 empty coaching vehicles in clear weather only. A brake van or a vehicle with a brake compartment in which Guard must travel, must be at the leading end. Speed must not exceed 15 miles per hour.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Carlisle, Canal Jn.....	Carlisle No. 4	Up main	6 empty coaching vehicles in clear weather only. A brake van or a vehicle with a brake compartment in which Guard must travel, must be at the leading end. Speed must not exceed 15 miles per hour.
Carlisle No. 3	Carlisle, Citadel Station	Up	6 coaching stock vehicles, 6 freight wagons without brake van.
Carlisle No. 3	Carlisle, Etterby Junction	Down main and down goods	Breakdown van train provided steam crane next to engine.
Carlisle, Etterby Jn. ...	Carlisle No. 3	Up main and up goods	Breakdown train.
Carlisle No. 13	Carlisle No. 12	Down goods ..	20 freight wagons without brake van.
Carlisle No. 12	Carlisle No. 13	Up goods	Coaching stock. Freight wagons without brake van.
Carlisle No. 12	Sorting Sidings	Up and down	Coaching stock and freight wagons without brake van.
Carlisle No. 12	Ground Frame	and old road	
Carlisle No. 12	Carlisle No. 10, Bog Jn.	Down through goods	Breakdown van train provided steam crane next to engine.
Carlisle No. 10, Bog Junction	Carlisle No. 11, Rome Street	Down goods ..	
Carlisle No. 11, Rome Street	Carlisle, Dentonholme North Jn.	Down through goods	
Carlisle No. 11, Rome Street	Carlisle, Dentonholme Goods Yard North	Down Dentonholme Goods Yard	
Carlisle, Dentonholme Goods Yard North	Carlisle, Dentonholme North Jn.	Down Dentonholme Goods Yard	
Carlisle, Dentonholme Goods Yard North	Carlisle, Dentonholme North Jn.	Down	Freight wagons without brake van.
Carlisle, Dentonholme North Junction	Carlisle, Dentonholme Goods Yard North	Up	Freight wagons without brake van.
Carlisle, Dentonholme North Junction	Carlisle No. 3	Down through goods	Breakdown van train provided steam crane next to engine.
Carlisle, Dentonholme North Junction	Carlisle No. 3	Yard	14 freight wagons for Electricity Works. 25 freight wagons and brake van for Canal Junction.
Carlisle, Dentonholme North Junction	Carlisle No. 3	Up and down Viaduct Yard	20 wagons for New Electric Sidings, without brake van.
Carlisle, Dentonholme North Junction	Carlisle No. 3	Up and down Viaduct Yard	14 freight wagons for Electricity Works. (See Special Instructions on page 303)
Carlisle No. 3	Carlisle, Dentonholme North Jn.	Viaduct Yard lines and up and down through goods	Freight wagons without brake van.
Carlisle No. 3	Carlisle, Dentonholme North Jn.	Up Viaduct and up through goods	6 fully fitted vehicles with the automatic brake connected and in use when brake van not leading.
Carlisle, Durrán Hill South Sidings	Carlisle, Durrán Hill Junction	Down main	30 freight wagons without brake van in front. Breakdown van train provided steam crane next to engine.
Carlisle, Durrán Hill Junction	Carlisle, Petteril Goods	Down goods and Independent	30 freight wagons without brake van in front. Breakdown van train provided steam crane next to engine.
Carlisle, Petteril Bridge Junction	Carlisle No. 7, London Road Junction	Down	Not more than 6 vehicles fully fitted, or with leading vehicle fully fitted without brake van in front. Breakdown van train provided steam crane next to engine. Brake van or dynamometer car. 12 wagons for Cowan and Sheldon's Siding.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Carlisle No. 7, London Road Junction	Carlisle, Petteril Bridge Junction	Up	Not more than 6 fully fitted vehicles without brake van in front. One brake van or dynamometer car.
Carlisle No. 7, London Road Junction	Carlisle No. 5	Down	Not more than 6 fully fitted vehicles without brake van in front. Break-down van train provided steam crane next to engine. One brake van or dynamometer car.
Carlisle No. 5	Carlisle No. 7, London Road Jn.	Up	Not more than 6 fully fitted vehicles without brake van in front. One brake van or dynamometer car.
Carlisle, Citadel Station	Carlisle No. 8	Down	Coaching Stock.
Carlisle No. 5	Carlisle No. 8	Down	Coaching Stock and 30 freight wagons.
Carlisle No. 12	Carlisle No. 7, London Road Jn.	Down	Not more than 6 vehicles fully fitted or with leading vehicle fully fitted.
Carlisle No. 7, London Road Junction	Carlisle No. 12	Up main	Not more than 6 vehicles fully fitted or with leading vehicle fully fitted.
Carlisle No. 7, London Road Junction	Carlisle No. 12	Up goods	
Carlisle No. 9, Forks Jn.	Carlisle No. 8	Down	30 freight wagons without brake van.
Carlisle No. 8	Carlisle No. 9, Forks Jn.	Up	30 freight wagons without brake van.
Carlisle No. 3	Carlisle No. 1	Down main and down goods	14 freight wagons for Electricity Works. (See special instructions on page 303).
Carlisle No. 1	Carlisle No. 3	Up main and up goods	6 fully fitted vehicles with the automatic brake connected and in use, without brake van.
Carlisle No. 3 or Dentonholme North Jn.	Carlisle, Canal Jn. ...	Down	25 freight wagons in clear weather only.
Carlisle No. 1	Carlisle, Canal Jn. ...	Down	14 freight wagons from Electricity Works.
Carlisle, Canal Jn.	Carlisle No. 1	Up	6 fully fitted vehicles with the automatic brake connected and in use without brake van.
Carlisle No. 8	Carlisle No. 11, Rome Street	Up	6 vehicles.
Carlisle, Durran Hill Junction	Carlisle, Durran Hill South Sidings	Up goods	Freight wagons without brake van.
Carlisle, Durran Hill Junction	Carlisle, Petteril Bridge Junction	Down main	Breakdown van train provided steam crane next to engine.
Carlisle No. 11, Rome Street	Carlisle, Dentonholme Goods Yard North	Down goods ..	6 freight wagons without brake van from Hudson Scott's siding in clear weather only.
Wavertree Junction....	Edge Hill, Engine Shed Junction	Down goods ..	2 loco. stores vans without brake van.
Edge Hill No. 2	Edge Hill, Engine Shed Junction	Up goods	2 loco. stores vans without brake van.
Edge Hill No. 4	Top of Gridiron	Single	25 freight wagons.
Edge Hill Picton Road Junction	Top of Gridiron	Auxiliary	Unless the line is clear to the home signal at Top of Gridiron box, trains exceeding 12 vehicles must not be propelled from Picton Road Jn. box or Park Sidings, and in all cases when the line is not clear, a brake van must be the leading vehicle. During fog or falling snow no train must be propelled from Picton Road Jn. box or Park Sidings unless the line is clear to the home signal at Top of Gridiron box.
Park Sidings.....	Top of Gridiron	Up	
Pighue Lane.....	Edge Hill, Exhibition Junction	Down	Freight wagons.
Edge Hill, Exhibition Junction	Pighue Lane Jn.	Up goods	6 fitted vehicles without brake van. 2 non fitted vehicles without brake van provided brakes of leading wagons are pinned down whilst the movement is being propelled.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Speke Junction	Garston Junction ..	Down	Freight wagons without brake van.
Garston Junction	Speke Junction	Up goods and shunting	Freight wagons without brake van.
Garston Junction	Garston, Church Road	Down goods 1 and 2	Freight wagons without brake van.
Garston, Church Road	Garston Junction ..	Up goods 1 and 2	Freight wagons without brake van.
Walton Old Junction..	Warrington No. 1 ..	Down	Coaching stock and 15 freight wagons without brake van. In clear weather only.
Warrington No. 1	Walton Old Jn.	Up	Coaching stock and 50 freight wagons without brake van. In clear weather only.
Bamfurlong Junction ..	Bamfurlong Sorting Sidings	Down goods, through and Nos. 1, 2 and 3 reception sidings	Coaching stock. 30 freight wagons without brake van. In clear weather only.
Bamfurlong Sorting Sidings	Ince Moss Junction..	Down through..	Coaching stock. Freight wagons without brake van.
Ince Moss Junction....	Bamfurlong Sorting Sidings	Up through	Coaching stock. Freight wagons without brake van.
Ince Moss Junction ..	Platt Bridge Jn.	Up	Freight wagons. In clear weather only.
Hindley No. 2	De Trafford Jn.	Down	20 freight wagons with 2 brake vans.
De Trafford Junction..	Hindley No. 2	Up	Freight wagons.
Springs Branch No. 2..	Belle Green Lane Crossing	Down	Freight wagons without brake van.
Lancaster, Green Ayre	Lancaster Castle No. 4	Single	4 coaching stock vehicles or 12 freight wagons.
Morecambe, Euston Road	Morecambe Promenade Passenger Station and Goods Yard	Down	12 coaching stock or 12 freight wagons.
Morecambe Promenade	Morecambe, Euston Road	Up	12 coaching stock vehicles, in clear weather only.
Lancaster, Green Ayre Goods	Lancaster, Green Ayre Ladies' Walk	Up	12 freight wagons in clear weather only, without brake van.
Lancaster, Green Ayre Ladies' Walk	Lancaster, Green Ayre Goods	Down	20 freight wagons in clear weather only, without brake van.
Morecambe Promenade	Heysham Harbour Station	Down	3 vans in clear weather only. A Guard must ride in the leading vehicle.
Heysham, Moss Sidings	Heysham Harbour Junction	Down	25 freight wagons in clear weather only.
Heysham Harbour Jn.	Heysham Harbour Station	Down main	15 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.
Heysham Harbour Jn.	Heysham Harbour Station	Down main	6 fitted vehicles without brake van.
Heysham Harbour Jn.	Heysham Harbour Station	Down	60 freight wagons in clear weather only, without brake van.
Sandside	Arnsdale	Single	25 freight wagons during daylight in clear weather only.
Kirkby Stephen East Jn.	Ravenstonedale	Down	Permanent Way Specials.
Tebay	Ravenstonedale	Up	Permanent Way Specials. Daylight.
Kirkby Stephen East Jn.	Merrygill or Belah ..	Up	Van or other suitable vehicle for ambulance purposes.
Kirkby Stephen East Jn.	Kirkby Stephen East	Up main and up goods	3 vehicles not conveying passengers, with or without brake van.
Kirkby Stephen East Jn.	Kirkby Stephen East	Up main	P Loaded passenger vehicles, or 1 loaded passenger vehicle without brake van. Engine must be brought to rest at west end of platform.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Appleby East	Appleby Junction Ground Frame	Through siding	15 freight wagons.
Appleby Junction Ground Frame	Appleby North	Through siding	25 freight wagons.
Appleby Junction Ground Frame	Appleby East	Through siding	25 freight wagons.
Longtown	Bush Level Crossing	Single	50 freight vehicles in clear weather only.
Bush Level Crossing ..	Longtown	Single	50 freight vehicles in clear weather only. Trains exceeding 30 vehicles must be brought to a stand with the engine opposite the ground frame which operates the west end connection between the branch loop and the Gretna branch until the signals are lowered for the movement to proceed to the Down main line.
Bush Level Crossing ..	Gretna, Moss Litter Siding	Single	12 freight vehicles. Brake van must be a 20-ton vehicle.
Chester No. 1	Chester No. 2	Down main, fast and slow	P Coaching stock without brake van. 25 freight wagons without brake van in clear weather only.
Chester No. 2	Chester No. 1	Up main and fast	P Coaching stock without brake van. 25 freight wagons without brake van in clear weather only.
Chester No. 2	Chester No. 1	Up goods	Coaching stock without brake van. 25 freight wagons without brake van in clear weather only.
Chester No. 2	Chester No. 3A	Down fast	P Coaching stock without brake van. Freight wagons without brake van in clear weather only.
Chester No. 2	Chester No. 3A	"Up and down" platform	P Coaching stock without brake van.
Chester No. 3A	Chester No. 2	Up fast and slow	P Coaching stock without brake van. Freight wagons without brake van in clear weather only.
Chester No. 3A	Chester No. 2	"Up and down" platform	P Coaching stock without brake van.
Chester No. 2	Chester No. 4	Down main and platform (via No. 3)	P Coaching stock without brake van.
Chester No. 4	Chester No. 2	Up main and platform (via No. 3)	P Coaching stock without brake van.
Chester No. 3A	Chester No. 4	Down fast	P Coaching stock without brake van. 20 freight wagons without brake van in clear weather only.
Chester No. 4	Chester No. 3A	Up fast	P Coaching stock without brake van. 20 freight wagons without brake van in clear weather only.
Chester No. 4	Chester No. 6	Down fast and slow	P Coaching stock without brake van. 20 freight wagons without brake van in clear weather only.
Chester No. 6	Chester No. 4	Up fast and slow	P Coaching stock without brake van. 20 freight wagons without brake van in clear weather only.
Chester No. 4	Chester No. 5	Down main	P Coaching stock without brake van. 20 freight wagons without brake van in clear weather only.
Chester No. 5	Chester No. 4	Up main	P Coaching stock without brake van. 20 freight wagons without brake van in clear weather only.
Chester No. 5	Chester No. 6	Down main	P Coaching stock without brake van. 30 freight wagons without brake van in clear weather only.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Chester No. 5	Chester No. 6	Down goods ..	P Coaching stock without brake van. 30 freight wagons without brake van in clear weather only.
Chester No. 6	Chester No. 5	Up main	P Coaching stock without brake van. 30 freight wagons without brake van in clear weather only.
Chester No. 6	Chester No. 5	Up goods	Coaching stock without brake van. 30 freight wagons without brake van in clear weather only.
Rhyl No. 1	Rhyl No. 2	Down slow and passenger loop	Coaching stock.
Rhyl No. 2	Rhyl No. 1	Up fast and slow	Coaching stock without brake van.
Colwyn Bay No. 1	Colwyn Bay No. 2 ..	Down fast and slow	Coaching stock.
Llandudno Jn. No. 2 ..	Llandudno Jn. No. 1	Down slow	Freight wagons.
Bethesda Jn.....	Penrhyn Siding	Up avoiding....	15 freight wagons without brake van.
	Ground Frame	Up	12 freight wagons.
Penrhyn Siding	Bethesda Jn.....	Up	12 freight wagons.
Ground Frame			
Gaerwen No. 2	Gaerwen No. 1	Up	Coaching stock.
Mold Junction No. 2 ..	Mold Junction No. 1	Up	10 freight wagons.
Coed Talon Station	Down Siding "A"	Single	Freight wagons without brake van.
frame	frame		
Down Siding "A"	Coed Talon Station	Single	Freight wagons without brake van.
frame	frame		
Prestatyn	Dyserth.....	Single	Freight wagons.
Port Penrhyn	Penrhyn Siding	Single	Freight wagons without brake van.
Penrhyn Siding	Port Penrhyn	Single	Freight wagons without brake van.
Port Siding	Port Dinorwic Quay	Single	Freight wagons without brake van.
Hooton, South Jn.	Hooton, North Jn...	Down slow	15 freight wagons without brake van in clear weather only.
Hooton, North Jn.	Hooton, South Jn...	Up	Freight trains for Factory Siding without brake van.
Rock Ferry Station....	Birkenhead, Green	Down fast	20 wagons, in clear weather only.
	Lane Jn.		
Birkenhead, Green	Birkenhead,	Down	12 coaching stock.
Lane Junction	Woodside		
Birkenhead, Blackpool	Birkenhead, Monk's	Single	25 freight wagons.
Street	Ferry		
Birkenhead, Green	Birkenhead, Canning	Down goods ..	2 brake vans or 2 shunting trucks.
Lane Junction	Street North		
Birkenhead, Canning	Birkenhead, Green	Up goods	2 brake vans or 2 shunting trucks.
Street North	Lane Junction		
Birkenhead, Brook	Birkenhead, Canning	Down	Freight wagons without brake van.
Street	Street North		
Birkenhead, Canning	Birkenhead, Brook	Up	Freight wagons without brake van.
Street North	Street		
Hooton, North Jn.	Stanlow and	Down	W. Region engines and 1 or 2 W. Region brake vans.
	Thornton		
Stanlow and Thornton	Hooton, North Jn. ..	Up	W. Region engines and 1 or 2 W. Region brake vans.
Hooton, South Jn.	Helsby Junction	Down	Breakdown train.
Helsby Junction	Hooton, South Jn. ..	Up	Breakdown van train.
Ellesmere Port No. 1 ..	Ellesmere Port No. 2	Down goods....	60 freight wagons without brake van.
Ellesmere Port No. 2 ..	Ellesmere Port No. 1	Up goods	Coaching stock and freight wagons without brake van.
Ellesmere Port No. 2 ..	Ellesmere Port No. 4	Down	Coaching stock and freight wagons without brake van.
Ellesmere Port No. 4 ..	Ellesmere Port No. 2	Up	Coaching stock and freight wagons without brake van.
Ellesmere Port No. 5 ..	Ellesmere Port No. 4	"Up and down"	60 freight wagons without brake van.
Ellesmere Port No. 5 ..	Ellesmere Port No. 4	Up main	25 freight wagons without brake van.
Ellesmere Port No. 4 ..	Ellesmere Port No. 5	"Up and down"	60 freight wagons without brake van.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Helsby, West Cheshire Junction Helsby Junction	Helsby Junction	Down	50 wagons, in clear weather only.
Helsby Junction	Helsby, West Cheshire Junction	Up	50 wagons, in clear weather only.
Chester No. 1	Dunham Hill	Down	Breakdown van train.
Birkenhead North No. 2	Bidston, East Jn. ..	"Up and down" goods	Coaching stock and freight wagons without brake van.
Bidston, East Junction	Birkenhead North No. 2	"Up and down" goods	Coaching stock and freight wagons without brake van.
Bidston, East Junction	Moreton	Down	20 wagons in daylight and clear weather only. 10 wagons during fog or falling snow, or when visibility is limited.
Moreton	Hoylake	Down	6 wagons.
Adswood Road Bridge	Adswood Sidings ..	Down goods and down through siding	Coaching stock and freight wagons.
Adswood Sidings	Edgeley Jn. No. 1....	Down goods and "up and down" through siding.	30 wagons. Without brake van in clear weather only.
Edgeley Jn. No. 1.....	Adswood Sidings ..	"Up and down" through siding	30 wagons. Without brake van in clear weather only.
Edgeley Jn. No. 1 ..	Adswood Rd. Bridge	Up goods	Freight wagons.
Stockport No. 1	Stockport No. 2	Down fast, slow and main	P Coaching stock and freight wagons without brake van.
Stockport No. 2	Stockport No. 1	Up fast, slow and main	P Coaching stock and freight wagons without brake van.
Stockport No. 1	Stockport No. 2	Down goods ..	Coaching stock and freight wagons without brake van.
Stockport No. 2	Stockport No. 1	Up goods	Coaching stock and freight wagons without brake van.
Heaton Norris Jn.	Longsight No. 1	Down fast and slow	Breakdown van train, in clear weather only.
Longsight No. 1	Heaton Norris Jn. ..	Up fast and .. slow	Speed not to exceed 25 miles per hour.
Ardwick Junction	Manchester, London Road No. 1	Down fast	10 freight wagons without brake van, in clear weather only.
Ardwick Junction	Manchester, London Road No. 3	Down fast and slow	Breakdown van train.
Manchester, London Road No. 1	Manchester, London Road No. 2	Down slow	30 wagons, in clear weather only.
Manchester, London Road No. 1	Manchester, London Road No. 2	Shunting neck ..	Coaching stock. 6 freight wagons with- out brake van.
Manchester, London Road No. 2	Manchester, London Road No. 1	Shunting neck ..	Coaching stock.
Manchester, London Road No. 3	Ardwick Junction ..	Up fast and slow	Breakdown van train.
Middlewich Station....	Verdin-Cooke's Siding	Single	Freight wagons without brake van.
Verdin-Cooke's Siding	Middlewich Station..	Single	Freight wagons without brake van.
Buxton, East Junction	Buxton Station Mid.	Down	Deisel multiple unit trains
Buxton Station Mid. ..	Buxton, East Jn.....	Up	9 coaching stock. Diesel multiple unit trains.
Buxton, East Junction	Buxton Jn. No. 1....	Down	25 freight wagons.
Buxton Jn. No. 2	Buxton Jn. No. 1 ..	Down main ..	9 coaching stock. Diesel multiple unit trains.
Buxton Jn. No. 1	Buxton Jn. No. 2 ..	Up main	8 coaching stock. Diesel multiple unit trains.
Ash Bridge	Jubilee Sidings.....	Up goods	Freight wagons without brake van.
Jubilee Sidings.....	Heaton Norris Jn. ..	"Up and down" and Up through sidings	Freight wagons without brake van. Speed restriction 4 miles per hour.
Heaton Norris Jn.	Jubilee Sidings.....	"Up and down" through siding	40 freight wagons. Speed restriction 4 miles per hour.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Stalybridge No. 3	Stalybridge No. 2 ..	Up main	6 wagons.
Stalybridge No. 4	Stalybridge No. 3 ..	Up main	6 wagons.
Altrincham North	Altrincham South ..	Down main	Freight wagons without brake van.
Stoke, Glebe Street....	Stoke North.....	Down centre and platform	P Coaching stock and 5 freight wagons without brake van.
Stoke, Glebe Street ..	Nos. 1 and 2	Up.....	Diesel multiple unit trains.
	Viaduct Sidings		
Stoke North.....	Stoke, Glebe Street..	Up centre and platform	P Coaching stock and 5 freight wagons without brake van.
Cliff Vale	Newcastle Junction..	Up goods	Without brake van.
Kidsgrove Central Junction	Kidsgrove, Liverpool Road Junction	Down	Coaching stock and freight wagons. 4 coaching stock or 4 freight wagons without brake van.
Kidsgrove, Liverpool Road Junction	Kidsgrove Central Junction	Up.....	Coaching stock and freight wagons. 4 coaching stock or 4 freight wagons without brake van.
Congleton Station	Congleton Junction..	Down	Freight wagons without brake van.
Congleton Junction ..	Congleton Station ..	Up.....	Freight wagons without brake van.
Macclesfield Central ..	Sutton Crossing	Up.....	12 freight wagons without brake van in clear weather only.
Macclesfield Central ..	Macclesfield Hibel Road	Down	Freight wagons.
Macclesfield Hibel Road	Macclesfield Central	Up.....	Freight wagons without brake van.
Macclesfield Central ..	Macclesfield Goods Junction	Down	20 wagons also empty coaching stock.
Macclesfield Goods Junction	Macclesfield Central	Up.....	20 wagons also empty coaching stock.
Apedale Junction	Brymbo Colliery	Single	45 freight wagons in clear weather only.
Shelton Wharf.....	Ketley's Siding	Single	20 freight wagons.
Ketley's Siding	Pool Dam.....	Single	Freight wagons.
Kidsgrove, Liverpool Road Junction	Summit.....	Single	Freight wagons without brake van.
Grange Branch	—	Single	Freight wagons.
Chatterley Junction....	Chesterton	Single	Freight wagons.
Longport Junction	Pinnox Junction	Single	Freight wagons without brake van.
Hockley Crossing	Uttoxeter East.....	Up.....	Coaching stock. Freight wagons without brake van.
Uttoxeter East.....	Hockley Crossing ..	Down	Coaching stock. Freight wagons without brake van.
Uttoxeter East.....	Uttoxeter North	Down	Coaching stock. Freight wagons without brake van.
Uttoxeter North	Uttoxeter East.....	Up.....	Coaching stock. Freight wagons without brake van.
Uttoxeter West	Uttoxeter North	Down	Coaching stock. Freight wagons without brake van.
Uttoxeter North	Uttoxeter West	Up.....	Coaching stock. Freight wagons without brake van.
Blythe Bridge, Stallington	Blythe Bridge, Station	Down	Coaching stock.
Blythe Bridge, Station	Blythe Bridge, Stallington	Up.....	Coaching stock and 40 freight wagons.
Glebe Colliery Sidings	Foley Crossing.....	Up.....	12 freight wagons without brake van.
Frogghall Junction	Bolton's Siding	Down	Freight wagons without brake van.
Bolton's Siding	Frogghall Junction ..	Up.....	Freight wagons without brake van.
Mossfield Colliery	Meadow Siding	Single	10 freight wagons without brake van during daylight and in clear weather only. Driver must bring train to a stand clear of the foot crossing and not proceed over the crossing until authorised to do so by guard or shunter.
Stoke Junction.....	Pratt's Siding	Down	12 coaching stock. 24 freight wagons without brake van.
Pratt's Siding	Stoke Junction.....	Up.....	12 coaching stock. 24 freight wagons.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Botteslow Junction....	Beeston Siding.....	Single	4 freight wagons without brake van.
Milton Junction	Buller's Siding	Single	15 freight wagons without brake van.
Congleton Junction ..	Congleton, Lower Junction	Single	Freight wagons.
Alsager Yard	Alsager, East Jn. ..	Down	45 freight wagons.
Alsager, East Jn.	Alsager Yard	Up	Freight wagons without brake van.
Alsager, East Junction	Lawton Junction....	Up.....	45 freight wagons.
Lawton Station	Lawton Junction....	Up.....	Freight wagons.
Vulcan Bank Sidings ..	Earlestown No. 1 ..	Down	Freight wagons without brake van. (Restricted to 15 freight wagons without brake van during fog or falling snow).
Earlestown No. 1	Earlestown No. 4 ..	Down main and goods	Coaching stock. Freight wagons without brake van. (Restricted to 15 freight wagons without brake van during fog or falling snow).
Earlestown No. 4	Earlestown No. 1 ..	Up.....	Coaching stock. Freight wagons without brake van in clear weather only.
Earlestown No. 1	Earlestown No. 2 ..	Down	Coaching stock. Freight wagons without brake van in clear weather only.
Earlestown No. 2	Earlestown No. 1 ..	Up.....	Coaching stock. Freight wagons without brake van in clear weather only.
Earlestown No. 4	Earlestown No. 5 ..	Nos. 1 and 2 down goods	Coaching stock. Freight wagons without brake van.
Earlestown No. 4	Earlestown No. 5 ..	Down main	Coaching stock. Freight wagons without brake van in clear weather only.
Earlestown No. 2	Earlestown No. 4 ..	Down	Coaching stock. Freight wagons without brake van in clear weather only.
Earlestown No. 5	Earlestown No. 2 ..	Up.....	Coaching stock. Freight wagons without brake van in clear weather only.
Huyton Quarry Station	Cronton Quarry	Single (Willis Branch)	50 freight wagons.
Scowcroft's Sidings....	Bickershaw Junction	Down	Freight wagons.
Platt Bridge Jn.	Springs Branch No. 1	Down goods ..	Freight wagons in clear weather only.
Springs Branch No. 1..	Platt Bridge Jn.	Up main	Freight wagons in clear weather only.
Crompton's Siding	Platt Bridge Jn.	Up goods	Freight wagons without brake van in clear weather only.
Springs Branch No. 1..	Crompton's Siding ..	Up goods	Freight wagons without brake van. (Restricted to 20 freight wagons with brake van during fog or falling snow).
Springs Branch Engine Shed Siding	Springs Branch No. 2	Up.....	Freight wagons without brake van.
Bickershaw Junction ..	Moss Hall Colliery	Single	Freight wagons.
Springs Branch No. 1..	Ince Moss Junction	Down	Freight wagons in clear weather only.
Ince Moss Junction ..	Springs Branch No. 1	Up.....	Freight wagons in clear weather only.
Ince Moss Junction....	Springs Branch No. 2	Up goods	Coaching stock and freight wagons without brake van in clear weather only.
Pocket Nook Jn.....	St. Helens No. 2	Down goods and No. 3 through siding	Coaching stock and freight wagons without brake van.
St. Helens No. 2	Pocket Nook Jn.....	No. 3 through siding	Coaching stock and freight wagons without brake van.
St. Helens No. 2	St. Helens No. 3	Down main and No. 3 through siding	Coaching stock and freight wagons without brake van.
St. Helens No. 3	St. Helens No. 2	Up main and No. 3 through siding	Coaching stock and freight wagons without brake van.
Rainford Junction	Randle Junction	Single	P When Central Lines are obstructed between Walton Junction and Ormskirk. 6 fitted vehicles, in clear weather only.
Randle Junction	Rainford Junction ..	Single	
Randle Junction	Bushey Lane Jn.	Single	
			6 coaching stock with brake van leading in clear weather only.

Table F—*continued*Propelling trains or vehicles—*continued*

From	To	Line	Number of vehicles and special conditions
Pilkington's Siding	Pocket Nook Jn.	Down	Freight wagons without brake van. 25 wagons during darkness, fog or falling snow.
Fleet Lane	Haydock Junction . .	Up	Freight wagons without brake van, 30 freight wagons during fog or falling snow. An Assistant Guard must be provided during darkness, fog, or falling snow.
Haydock Junction	Old Fold	Single	Freight wagons without brake van, 30 freight wagons during fog or falling snow. An Assistant Guard must be provided during darkness, fog, or falling snow.
Marsh's Siding	Fleet Lane	Up	Freight wagons limited to 25 wagons or equivalent, during the time Fleet Lane box is closed.
Broad Oak Junction . .	Sutton Oak Jn.	Down	12 freight wagons without brake van. A brake van must be the leading vehicle during fog or falling snow.
Clock Face No. 1	Clock Face Down Sidings	Down goods . .	25 wagons without brake van in clear weather only.
Clock Face Down Sidings	Clock Face No. 2 . .	Nos. 1 and 2 down goods	Freight wagons.
Clock Face No. 2	Clock Face Up Sidings	No. 1 up goods	Coaching stock and freight wagons without brake van.
Clock Face Up Sidings	Clock Face No. 1 . .	No. 1 up goods	10 freight wagons without brake van. A brake van must be the leading vehicle during fog or falling snow.
Appleton Station	Widnes No. 1	Down goods	35 wagons. 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 the weather.
Marsh's Crossing	Ravenhead Jn.	Down	Freight wagons without brake van.
Marsh's Crossing	Menzies Siding	Single	Freight wagons without brake van.
Marsh's Crossing	Holme Farm Crossing (Eccleston Branch)	Single	Freight wagons without brake van.
Ravenhead Junction . .	Marsh's Crossing . .	Up	Freight wagons without brake van.
Sutton Oak Junction . .	St. Helens Jn. No. 2	Down goods . .	Freight wagons without brake van in clear weather only.
St. Helens Jn. No. 2	St. Helens Jn. No. 1 . .	Down goods . .	Freight wagons without brake van. 20 freight wagons during fog or falling snow.
St. Helens Jn. No. 1 . .	St. Helens Jn. No. 2	Up goods	Freight wagons without brake van.
St. Helens Jn. No. 2 . .	Sutton Oak Jn.	Up goods	Freight wagons without brake van in clear weather only.
Meldrum's Siding	Broadheath No. 1 . .	Down	10 freight wagons.
Broadheath No. 3	Broadheath No. 1 . .	Up	Coaching stock.
Sinderland Crossing . .	Broadheath No. 3 . .	Up	30 freight wagons in clear weather only.
Wilderspool Crossing . .	Latchford	Up	20 freight wagons.
Wilderspool Crossing . .	Slutcher's Lane	Down	Coaching stock.
Slutcher's Lane	Wilderspool Crossing	Up	Coaching stock.
Wilderspool Crossing . .	Arpley Junction	Down	Freight wagons without brake van. Limited to 45 wagons during fog or falling snow.
Arpley Junction	Wilderspool Crossing	Up	Freight wagons without brake van. Limited to 45 wagons during fog or falling snow.
During fog or falling snow, Drivers must bring their train to a stand at the signal box. There they will be instructed by the Signalman when they can proceed to the Latchford Old lines.			nd with the engine opposite Arpley Jn. box. proceed to the Latchford Old lines.

Table F—*continued*Propelling trains or vehicles—*continued*

From	To	Line	Number of vehicles and special conditions
Walton Old Junction ..	Arpley Junction	Down	Coaching stock and 15 freight wagons without brake van, in clear weather only.
Arpley Junction	Walton Old Jn.	Up	Coaching stock and 50 freight wagons without brake van, in clear weather only.
Carterhouse Junction ..	Widnes No. 7	Down	Runner wagon only.
Widnes No. 7	Carterhouse Jn.	Up	Runner wagon only.
Widnes No. 2	Widnes No. 7	Down	Runner wagon only.
Widnes No. 7	Widnes No. 2	Up	Runner wagon only.
Widnes No. 1	Widnes No. 4, Dock Jn.	Down	35 freight wagons without brake van.
Northwich East	Northwich Central ..	Down	Pilot trips when absolutely necessary, may be run without brake van leading; lamp to be on first wagon.
Northwich Central	Sandbach Junction ..	Down	Pilot trips when absolutely necessary, may be run without brake van leading; lamp to be on first wagon. Empty carriage trains with continuous brake connected and available for use.
Northwich	Salt Branches	Down	Pilot trips.
Chester Northgate, East Junction	Chester Northgate, South Jn.	Down	Empty carriage trains with continuous brake connected and available for use.
Chester Northgate, South Jn.	Chester Northgate, East Jn.	Up	Wagons when absolutely necessary, may be run without brake van leading; lamp to be on first wagon. Empty carriage trains with continuous brake connected and available for use.
Chester Northgate, South Jn.	Chester Northgate, Liverpool Road West Jn.	Down	Wagons when absolutely necessary, may be run without brake van leading; lamp to be on first wagon. Empty carriage trains with continuous brake connected and available for use.
Chester Northgate, Liverpool Road West Jn.	Chester Northgate, South Junction	Up	Empty carriage trains with continuous brake connected and available for use.
Chester Northgate, Liverpool Road West Jn.	Chester Northgate, East Jn.	Up	10 freight wagons without brake van, in clear weather only.
Falks Junction	Winsford	Single	Not exceeding 12 wagons; Guard's brake van to be leading.
Helsby & Alvanley	Helsby, West Cheshire Jn.	Single	15 freight wagons.
Helsby, West Cheshire Junction	Helsby & Alvanley ..	Single	10 freight vehicles. 6 empty coaching stock with vacuum brake in use.
Buckley Junction	Old Buckley	Single	35 wagons in clear weather only.
Northop Hall	Old Buckley	Single	20 wagons.
Connah's Quay Docks	Shotton High Level..	Single	50 wagons.
Carnforth No. 2 Jn. ..	Carnforth Station .. Junction	Down Furness	5 coaching stock and 5 freight wagons without brake van.
Carnforth Station Junction	Carnforth No. 2 Jn.	Up Furness	5 coaching stock and 5 freight wagons without brake van.
Carnforth Station Junction	Carnforth F. & M. Junction	Down main	12 coaching stock.
Carnforth F. & M. Junction	Carnforth Station Junction	Up main	12 coaching stock. Freight wagons without brake van.
Carnforth F. & M. Junction	Carnforth Station Junction	Up goods	Freight wagons without brake van.
Carnforth F. & M. Junction	Carnforth East Junction	Up	Freight wagons.
Carnforth East Junc. ..	Carnforth Station Junction	Down main	12 coaching stock.
Carnforth Station Junction	Carnforth East Junction	Up main	12 coaching stock.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Roose Station	Barrow-in-Furness, Salthouse Junction	Down	12 wagons in clear weather only.
Barrow-in-Furness, South	Barrow-in-Furness, North	Down main and Nos. 3 and 4 platforms	P Coaching stock.
Barrow-in-Furness, North	Barrow-in-Furness, South	Up main and Nos. 3 and 4 platforms	P Coaching stock and 12 freight wagons without brake van.
Preston St. Goods Yard	Corkickle No. 2	Outwards	Freight wagons without brake van.
Corkickle No. 2	Preston St. Goods Yard	Inwards	20 freight wagons without brake van. Exceeding 20 to have brake van.
Corkickle No. 1	Corkickle No. 2	"Up and down" goods	15 coaching stock and 60 freight wagons without brake van.
Corkickle No. 2	Corkickle No. 1	"Up and down" goods	15 coaching stock and 30 freight wagons without brake van.
Whitehaven Bransty No. 1	Whitehaven Bransty No. 2	Down Furness and Island platforms	Coaching stock and 10 freight wagons without brake van.
Whitehaven Bransty No. 2	Whitehaven Bransty No. 1	Island platform	Coaching stock and 10 freight wagons without brake van.
Ulverston, Plumpton Junction	Stop Board, near Canal Level Crossing	Single	30 wagons in clear weather and during daylight only.
Stop Board, near Canal Level Crossing	Ulverston, Plumpton Junction	Single	30 wagons in clear weather and during daylight only.
Dalton Station	Stainton	Single	Freight wagons.
Barrow-in-Furness, Salthouse Junction	Loco. Junction	Down	3 coaching stock, without brake van, in clear weather only. 40 freight wagons, in clear weather only.
Barrow-in-Furness, South	Loco. Junction	Up	2 coaching stock vehicles.
Loco. Junction	Barrow-in-Furness, Salthouse Junction	Up	3 coaching stock without brake van.
Walney Ferry	Devonshire Bridge ..	Single	10 freight wagons without brake van.
Devonshire Bridge	Walney Ferry	Single	10 freight wagons without brake van.
Loco. Junction	Buccleuch Dock	Down	40 freight wagons without brake van in clear weather only.
Buccleuch Dock	Loco. Junction	Up	40 freight wagons without brake van in clear weather only.
Loco. Junction	Barrow-in-Furness, St. Luke's Jn.	Down	25 freight wagons without brake van.
Barrow-in-Furness, St. Luke's Jn.	Loco. Junction	Up	25 freight wagons without brake van.
Foxfield	Broughton	Single	15 wagons in clear weather and daylight only.
Moss Bay Iron Works	Workington Main No. 3	Up goods	Coaching stock and freight wagons without brake van.
Moss Bay Iron Works	Workington Main No. 2	Up through siding	Coaching stock and freight wagons without brake van.
Derwent Haematite Iron Works	Moss Bay Iron Works	Down goods	Freight wagons without brake van.
Derwent Haematite Iron Works	Workington Main No. 2	Up main	13 coaching stock in clear weather only.
Workington Main No. 2	Derwent Haematite Iron Works	Down through siding	Coaching stock and freight wagons without brake van.
Workington Main No. 3	Derwent Haematite Iron Works	Down goods ..	Coaching stock and freight wagons without brake van.
Workington Main No. 3	Workington Main No. 2	Down main ..	15 coaching stock and 12 freight wagons without brake van.
Workington Main No. 2	Workington Main No. 3	Up main	15 coaching stock. 50 freight wagons. 12 freight wagons without brake van.

Table F—continued

Propelling trains or vehicles—continued

From	To	Line	Number of vehicles and special conditions
Siddick Junction	Workington Main No. 3	Down	15 coaching stock in clear weather only. 50 freight wagons. Wagons for Prince of Wales Dock may be propelled during daylight only and Driver must bring train to a stand with the brake van at Derwent Junction down home signal and must wait handsignal from Guard, before going forward to Prince of Wales Dock.
Workington Main No. 3	Siddick Junction	Up	15 coaching stock and freight wagons.
Parton Station	N.C.B. No. 4 Pit Siding	Single	Freight wagons.
Derwent Junction	Prince of Wales Dock	Down	Freight wagons
Prince of Wales Dock	Derwent Junction ..	Up	Freight wagons.
Keswick No. 1.....	Keswick No. 2.....	Down main	8 freight wagons, 3 coaching stock, or 3 fitted freight wagons (with vacuum brake in use) without brake van.
Keswick No. 2.....	Keswick No. 1.....	Up passenger loop	Coaching stock.
Keswick No. 2.....	Keswick No. 1.....	Up main	Coaching stock. 14 freight wagons without brake van.
Derwent Junction	Marron Junction....	Up	20 freight wagons with 20-ton brake van.
Beckermets Mines Junc.	Beckermets Mines....	Single	30 freight wagons may be propelled in clear weather only to Beckermets Mines No. 1 Pit without brake van in front, except that brake van must be leading during darkness. Every train from No. 1 to No. 2 Pit must be propelled with brake van in front.
Birks Bridge Junction..	Moor Row No. 1 ..	Single (Cross-field Loop)	Freight wagons.
Moor Row No. 1	Birks Bridge Jn.	Single (Cross-field Loop)	Freight wagons.
Moor Row No. 1	Moor Row No. 2 ..	Down	Coaching stock and freight wagons without brake van.
Moor Row No. 2	Moor Row No. 1 ..	Up	Coaching stock and freight wagons without brake van.
Calva Junction.....	Buckhill	Single	Freight wagons.
Distington, Harrington Junction	Wilkinson's Sidings..	Single	10 freight wagons, including not more than 3 loaded wagons.

Table F—continued

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
Carlisle, Durran Hill Junction	Carlisle, Petteril Bridge Junction	Down main . . .	One freight brake van only.
Carlisle, Petteril Bridge Junction	Carlisle, Durran Hill Junction	Up main	One freight brake van only.
Carlisle, Petteril Bridge Junction	Carlisle No. 11, Rome St.	Down goods . .	One freight brake van only.
Carlisle No. 11, Rome St.	Carlisle, Petteril Bridge Junction	Up goods	One freight brake van only.
Carlisle No. 8	Carlisle No. 11, Rome St.	Up goods	One freight brake van only.

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 greater than 1 in 200, through station platforms, or over level crossings, the speed must **not exceed 15 miles per hour**.

During fog or falling snow freight 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
Bamfurlong Junction . .	Bamfurlong Sorting Sidings	Down goods . .	2 brake vans.
Bamfurlong Sorting Sidings	Bamfurlong Junction	Down through . .	2 brake vans.
Bamfurlong Sorting Sidings	Springs Branch No. 1	Up goods	2 brake vans.
Springs Branch No. 1 . .	Bamfurlong Sorting Sidings	Up through . . .	2 brake vans.
Springs Branch No. 2 . .	Wigan N.W. No. 1 . .	Down goods . .	2 brake vans.
Wigan N.W. No. 1	Springs Branch No. 2	Up goods	2 brake vans.
Euxton Junction	Euxton Coal Siding	Down fast	—
Euxton Coal Siding . .	Euxton Junction	Down slow	—
Euxton Coal Siding . .	Leyland Station	Up fast	—
Leyland Station	Euxton Coal Siding	Up slow	—
Leyland Station	Bashall's Siding . .	Down fast	—
Bashall's Siding	Leyland Station	Down slow	—
Bashall's Siding	Farington Junction . .	Up fast	—
Farington Junction	Bashall's Siding	Up slow	—
Farington Junction	Farington Curve Junction	Down fast	—
Farington Curve Junction	Farington Junction . .	Down slow	—
Farington Curve Junction	Skew Bridge	Up fast	—
Skew Bridge	Farington Curve Junction	Up slow	—
Skew Bridge	Ribble Sidings	Down fast	—
		Down slow	—
		Down through . .	—

Table F—continued

Propelling freight brake vans—continued

From	To	Line	Remarks
Ribble Sidings	Skew Bridge	Up fast	—
		Up slow	—
Ribble Sidings	Preston No. 1	Up through	—
		Down fast	—
Preston No. 1	Ribble Sidings	Down slow	—
		Up fast	—
		Up slow	—
Preston No. 4	Preston No. 5	Up through	—
		Down fast	—
		Down slow	—
Preston No. 5	Preston No. 4	Down through	—
		Up fast	—
		Up slow	—
Preston No. 5	Greenbank Sidings ..	Up through	—
Greenbank Sidings	Preston No. 5	Down main	—
Greenbank Sidings	Oxheys	Up main	—
		Down fast	—
Oxheys	Greenbank Sidings ..	Down slow	—
		Up fast	—
		Up slow	—
Sutton Weaver	Halton Junction	Down main	—
Halton Junction	Sutton Weaver	Up main	—
Halton Junction	Runcorn	Down main	—
Ditton Junction No. 1 ..	Ditton Junction No. 2 ..	Down fast	—
		Down slow	—
Ditton Junction No. 2 ..	Ditton Junction No. 1 ..	Up fast	—
		Up slow	—
Speke Junction	Allerton Junction ..	Down fast	—
		Down slow	—
Allerton Junction	Speke Junction	Up fast	—
		Up slow	—
Runcorn Station	Folly Lane	Down branch ..	—
Folly Lane	Runcorn Station	Up branch	—
Allerton Junction	Garston Junction ..	Down Garston branch ..	—
Garston Junction	Allerton Junction ..	Up Garston branch ..	—
Wavertree Junction	Engine Shed Jn.	Down goods	—
Engine Shed Junction ..	Wavertree Junction ..	Up goods	—
Engine Shed Junction ..	Exhibition Junction ..	Down goods ..	—
Exhibition Junction ..	Engine Shed Jn.	Up goods	—
Platt Bridge Junction ..	Fir Tree House Jn. ...	Down goods ..	2 brake vans.
Fir Tree House Jn.	Platt Bridge Junction ..	Up goods	2 brake vans.
Fir Tree House Jn.	Ince Moss Junction ..	Down goods ..	2 brake vans.
Ince Moss Junction ..	Fir Tree House Jn. ...	Up goods	2 brake vans.
Preston No. 1A	Strand Road	Down Ribble branch ..	—
Strand Road	Preston No. 1A	Up Ribble branch ..	—
Preston No. 5	Deepdale Junction ..	Down main	—
Deepdale Junction	Preston No. 5	Up main	—
Cock Lane	Guide Bridge, Stockport Jn. (Midland lines)	Down	—
Castlefield Junction ..	Ordsall Lane No. 1 (Central lines)	Down	—
Platt Bridge Junction ..	Crompton's Siding ..	Down goods ..	2 brake vans.
Crompton's Siding	Platt Bridge Jn.	Up goods	2 brake vans.
Bickershaw Colliery ..	Abram North	Down main	2 brake vans.
		Down goods ..	2 brake vans.
Abram North	Bickershaw Colliery ..	Up main	2 brake vans.
		Up goods	2 brake vans.
Bickershaw Junction ..	Moss Hall Colliery ..	Single	2 brake vans.
Ince Moss Junction ..	Springs Branch No. 2 ..	Up West goods ..	2 brake vans.
St. Helens, Pocket Nook Junction	St. Helens No. 2	Down main	—
St. Helens No. 2	St. Helens, Pocket Nook Junction	Up main	—

Table F—continued

Propelling freight brake vans—continued

From	To	Line	Remarks
Marsh's Siding	Sutton Oak Junction	Down goods ..	—
Sutton Oak Junction ..	Marsh's Siding	Up goods	—
St. Helens No. 3	St. Helens, Ravenhead Jn.	Down main	—
St. Helens, Ravenhead Junction	St. Helens No. 3	Up main	—
St. Helens, Ravenhead Junction	Broad Oak Junction	Down main	—
Broad Oak Junction ..	St. Helens, Ravenhead Jn.	Up main	—
Broad Oak Junction ..	Sutton Oak Junction	Down main	—
Sutton Oak Junction ..	Broad Oak Junction	Up main	—
Sutton Oak Junction ..	Clock Face No. 1 ..	Down goods ..	—
Clock Face No. 1 or Sidings	Sutton Oak Junction	Up goods	—
Clock Face No. 1	Clock Face No. 2 ..	Down main	—
Clock Face No. 2	Clock Face No. 1 ..	Up main	—
Clock Face No. 2	Clock Face Colliery Siding	Down main	—
Clock Face Colliery Siding	Clock Face No. 2 ..	Up main	—
Sutton Oak Junction ..	St. Helens Junction No. 2	Down goods ..	—
St. Helens Junction No. 2	Sutton Oak Junction	Up goods	—
Edge Hill, Olive Mount Junction	Edge Hill, Pighue Lane Junction	Down main	—
Edge Hill, Pighue Lane Junction	Edge Hill, Olive Mount Junction	Up main	—
Edge Hill No. 4	Edge Hill No. 2	Down goods ..	—
Edge Hill No. 2	Edge Hill No. 4	Up goods	—
Edge Hill, Pighue Lane Junction	Edge Hill, Edge Lane Junction	Down Branch ..	—
Edge Hill, Edge Lane Junction	Edge Hill, Pighue Lane Junction	Up branch	—
Edge Hill No. 5	Edge Hill, Edge Lane Junction	Down main	—
Edge Hill, Edge Lane Junction	Edge Hill No. 5	Up main	—
Edge Hill, Edge Lane Junction	Stanley	Down main	—
Stanley	Edge Hill, Edge Lane Junction	Up main	—
Atlantic Dock Junction	Bootle Junction	Down main	—
Bootle Junction	Atlantic Dock Jn. ..	Up main	—
Atlantic Dock Jn.	Canada Dock	Down through siding	—
Canada Dock	Atlantic Dock Jn. ..	Up through siding	—
Edge Hill, Exhibition Sidings	Edge Hill, Picton Road Junction	Down goods ..	—
Edge Hill, Picton Road Junction	Edge Hill, Exhibition Sidings	Up goods	—
Top of Grid	Edge Hill No. 4	"Up & down " through siding	—
Edge Hill No. 4	Top of Grid	"Up & down " through siding	—
Engine Shed Junction ..	Edge Hill No. 4	Down goods ..	—
Edge Hill No. 4	Engine Shed Jn.	Up goods	—
Edge Hill No. 5	Edge Hill, Picton Road Junction	Down goods ..	—
Edge Hill, Picton Road Junction	Edge Hill No. 5	Up goods	—
Widnes, West Deviation Junction	Ditton Junction No. 1	Down fast	—
Ditton Junction No. 1	Widnes, West Deviation Jn.	Down slow	—
		Up fast	—
		Up slow	—

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 Signaller.

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

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

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

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

From	To	Line	Remarks
Crewe, Basford Wood ..	Crewe, South Jn.	Up goods	Coaching stock. Freight wagons without brake van.
Crewe, South Junction	Crewe, Basford Wood	Down goods ..	Coaching stock. Freight wagons without brake van.
Crewe, South Junction	Crewe, North Jn. ..	Up platforms 4 & 5 & up through	P Without brake van.
Crewe, South Junction	Crewe, North Jn. ..	Up platform 6..	P When vehicles are detached from an up train and the front portion has gone forward as a complete train, an engine accompanied by a Shunter may be allowed to enter the obstructed section at the South Junction end and propel the detached vehicles in wrong direction to North Junction box, without brake van.
Crewe, North Junction	Crewe, South Jn.	Down through 1, down platform 1	P Without brake van.
Crewe, North Junction	Crewe, South Jn.	Down platform 2, down through 2	P Without brake van.
Crewe, Basford Hall Jn.	Crewe, Salop Goods Jn.	Up fast and slow	Coaching stock. Freight wagons without brake van.
Crewe, Salop Goods Jn.	Crewe, Basford Hall Jn.	Down fast and slow	Coaching stock. Freight wagons without brake van.
Crewe, Sorting Sidings South	Crewe, Basford Hall Jn.	Down arrival ..	—
Crewe, Gresty Lane No. 1	Crewe, Salop Goods Jn.	Up	Coaching stock. Freight wagons without brake van.
Crewe, Salop Goods Jn.	Crewe, Gresty Lane No. 1	Down	Coaching stock. Freight wagons without brake van.

Table G—continued

Working in wrong direction—continued

From	To	Line	Remarks
Crewe, Sorting Sidings North	Crewe, Gresty Lane No. 1	Up	Coaching stock. Freight wagons without brake van.
Crewe, Gresty Lane No. 1	Crewe, Sorting Sdgs. North	Down	Coaching stock. Freight wagons without brake van.
Verdin's Siding	Winsford Junction ..	Down goods ..	—
Warrington No. 1	Warrington No. 2 ..	Up main and passenger loop	P Coaching stock and 4 freight wagons without brake van.
Warrington No. 2	Warrington No. 1 ..	Down main and passenger loop	P Coaching stock and 4 freight wagons without brake van
Warrington No. 1	Warrington No. 2 ..	Up goods	35 freight wagons without brake van.
Warrington No. 2	Warrington No. 1 ..	Down goods loop	Without brake van.
Warrington No. 2	Warrington No. 4 ..	Up goods	Without brake van.
Warrington No. 4	Warrington No. 2 ..	Down slow	Without brake van.
Dallam Branch Sidings	Warrington No. 4 ..	Down slow	—
Dallam Branch Sidings	Winwick Quay.....	Up goods	—
Springs Branch No. 1..	Springs Branch No. 2	Up goods	Coaching stock. Freight wagons without brake van.
Springs Branch No. 2..	Springs Branch No. 1	Down goods ..	Coaching stock. Freight wagons without brake van.
Wigan N.W. No. 1 ..	Wigan N.W. No. 2..	Up fast and loop	P Coaching stock and freight wagons. Four coaching stock without brake van. 12 freight wagons may be propelled without brake van.
Wigan N.W. No. 2 ..	Wigan N.W. No. 1..	Down fast and slow	P Coaching stock and freight wagons. Four coaching stock without brake van. 12 freight wagons may be propelled without brake van.
Lostock Hall Junction	Farington Jn.	Down	Without brake van.
Farington Junction ..	Lostock Hall Jn. ..	Up	Without brake van.
Preston No. 1	Preston No. 4	Up fast, slow, through & loop	P Coaching stock without brake van. Freight wagons.
Preston No. 4	Preston No. 1	Down fast, slow, through & loop	P Coaching stock without brake van. Freight wagons.
Preston No. 3	Preston No. 4	No. 9 up platform	P Coaching stock without brake van. Freight wagons.
Preston No. 4	Preston No. 3	No. 8 down platform	P Coaching stock without brake van. Freight wagons.
Preston E.L. Goods Yard	Preston No. 4	No. 13 up platform	P Coaching stock without brake van. Freight wagons.
Preston E.L. Goods Yard	Preston No. 3	No. 9 up platform & up passenger loop	Coaching stock without brake van. Freight wagons.
Lancaster Castle No. 2	Lancaster Castle No. 3	Up main	P Coaching stock without brake van. Fitted freight wagons (with vacuum brake in use) without brake van.
Lancaster Castle No. 2	Lancaster Castle No. 3	Up goods	Without brake van.
Lancaster Castle No. 3	Lancaster Castle No. 2	Down	P Without brake van.
Lancaster Castle No. 3	Lancaster Castle No. 4	Nos. 4 & 5 platforms	Without brake van.
Lancaster Castle No. 4	Lancaster Castle No. 3	No. 3 platform	Without brake van.
Carnforth No. 1 Jn. ..	Carnforth No. 2 Jn.	Nos. 1 & 2 up goods	Without brake van.
Carnforth No. 2 Jn. ..	Carnforth No. 1 Jn.	No. 1 down through siding	—
Carnforth No. 2 Jn. ..	Carnforth No. 1 Jn.	Down goods ..	Without brake van.
Carnforth No. 2 Jn. ..	Carnforth, Station Jn.	Up Furness	—

Table G—continued

Working in wrong direction—continued

From	To	Line	Remarks
Carnforth, Station Jn...	Carnforth, F. & M. Jn.	Up goods	Coaching stock and freight wagons. Freight wagons may be drawn without brake van.
Carnforth, F. & M. Jn.	Carnforth, Station Jn.	Down goods ..	Coaching stock and freight wagons. Freight wagons may be propelled without brake van.
Carnforth, East Jn. ..	Carnforth, F. & M. Jn.	Up	—
Carnforth, F. & M. Jn.	Carnforth, East Jn.	Down	—
Burton & Holme No. 1	Burton & Holme No. 2	Up goods	—
Burton & Holme No. 2	Burton & Holme No. 1	Down goods ..	—
Oxenholme No. 1	Oxenholme No. 2 ..	Up goods loop	Without brake van.
Oxenholme No. 2	Oxenholme No. 1 ..	Down through siding & Nos. 1 & 2 down sidings	Without brake van.
Tebay No. 2.....	Tebay No. 1.....	Down	—
Penrith No. 1	Penrith No. 3 North	Up main	11 coaching stock.
Penrith No. 3 North ..	Penrith No. 2	Down main	20 freight wagons without brake van.
Penrith No. 3 North ..	Penrith No. 2	Keswick loop ..	P Without brake van.
Penrith No. 3 North ..	Penrith No. 2	Back loop	Without brake van.
Carlisle No. 4	Carlisle No. 4A (Platform)	Road "B"	P Coaching stock and freight wagons without brake van.
Carlisle No. 4A (Platform)	Carlisle No. 4	No. 4 (up)	P Coaching stock and freight wagons without brake van.
Carlisle No. 5	Carlisle No. 4A (Platform)	No. 4 (up)	P Coaching stock and freight wagons without brake van.
Carlisle No. 3	Carlisle No. 1	Up goods	Coaching stock and freight wagons without brake van.
Carlisle No. 1	Carlisle No. 3	Down goods ..	Coaching stock and freight wagons without brake van.
Carlisle No. 12	Carlisle No. 13	Down goods ..	Coaching stock and freight wagons without brake van.
Carlisle No. 13	Carlisle No. 12	Up goods	Coaching stock and freight wagons without brake van.
Carlisle No. 9, Forks Jn.	Carlisle No. 8	Up goods	Coaching stock and freight wagons without brake van.
Carlisle, Petteril Bridge Jn.	Carlisle, Petteril Goods	Down goods ..	12 freight vehicles.
Carlisle, Dentonholme North Jn.	Carlisle, Dentonholme Goods Yard North	Down goods yard	Coaching stock and freight wagons without brake van.
Carlisle, Dentonholme North Jn.	Carlisle No. 3	Up Viaduct Yard	Coaching stock and freight wagons without brake van.
Carlisle No. 3	Carlisle, Dentonholme North Jn.	Down Viaduct Yard	Coaching stock and freight wagons without brake van.
Carlisle No. 3	Carlisle, Dentonholme North Jn.	Down through goods	Coaching stock and freight wagons without brake van.
Ditton Jn. No. 1	Ditton Jn. No. 2 ..	Up reception ..	Without brake van.
Ditton Jn. No. 2	Ditton Jn. No. 1 ..	Down reception	Without brake van.
Speke Jn.	Garston Jn.	Up goods	Without brake van.
Garston Jn.	Speke Jn.	Down goods ..	Without brake van.
Garston Jn.	Garston, Church Rd.	Up goods Nos. 1 and 2	Without brake van.
Garston, Church Rd...	Garston Jn.	Down goods Nos. 1 and 2	Without brake van.
Bamfurlong Sorting Sidings	Bamfurlong Jn.	Down goods ..	Engines and engines with 1 or 2 brake vans only.
Bamfurlong Jn.	Bamfurlong Sorting Sidings	Up goods	Engines and engines with 1 or 2 brake vans only.
Bamfurlong Jn.	Bamfurlong Sorting Sidings	Up through siding	Coaching stock and freight wagons. 30 freight wagons may be propelled in clear weather only.

Table G—continued

Working in wrong direction—continued

From	To	Line	Remarks
Bamfurlong Sorting Sidings	Bamfurlong Jn.	Down through siding	Coaching stock and freight wagons. In clear weather only. Vehicles must be drawn.
Bamfurlong Sorting Sidings	Platt Bridge Jn.	Up goods	Freight wagons. Freight wagons may be propelled without brake van.
Platt Bridge Jn.	Fir Tree House Jn.	Up	Vehicles must be drawn.
Fir Tree House Jn. ..	Platt Bridge Jn.	Down Liverpool goods	Engines and engines with 1 or 2 brake vans only.
Fir Tree House Jn. ..	Ince Moss Jn.	Up	Engines and engines with 1 or 2 brake vans only.
Ince Moss Jn.	Fir Tree House Jn.	Down	Coaching stock must be drawn. Freight wagons.
Adlington Jn.	White Bear	Down	10 freight wagons, in clear weather only.
Lancaster, Green Ayre Station	Lancaster, Green Ayre Ladies' Walk	Down main	40 wagons without brake van, in clear weather only.
Chester No. 1	Chester No. 2	Up main and fast	P Without brake van.
Chester No. 2	Chester No. 1	Down main, fast and slow	P Without brake van.
Chester No. 1	Chester No. 2	Up goods	Without brake van.
Chester No. 2	Chester No. 4	Up fast and slow (Via No. 3A)	P Without brake van.
Chester No. 2	Chester No. 4	Up main and platform (Via No. 3)	P Without brake van.
Chester No. 4	Chester No. 2	Down fast (Via No. 3A)	P Without brake van.
Chester No. 4	Chester No. 2	Down main and platform (Via No. 3)	P Without brake van.
Chester No. 4	Chester No. 6	Up fast and slow	P Without brake van.
Chester No. 6	Chester No. 4	Down fast and slow	P Without brake van.
Chester No. 4	Chester No. 5	Up main	P Without brake van.
Chester No. 5	Chester No. 4	Down main	P Without brake van.
Chester No. 5	Chester No. 6	Up main	P Without brake van.
Chester No. 5	Chester No. 6	Up goods	Without brake van.
Chester No. 6	Chester No. 5	Down main	P Without brake van.
Chester No. 6	Chester No. 5	Down goods ..	Without brake van.
Mold Jn. No. 1	Mold Jn. No. 2	Up	—
Mold Jn. No. 2	Mold Jn. No. 4	Up goods	Engines.
Mold Jn. No. 3	Mold Jn. No. 2	Down	Engines.
Rhyl No. 1	Rhyl No. 2	Up fast	Coaching stock without brake van.
Rhyl No. 1	Rhyl No. 2	Up slow	Freight wagons.
Rhyl No. 2	Rhyl No. 1	Down slow and passenger loop	Without brake van.
Colwyn Bay No. 2	Colwyn Bay No. 1 ..	Down slow	Coaching stock without brake van.
Llandudno Jn. No. 1 ..	Llandudno Jn. No. 2	Up avoiding ..	Freight wagons.
Llandudno Jn. No. 2 ..	Llandudno Jn. No. 1	Down slow	—
Llandudno Jn. No. 2 ..	Llandudno Jn. No. 1	Down avoiding	Coaching stock. Freight wagons without brake van. Vehicles must be drawn only.
Bangor No. 1	Bangor No. 2	Up fast, slow, passenger loop & goods	Coaching stock. 4 coaching stock and freight wagons without brake van.
Bangor No. 2	Bangor No. 1	Down fast, slow, passenger loop & goods	Coaching stock and freight wagons. 3 coaching stock and 6 freight wagons without brake van.
			Coaching stock and freight wagons. 3 coaching stock and 6 freight wagons without brake van.

Table G—continued

Working in wrong direction—continued

From	To	Line	Remarks
Gaerwen No. 1	Gaerwen No. 2	Up	Without brake van.
Gaerwen No. 2	Gaerwen No. 1	Down	P
Caernarvon No. 1	Caernarvon No. 2 ..	Up local	
Caernarvon No. 1	Caernarvon No. 2 ..	Up platform....	
Hooton, North Jn.	Hooton, South Jn. ..	Down slow	Coaching stock and 10 wagons without brake van.
Hooton, South Jn.	Hooton, North Jn. ..	Up fast	8 coaching stock.
Hooton, North Jn.	Hooton, South Jn. ..	No. 7 platform	Freight wagons without brake van.
Birkenhead, Brook Street	Birkenhead, Blackpool Street	Down	Freight wagons without brake van.
Birkenhead, Brook Street	Birkenhead, Canning Street North	Up	Freight wagons without brake van.
Birkenhead, Canning Street North	Birkenhead, Brook Street	Down	Freight wagons without brake van.
Birkenhead, Blackpool Street	Birkenhead, Brook Street	Up	Engine or engines with 1 or 2 brake vans. Breakdown van train.
Ellesmere Port No. 3 ..	Ellesmere Port No. 2	Down	Coaching stock and 60 freight wagons without brake van.
Ellesmere Port No. 2 ..	Ellesmere Port No. 3	Up	Coaching stock and 60 freight wagons without brake van.
Ellesmere Port No. 1 ..	Ellesmere Port No. 2	Up goods	Freight wagons without brake van.
Ellesmere Port No. 2 ..	Ellesmere Port No. 1	Down goods ..	Freight wagons without brake van.
Ellesmere Port No. 3 ..	Ellesmere Port No. 4	Up	Freight wagons without brake van.
Ellesmere Port No. 4 ..	Ellesmere Port No. 3	Down	Freight wagons without brake van.
Ellesmere Port No. 5 ..	Ellesmere Port No. 4	Down main	25 Freight wagons without brake van.
Halton	Frodsham Jn.	Down goods ..	Coaching stock and freight wagons.
Frodsham Jn.	Halton	Up goods	Coaching stock and freight wagons.
Birkenhead North No. 2	Bidston East Jn.	Up goods	Coaching stock. Freight wagons without brake van.
Adswood Sidings	Adswood Road Bridge	Down goods & down through siding	Coaching stock. Freight wagons without brake van.
Edgeley Jn. No. 1	Adswood Sidings ..	Down goods	Coaching stock. Freight wagons without brake van.
Edgeley Jn. No. 2	Edgeley Jn. No. 1	Nos. 1 and 2 down through sidings	Coaching stock. Freight wagons without brake van.
Edgeley Jn. No. 1	Edgeley Jn. No. 2 ..	Down Liverpool	Engines only.
Stockport No. 1	Edgeley Jn. No. 2	Down slow	Engines only.
Stockport No. 1	Stockport No. 2	Up fast, slow, main and goods	Coaching stock without brake van.
Stockport No. 2	Stockport No. 1	Down fast, slow, main and goods	Coaching stock without brake van.
Buxton No. 2	Buxton Jn. No. 1 ..	Up main and Ashbourne Branch	
Buxton Jn. No. 1	Buxton No. 2	Down main & Ashbourne Branch	
Buxton East Jn.	Buxton Jn. No. 1	Up	
Buxton Station Mid ..	Buxton East Jn.	Down	P
Buxton East Jn.	Buxton Station Mid	Up	
Heaton Norris Jn.	Heaton Norris, Jubilee Sidings	Up through siding	Coaching stock. Freight wagons without brake van.
Heaton Norris, Jubilee Sidings	Heaton Norris, Ash Bridge	Up goods	Coaching stock. Freight wagons without brake van.
Reddish South Station	Heaton Norris, Ash Bridge	Down slow	Engines and engines with 1 or 2 brake vans only.
Denton Jn.	Cock Lane	Up	Engines and engines with 1 or 2 brake vans only.

Table G—continued

Working in wrong direction—continued

From	To	Line	Remarks
Stalybridge No. 1	Stalybridge No. 2 . .	Up main	Freight wagons, 20 wagons during fog.
Stalybridge No. 1	Stalybridge No. 2 . .	Up goods	_____
Stalybridge No. 2	Stalybridge No. 1 . .	Down main	20 freight wagons.
Stalybridge No. 2	Stalybridge No. 3 . .	Up main and up platform	Clear weather only.
Stalybridge No. 3	Stalybridge No. 2 . .	Down main and down platform	Clear weather only.
Stalybridge No. 2	Stalybridge No. 4 . .	Up goods	_____
Stalybridge No. 4	Stalybridge No. 2 . .	Down goods	_____
Altrincham North	Altrincham South . .	Up	_____
Altrincham South	Altrincham North . .	Down main and Nos. 1 & 2 bays	_____
Meaford Crossing	Stone Jn.	Up	Without brake van.
Stone Jn.	Meaford Crossing . .	Down	Without brake van.
Stoke Jn.	Glebe St.	No. 1 up Viaduct Sdg.	Engines only.
Glebe St.	Stoke North	Up centre	P Without brake van.
Stoke North	Glebe St.	Down centre	P Without brake van.
Glebe St.	Stoke North	Up platform	Without brake van.
Stoke North	Glebe St.	Down platform . . .	Without brake van.
Stoke North	Newcastle Jn.	Up goods and through sdg.	Coaching stock. Freight wagons without brake van.
Newcastle Jn.	Stoke North	Down goods	Coaching stock. Freight wagons without brake van.
Newcastle Jn.	Cliff Vale	Up goods	Engines only.
Etruria Jn.	Cliff Vale	Down goods	_____
Macclesfield Central Station	Macclesfield H. Rd., Tunnel End	Up	Without brake van, except when non- fitted vehicles are propelled.
Macclesfield H. Rd., Tunnel End	Macclesfield Central Station	Down	12 coaching stock. 25 freight wagons without brake van.
Hockley Crossing	Pinfold Crossing	Down reception . . .	Without brake van.
Hockley Crossing	Pinfold Crossing	Down	Without brake van in clear weather only.
Ashbourne No. 1	Ashbourne No. 2 . .	Up	Without brake van.
Ashbourne No. 2	Ashbourne No. 1 . .	Down	Without brake van.
Pratt's Siding	Stoke Jn.	Down	_____
Alsager East Jn.	Alsager Yard	Down	Coaching stock. Freight wagons without brake van.
Earlestown No. 1	Earlestown No. 4 . .	Up main	Coaching stock and freight wagons. 15 freight wagons without brake van may be propelled.
Earlestown No. 4	Earlestown No. 1 . .	Down main	Coaching stock and freight wagons. 30 freight wagons may be drawn.
Earlestown No. 4	Earlestown No. 1 . .	Down goods	Coaching stock and freight wagons. 30 freight wagons may be drawn. 20 freight wagons without brake van may be propelled to Evan's siding.
Earlestown No. 2	Earlestown No. 4 . .	Up	Coaching stock, also engines and engines with 1 or 2 brake vans only.
Earlestown No. 4	Earlestown No. 2 . .	Down	Coaching stock.
Earlestown No. 5	Earlestown No. 4 . .	Nos. 1 & 2 down goods	Coaching stock and freight wagons. 30 freight wagons only may be drawn. 20 freight wagons without brake van may be propelled.
Parkside No. 1	Lowton Jn.	Up	Coaching stock, also engines and engines with 1 or 2 brake vans only.
Lowton Jn.	Parkside No. 1	Down	Coaching stock, also engines and engines with 1 or 2 brake vans only.
Platt Bridge Jn.	Crompton's Siding . .	Up goods	Coaching stock may be drawn only. Freight wagons without brake van may be drawn only. Freight wagons may be propelled in clear weather only.

Table G—continued

Working in wrong direction—continued

From	To	Line	Remarks
Crompton's Siding	Platt Bridge Jn.	Down goods ..	In clear weather only. Coaching stock and freight wagons. Freight wagons without brake van may be propelled.
Crompton's Siding	Springs Branch No. 1	Up goods	Coaching stock. Freight wagons without brake van.
Springs Branch No. 1	Crompton's Siding ..	Down main	Engines and engines with 1 or 2 brake vans for goods lines and sidings only.
Springs Branch No. 1..	Crompton's Siding ..	Down goods ..	Coaching stock. Freight wagons without brake van.
Bickershaw Colliery ..	Abram North	Up goods	Engines and engines with 1 or 2 brake vans only.
Abram North	Bickershaw Colliery	Down goods ..	Engines and engines with 1 or 2 brake vans only.
Springs Branch No. 2..	Ince Moss Jn.	Up West goods	Coaching stock and freight wagons.
St. Helens No. 2	Pocket Nook Jn. ..	Down goods ..	Engines and engines with 1 or 2 brake vans only.
St. Helens No. 2	St. Helens No. 3	Up	Vehicles must only be propelled. Coaching stock and freight wagons. 4 coaching stock and 4 freight wagons without brake van.
St. Helens No. 3	St. Helens No. 2	Down	Coaching stock. Engines and engines with 1 or 2 brake vans.
Carr Mill Jn.	Blackbrook	Up	Engines only.
Marsh's Siding	Sutton Oak Jn.	Up	25 freight wagons.
Sutton Oak Jn.	Marsh's Siding	Down	25 freight wagons.
Clock Face Up Sidings	Clock Face No. 2 ..	No. 1 up goods	Vehicles may be drawn only. Coaching stock. Freight wagons without brake van.
Clock Face No. 1	Clock Face Up Sidings	No. 1 up goods	60 freight wagons without brake van.
Clock Face Down Sidings	Clock Face No. 1 ..	Down goods ..	60 freight wagons without brake van may be drawn only. 4 freight wagons without brake van may be propelled to H.M. Factory ground frame.
Clock Face No. 2	Clock Face Down Sidings	Nos. 1 & 2 down goods & No. 1 down siding	Without brake van.
Sutton Oak Jn.	St. Helens Jn. No. 2	Up goods	Freight wagons only. 20 freight wagons only may be propelled.
St. Helens Jn. No. 2 ..	Sutton Oak Jn.	Down goods ..	Freight wagons only. 20 freight wagons without brake van may be propelled in clear weather only.
St. Helens Jn. No. 2 ..	St. Helens Jn. No. 1	Up goods	Coaching stock and freight wagons. Freight wagons without brake van in clear weather only.
St. Helens Jn. No. 1 ..	St. Helens Jn. No. 2	Down goods ..	Coaching stock and freight wagons. Freight wagons without brake van may be drawn in clear weather only.
Walton Old Jn.	Arpley Jn.	Up	Without brake van.
Arpley Jn.	Walton Old Jn.	Down	Without brake van.
Arpley Jn.	Wilderspool Crossing	Down	Freight wagons without brake van. Limited to 45 wagons during fog or falling snow. During fog or falling snow, when such movements are propelled, Drivers must bring the movement to a stand with the engine opposite Arpley Jn. box where they will be instructed by the Signaller when they can proceed to the Latchford Old Lines.

Table G—continued

Working in wrong direction—continued

From	To	Line	Remarks
Widnes No. 2	Widnes No. 4, Dock Jn.	Up goods	Coaching stock. Freight wagons without brake van.
Widnes No. 4, Dock Jn.	Widnes No. 2	Down goods ..	Coaching stock. Freight wagons without brake van.
Olive Mount Jn.	Pighue Lane Jn.	Up goods	Engine with 1 or 2 brake vans. Engine or engines coupled together.
Pighue Lane Jn.	Edge Hill, Exhibition Jn.	Up goods	—
Olive Mount Jn.	Edge Hill No. 4	Up	In clear weather only.
Edge Lane Jn.	Edge Hill No. 5	Down Bootle ..	Engines only.
Edge Hill No. 4	Edge Hill No. 2.. ..	Up goods	Engines or engines with 1 or 2 brake vans only. In clear weather only.
Wavertree Jn.....	Edge Hill, Engine Shed Jn.	Up goods	—
Edge Hill, Engine Shed Jn.	Edge Hill, Exhibition Jn.	Up goods	—
Edge Hill, Engine Shed Jn.	Edge Hill No. 4	Up goods	—
Edge Hill No. 4	Edge Hill, Engine Shed Jn.	Down goods ..	—
Edge Hill No. 5	Edge Hill, Picton Rd. Jn.	Up goods	—
Edge Hill, Picton Rd. Jn.	Edge Hill No. 5	Down goods ..	—
Knutsford East	Ground Frame	Up	—
Knutsford West	Knutsford East	Down	Empty diesel multiple-unit trains.
Northwich Central	Northwich, Sandbach Jn.	Up main and "up and down" platform line	—
Northwich Central	Northwich East	No. 1 down reception	—
Barrow-in-Furness, South	Barrow-in-Furness, North	Up main	P Coaching stock and 12 freight wagons without brake van.
Barrow-in-Furness, North	Barrow-in-Furness, South	Down main	P Coaching stock and 12 freight wagons without brake van.
Barrow Yard, Loco. Jn.	Buccleuch Dock	Up through siding	Engines. Freight trains in clear weather in daylight only.
Whitehaven Bransty No. 2	Whitehaven Bransty No. 1	Down Furness	P Without brake van
Derwent Haematite Iron Works	Moss Bay Iron Works	Up goods and up through siding	Freight trains.
Derwent Haematite Iron Works	Workington Main No. 1	Down goods ..	Freight trains.
Workington Main, No. 1	Derwent Haematite Iron Works	Up goods and up through siding	Freight trains.
Workington Main No. 1	Workington Main No. 2	Down goods and down through siding	Without brake van.
Workington Main No. 2	Workington Main No. 1	Up goods and up through siding	Freight trains.
Workington Main No. 2	Workington Main No. 3	Down main and goods	Coaching stock without brake van. Freight wagons.
Workington Main No. 3	Workington Main No. 2	Up main and goods	15 coaching stock and 12 freight wagons without brake van.
Workington Main No. 3	Workington Main No. 2	Up goods	50 freight wagons.
Maryport Station	Maryport Level Crossing	Up	25 freight wagons without brake van.

Table G—continued

Working in wrong direction—continued

From	To	Line	Remarks
Keswick No. 1.....	Keswick No. 2.....	Up	P P Coaching stock and freight wagons. Freight wagons may be propelled without brake van.
Keswick No. 2.....	Keswick No. 1.....	Down	
Moor Row No. 1	Cleator Moor Jn. ..	Down	Coaching stock. 50 wagons without brake van.
Moor Row No. 2	Moor Row No. 1 ..	Down	Without brake van.
Moor Row No. 1	Moor Row No. 2 ..	Up	Without brake van.

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
Crewe, Basford Wood	Crewe, South Jn.....	Down goods ..	—
Crewe, South Jn.....	Crewe, Basford Wood	Up goods	—
Crewe, South Jn.....	Crewe, North Jn. ..	Nos. 1, 2 and 3 platforms, Nos. 1 and 2 through and horse landing	—
Crewe, North Jn.	Crewe, South Jn.....	Nos. 3, 4, 5 and 6 platforms, No. 5 through and horse landing	—
Crewe, Sorting Sidings South	Crewe, N.S. Sidings	Down	—
Crewe, N.S. Sidings ..	Crewe, Sorting Sidings South	Up	—
Crewe, N.S. Sidings ..	Crewe, South Jn.....	Down	—
Crewe, South Jn.....	Crewe, N.S. Sidings	Up	—
Crewe, Sorting Sidings North	Crewe, Gresty Lane No. 1	Down	—
Crewe, Gresty Lane No. 1	Crewe, Sorting Sidings North	Up	—
Crewe, Gresty Lane No. 1	Crewe, Salop Goods Jn.	Down	—
Crewe, Salop Goods Jn.	Crewe, Gresty Lane No. 1	Up	—

Table H1—continued

Working of freight vehicles without a brake van in rear—continued

From	To	Line	Number of vehicles and special conditions
Crewe, Basford Hall Junction	Crewe, Salop Goods Junction	Down fast and slow	—
Crewe, Salop Goods Junction	Crewe, Basford Hall Junction	Up fast and slow	—
Crewe, Salop Goods Jn.	Crewe, North Jn. . .	Down	—
Crewe, North Jn. . . .	Crewe, Salop Goods Jn.	Up	—
Crewe, Gresty Lane No. 1	Crewe, South Jn. . . .	Down	—
Crewe, South Jn.	Crewe, Gresty Lane No. 1	Up	—
Walton New Jn.	Warrington No. 1 . .	Down slow	—
Walton Old Jn.	Warrington No. 1 . .	Down	—
Warrington No. 1	Walton Old Jn. . . .	Up	—
Warrington No. 1	Warrington No. 4 . .	Down main	3 wagons.
Warrington No. 1	Warrington No. 2 . .	Down passenger and goods loops	—
Warrington No. 2	Warrington No. 1 . .	Up passenger and goods loops	—
Warrington No. 2	Dallam Branch Sidings	Down slow	—
Dallam Branch Sidings	Warrington No. 2 . .	Up goods	—
Winwick Quay.	Dallam Branch Sidings	Up goods	Clear weather only.
Farington Jn.	Lostock Hall Jn. . .	Down	60 wagons.
Lostock Hall Jn. . . .	Farington Jn.	Up	60 wagons.
Ribble Sidings	Preston No. 1	Down through	4 wagons.
Ribble Yard Ground Frame	Preston No. 1A	Shunting	—
Preston No. 1A	Ribble Yard Ground Frame	Shunting	—
Preston No. 1	Preston No. 4	Down fast, slow, through, loop and No. 3 platform	4 wagons.
Preston No. 4	Preston No. 1	Up fast, slow, through, loop and No. 3 platform	4 wagons.
Preston No. 4	Preston No. 5	Down fast, slow and through	4 wagons.
Preston No. 5	Preston No. 4	Up fast, slow and through	4 wagons.
Preston E.L. Goods Yard	Preston No. 4	Down	10 wagons.
Preston No. 4	Preston E.L. Goods Yard	Up main and No. 13 platform	10 wagons.
Preston No. 3	Preston E.L. Goods Yard	Up passenger loop	6 wagons.
Lancaster Castle No. 3	Lancaster Castle No. 2	Up main and goods	5 fitted wagons.
Tebay No. 2.	Tebay No. 1.	Up	—
Penrith No. 1	Penrith No. 3 North	Down	6 wagons.
Penrith No. 2	Penrith No. 1	Eden Valley bay and Keswick loop	6 wagons.
Penrith No. 3 North . .	Penrith No. 1	Up	3 wagons.
Carlisle No. 12	Carlisle No. 5	Down	Not more than 6 fitted vehicles.
Carlisle No. 5	Carlisle No. 12	Up	Not more than 6 fitted vehicles.

Table H1—*continued*Working of freight vehicles without a brake van in rear—*continued*

From	To	Line	Number of vehicles and special conditions
Carlisle No. 5	Carlisle No. 4A	Down	Not more than 6 fitted vehicles.
Carlisle No. 4A	Carlisle No. 5	Up	Not more than 6 fitted vehicles.
Carlisle No. 4	Carlisle No. 3	Down main	Traffic for goods yard.
Carlisle No. 3	Carlisle No. 4	Up main	Fitted vehicles only.
Carlisle No. 3	Carlisle, Etterby Jn.	Down goods ..	—
Carlisle, Etterby Jn. ..	Carlisle No. 3	Up main	Fitted vehicles only.
Carlisle, Etterby Jn. ..	Carlisle No. 3	Up goods	—
Carlisle, Kingmoor ..	Carlisle, Etterby Jn.	Up main and up through siding No. 1	—
Carlisle, Etterby Jn. ..	Carlisle, Kingmoor ..	Down main and goods	—
Carlisle No. 12	Carlisle No. 10, Bog Jn.	Down goods ..	Not more than 5 fitted vehicles.
Carlisle No. 10, Bog Jn.	Carlisle No. 12	Up goods	Not more than 5 fitted vehicles.
Carlisle No. 10, Bog Jn.	Carlisle No. 11, Rome Street	Down goods ..	Not more than 5 fitted vehicles.
Carlisle No. 11, Rome Street	Carlisle No. 10, Bog Jn.	Up goods	Not more than 5 fitted vehicles.
Carlisle, Dentonholme Goods Yard North	Carlisle, Denton- holme North Jn.	Down	—
Carlisle, Dentonholme North Jn.	Carlisle, Denton- holme Goods Yard North	Up	—
Carlisle, Dentonholme North Jn.	Carlisle No. 3	Down through goods and down Viaduct	—
Carlisle No. 3	Carlisle, Denton- holme North Jn.	Up through goods and up Viaduct	—
Carlisle, Durran Hill Jn.	Carlisle, Durran Hill South Sidings	Up main	6 wagons.
Carlisle, Petteril Goods	Carlisle, Durran Hill Jn.	Independent	—
Carlisle, Petteril Bridge Jn.	Carlisle, Durran Hill Jn.	Up goods	—
Carlisle, Petteril Bridge Jn.	Carlisle, Durran Hill Jn.	Up main	6 wagons only.
Carlisle, Petteril Bridge Jn.	Carlisle No. 7, London Road Jn.	Down	Not more than 6 fitted vehicles.
Carlisle No. 7, London Road Jn.	Carlisle, Petteril Bridge Jn.	Up	Not more than 6 fitted vehicles.
Carlisle No. 7, London Road Jn.	Carlisle No. 5	Down	Not more than 6 fitted vehicles.
Carlisle No. 5	Carlisle No. 7, London Road Jn.	Up	Not more than 6 fitted vehicles.
Carlisle No. 12	Carlisle No. 7, London Road Jn.	Down	Not more than 6 fitted vehicles.
Carlisle No. 7, London Road Jn.	Carlisle No. 12	Up	Not more than 6 fitted vehicles.
Carlisle, Dentonholme Goods Yard North	Carlisle No. 11, Rome St.	Up goods	6 unfitted freight wagons for Hudson Scott's siding in clear weather only.
Carlisle No. 11, Rome Street	Carlisle, Dalston Road	Down goods ..	Not more than 5 fitted vehicles.
Carlisle, Dalston Road	Carlisle No. 11, Rome St.	Up goods	Not more than 5 fitted vehicles.
Carlisle, Dalston Road	Carlisle, Canal Jn. ..	Down goods ..	Not more than 5 fitted vehicles.
Carlisle, Canal Jn.	Carlisle, Dalston Road	Up goods	Not more than 5 fitted vehicles.
Carlisle No. 9, Forks Jn.	Carlisle No. 8	Down	Traffic to or from Forks Sidings and Gas Works.
Carlisle No. 8	Carlisle No. 9, Forks Jn.	Up	Traffic to or from Forks Sidings and Gas Works.

Table H1—continued

Working of freight vehicles without a brake van in rear—continued

From	To	Line	Number of vehicles and special conditions
Carlisle No. 1	Carlisle No. 3	Up main and goods	25 wagons in clear weather only.
Carlisle, Canal Jn.	Carlisle No. 1	Up	25 wagons in clear weather only.
Over and Wharton	Brine Branch	Single	Salt Union Co.'s trains.
Brine Branch	Over and Wharton Station	Single	Salt Union Co.'s trains.
Speke Jn.	Garston Jn.	Down	—
Garston Jn.	Speke Jn.	Up and shunting	—
Garston Jn.	Garston, Church Rd.	Down goods 1 and 2	—
Garston, Church Road	Garston Jn.	Up goods 1 and 2	—
Bamfurlong Sorting Sidings	Bamfurlong Jn.	Up through and Nos. 1, 2 and 3 reception sidings	—
Platt Bridge Jn.	Bamfurlong Sorting Sidings	Up goods	25 wagons.
Bamfurlong Sorting Sidings	Ince Moss Jn.	Down	60 wagons.
Ince Moss Jn.	Bamfurlong Sorting Sidings	Up	60 wagons.
Ince Moss Jn.	Springs Branch No. 2	Up goods	60 wagons.
Platt Bridge Jn.	Crompton's Siding ..	Down goods ..	—
Crompton's Siding	Springs Branch No. 2	Down goods ..	40 wagons.
Springs Branch No. 2..	Crompton's Siding ..	Up goods	40 wagons.
Lancaster, Green Ayre Ladies' Walk	Lancaster, Green Ayre Station	Down	60 wagons.
Lancaster, Green Ayre Station	Lancaster, Green Ayre Ladies' Walk	Up	60 wagons.
Heysham Harbour Station	Heysham Harbour Jn.	Up	60 wagons in clear weather only.
Chester No. 1	Chester No. 2	Down main, fast and slow	—
Chester No. 2	Chester No. 1	Up main, fast and goods	—
Chester No. 2	Chester No. 4	Down main and platform (via No. 3)	—
Chester No. 2	Chester No. 4	Down fast and "Up & down" platform (via No. 3A)	—
Chester No. 4	Chester No. 2	Up main and platform (via No. 3)	—
Chester No. 4	Chester No. 2	Up fast, slow and "Up & down" platform (via No. 3A)	—
Chester No. 4	Chester No. 2	No. 1 Siding ..	—
Chester No. 4	Chester No. 6	Down fast and slow	—
Chester No. 6	Chester No. 4	Up fast and slow	—

Table H1—continued

Working of freight vehicles without a brake van in rear—continued

From	To	Line	Number of vehicles and special conditions
Chester No. 4	Chester No. 5	Down main	—
Chester No. 5	Chester No. 4	Up main	—
Chester No. 5	Chester No. 6	Down main and goods	—
Chester No. 6	Chester No. 5	Up main and goods	—
Rhyl No. 2	Rhyl No. 1	Up slow	3 cattle wagons.
Llandudno Jn. No. 2 ..	Llandudno Jn. No. 1 ..	Up avoiding ..	—
Bangor No. 1	Bangor No. 2	Down goods ..	1 wagon behind rear van of freight train.
Mold Jn. No. 2	Mold Jn. No. 3	Down	In clear weather only.
Mold Jn. No. 3	Mold Jn. No. 1	Up	In clear weather only.
Hooton, South Jn.	Hooton, North Jn. ..	All down	—
Hooton, North Jn.	Hooton, South Jn. ..	All up	—
Birkenhead, Brook Street	Birkenhead, Canning Street North	Down goods ..	—
Birkenhead, Canning Street North	Birkenhead, Brook Street	Up goods	—
Birkenhead, High Level Sidings	Birkenhead, Blackpool Street	Down goods ..	—
Birkenhead, Blackpool Street	Birkenhead, High Level Sidings	Up goods	—
Ellesmere Port No. 1 ..	Ellesmere Port No. 2 ..	Down goods ..	—
Ellesmere Port No. 2 ..	Ellesmere Port No. 1 ..	Up goods	—
Ellesmere Port No. 2 ..	Ellesmere Port No. 3 ..	Down	60 wagons.
Ellesmere Port No. 3 ..	Ellesmere Port No. 2 ..	Up	60 wagons.
Ellesmere Port No. 3 ..	Ellesmere Port No. 4 ..	Down	—
Ellesmere Port No. 4 ..	Ellesmere Port No. 3 ..	Up	—
Ellesmere Port No. 4 ..	Ellesmere Port No. 5 ..	Down	60 wagons.
Ellesmere Port No. 4 ..	Ellesmere Port No. 5 ..	"Up and down"	—
Ellesmere Port No. 5 ..	Ellesmere Port No. 4 ..	"Up and down"	—
Helsby, Exchange Sdg. Ground Frame	Helsby, West Cheshire Jn.	Up	50 wagons.
Birkenhead North No. 2	Bidston East Jn.	"Up & down" goods	—
Bidston East Jn.	Birkenhead North No. 2	Up goods	—
Adswood Sidings	Edgeley Jn. No. 1	Down goods and "up and down" through siding	30 wagons, in clear weather only.
Edgeley Jn. No. 1	Adswood Sidings ..	"Up and down" through siding	30 wagons, in clear weather only.
Edgeley Jn. No. 2	Stockport No. 1	Down slow	10 wagons.
Stockport No. 1	Stockport No. 2	Down main and goods	10 wagons.
Longsight No. 3	Longsight No. 4	Down goods ..	—
Manchester, London Road No. 1	Ardwick Junction ..	Up fast	10 wagons.
Manchester, London Road No. 2	Manchester, London Road No. 1	Shunting neck ..	6 wagons.
Sandbach Station	Elton Crossing	Up	6 wagons.
Buxton No. 2	Buxton Jn. No. 1	Down	4 fitted cattle wagons.
Buxton Jn. No. 1	Buxton No. 2	Up	4 fitted cattle wagons.
Buxton East Jn.	Buxton Jn. No. 1 ..	Down	4 fitted cattle wagons.
Buxton Jn. No. 1	Buxton East Jn.	Up	4 fitted cattle wagons.
Buxton East Jn.	Buxton Station Mid.	Down	4 fitted cattle wagons.
Buxton Station Mid. ..	Buxton East Jn.	Up and down ..	4 fitted cattle wagons.
Heaton Norris Jn.	Jubilee Sidings	"Up & down" through siding	—

Table H1—*continued*Working of freight vehicles without a brake van in rear—*continued*

From	To	Line	Number of vehicles and special conditions
Jubilee Sidings	Heaton Norris Jn. ..	“ Up & down ” and up through siding	—
Heaton Norris, Ash Bridge	Jubilee Sidings	Up goods	—
Cock Lane	Guide Bridge	Down	—
Guide Bridge	Cock Lane	Up	—
Stoke Jn.	Glebe Street	Down main and arrival	—
Glebe Street	Stoke Jn.	Up main, departure, Nos. 1 and 2 Viaduct sidings	—
Glebe Street	Stoke Yard	Down goods ..	—
Stoke Yard	Glebe Street	Up goods	—
Newcastle Jn.	Stoke North	Up through siding	—
Stoke Yard	Cliff Vale	Down goods ..	—
Cliff Vale	Stoke Yard	Up goods	—
Cliff Vale	Grange Jn.	Down goods ..	—
Longport Station	Longport Jn.	Down	—
Longport Jn.	Longport Station ..	Up	—
Congleton Station	Congleton Jn.	Down	—
Congleton Jn.	Congleton Station ..	Up	—
Sutton Crossing	Macclesfield Central Station	Down	12 wagons in clear weather only.
Macclesfield Central Station	Macclesfield Goods Jn.	Down	—
Macclesfield Goods Jn.	Macclesfield Central Station	Up	—
Macclesfield H. Rd., Tunnel End	Macclesfield Central Station	Up	—
Macclesfield Central Station	Macclesfield H. Rd., Tunnel End	Down	—
Newcastle Station	Brampton Siding ..	Down	—
Brampton Siding	Newcastle Station ..	Up	—
Longport Jn.	Pinnox Jn.	Single	—
Pinnox Jn.	Longport Jn.	Single	—
Uttoxeter East	Pinfold Crossing ..	Down	5 wagons.
Pinfold Crossing	Hockley Crossing ..	Down	—
Hockley Crossing	Uttoxeter East	Up	—
Uttoxeter North	Uttoxeter West	Up	—
Froghall	Bolton's Siding	Down	—
Bolton's Siding	Froghall	Up	—
Stoke Jn.	Pratt's Sidings	Down	—
Pratt's Sidings	Stoke Jn.	Up	—
Beeston Siding	Botteslow Jn.	Single	4 wagons.
Lawton Jn.	Alsager Station	Down	—
Alsager East Jn.	Alsager Station	Down goods ..	6 wagons.
Alsager Station	Alsager East Jn.	Up goods	6 wagons.
Alsager Yard	Alsager East Jn.	Down	40 wagons.
Alsager East Jn.	Alsager Yard	Up	60 wagons when worked with shunting engine leading and engine coupled in rear.
Earlestown No. 4	Earlestown No. 1 ..	Up	15 wagons.
Earlestown No. 5	Earlestown No. 4	Up	15 wagons.
Moss Hall Colliery ..	Bickershaw Jn.	Single	Provided assisting engine coupled in rear.
Pocket Nook Jn.	St. Helens No. 3	No. 3 through siding	—
St. Helens No. 3	Pocket Nook Jn.	No. 3 through siding	—

Table H1—continued

Working of freight vehicles without a brake van in rear—continued

From	To	Line	Number of vehicles and special conditions
Pilkington's Siding	St. Helens No. 3	Down	25 wagons.
Haydock Jn.	Sutton Oak Jn.	Down	25 wagons.
Sutton Oak Jn.	Haydock Jn.	Up	25 wagons.
St. Helens No. 3	Ravenhead Jn.	Down	25 wagons.
Sutton Oak Jn.	Clock Face Down Sidings	Down goods ..	25 wagons.
Clock Face Down Sidings	Clock Face No. 2 ..	Nos. 1 and 2 down goods and No. 1 down siding	25 wagons.
Clock Face No. 2	Pilkington's Siding ..	Up	25 wagons.
Widnes No. 1	Appleton Station....	Up	35 wagons with assistant engine in rear.
Holme Farm Crossing (Eccleston Branch)	Marsh's Crossing ..	Single	—
Menzies Siding	Marsh's Crossing ..	Single	—
Marsh's Siding	Broad Oak Jn.	Single	60 wagons.
Broad Oak Jn.	Marsh's Siding	Single	60 wagons.
Sutton Oak Jn.	St. Helens Jn. No. 1	Down goods ..	—
St. Helens Jn. No. 1 ..	Sutton Oak Jn.	Up goods	60 wagons.
Widnes No. 1	Widnes No. 4, Dock Jn.	Down	—
Widnes No. 4, Dock Jn.	Widnes No. 1	Up	—
Wilderspool Crossing..	Monk's Siding.....	Down	—
Monk's Siding.....	Wilderspool Crossing	Up	—
Walton Old Jn.	Arpley Jn.	Down	—
Arpley Jn.	Walton Old Jn.	Up	—
Olive Mount Jn.....	Edge Hill, Park Sdgs.	Down goods ..	—
Edge Hill, Park Sidings	Olive Mount Jn.....	Up goods	—
Edge Hill, Picton Road Jn.	Wapping Goods	Goods	—
Wapping Goods	Edge Hill, Picton Road Jn.	Goods	With engine in rear from Wapping to Edge Hill No. 4.
Wavertree Jn.	Edge Hill, Engine Shed Jn.	Down goods ..	—
Edge Hill, Engine Shed Jn.	Wavertree Jn.	Up goods	—
Pighue Lane Jn.	Stanley	Down	6 wagons.
Knutsford West Ground Frame	Knutsford East	Up	—
Northwich East	Northwich Central ..	Nos. 1 & 2 down reception	Pilot trips.
Northwich East	Northwich Central ..	Nos. 1 and 2 "up and down" through sidings	Pilot trips.
Northwich Central	Northwich East	Up main and Nos. 1 & 2 "up and down" through sidings	Pilot trips.
Northwich Central	Northwich East	No. 1 down reception	Pilot trips.
Chester Northgate, East Jn.	Chester Northgate, South Jn.	Down	Freight pilot trips.
Chester Northgate, South Jn.	Chester Northgate, East Jn.	Up	Freight pilot trips.
Helsby, West Cheshire Jn.	Helsby and Alvanley Station	Single	Crippled wagons.
Shotton H.L.	Dee Marsh Jn.....	Down main	Not more than 6.
Carnforth No. 2 Jn. ..	Carnforth Station Jn.	Up and down Furness	45 wagons.

Table H1—continued

Working of freight vehicles without a brake van in rear—continued

From	To	Line	Number of vehicles and special conditions
Carnforth Station Jn.	Carnforth No. 2 Jn.	Up and down Furness	5 wagons.
Carnforth Station Jn. . .	Carnforth, F. & M. Jn.	Down main and goods	—
Carnforth, F. & M. Jn.	Carnforth Station Jn.	Up main	—
Carnforth, East Jn. . .	Carnforth, F. & M. Jn.	Down	25 wagons.
Carnforth Station Jn.	Carnforth, East Jn.	Up	45 wagons.
Carnforth, Engine Shed Sidings	Carnforth, East Jn. . .	Down	10 wagons.
Dalton Crown Quarry Barrow in Furness, South	Devon Quarry Barrow-in-Furness, North	Single Down main and Nos. 3 and 4 platforms	12 wagons.
Barrow-in-Furness, St. Lukes' Jn.	Barrow-in-Furness, South	Down	6 wagons.
Barrow-in-Furness, South	Barrow-in-Furness, St. Luke's Jn.	Up	6 wagons.
Barrow-in-Furness, Salthouse Jn.	Barrow Yard, Ship- yard Jn.	Down	40 wagons.
Barrow Yard, Shipyard Jn.	Barrow-in-Furness, Salthouse Jn.	Up main and Salthouse loops	40 wagons.
Barrow Yard, Walney Ferry	Barrow Yard, Devon- shire Bridge	Single	—
Barrow Yard, Devon- shire Bridge	Barrow Yard, Walney Ferry	Single	—
Barrow Yard, Hind- pool South	Barrow Yard, Hind- pool North	Down	—
Barrow Yard, Hind- pool North	Barrow Yard, Hind- pool South	Up	—
Barrow Yard, Loco Jn.	Barrow Yard, Buc- cleuch Dock	Down	—
Barrow Yard, Buc- cleuch Dock	Barrow Yard, Loco. Jn.	Up	—
Barrow Yard, Loco Jn.	Barrow-in-Furness, St. Luke's Jn.	Down	To and from St. Luke's loop.
Barrow-in-Furness, St. Luke's Jn.	Barrow Yard, Loco. Jn.	Up	To and from St. Luke's loop.
Corkickle No. 1	Corkickle No. 2	Up and down goods	—
Corkickle No. 2	Corkickle No. 1	Up and down goods	—
Ulverston, Plumpton Jn.	Stop board near Canal Level Crossing	Up and single . .	25 wagons.
Whitehaven Bransty No. 2	Whitehaven Bransty No. 1	Island and bay platforms	10 wagons.
Whitehaven Bransty No. 1	Whitehaven Bransty No. 2	Down Furness, Island & bay platforms	10 wagons.
Moss Bay Iron Works	Workington Main, No. 1	Up goods	60 wagons.
Derwent Haematite Iron Works	Moss Bay Iron Works	Down goods . .	25 wagons.
Workington Main No. 1	Derwent Haematite Iron Works	Down goods . .	45 wagons.
Workington Main No. 1	Workington Main No. 2	Up goods and up through siding	—
Workington Main No. 2	Workington Main No. 1	Down main, down goods and down through siding	—

Table H1—continued

Working of freight vehicles without a brake van in rear—continued

From	To	Line	Number of vehicles and special conditions
Workington Main No. 2	Workington Main No. 3	Up main and goods	50 wagons.
Workington Main No. 3	Workington Main No. 2	Down main	12 wagons.
Maryport Level Crossing	Maryport Station ..	Up	—
Maryport Station	Maryport Level Crossing	Down	—
Cleator Moor Jn.	Moor Row No. 1 ..	Down	50 wagons.
Moor Row No. 1	Moor Row No. 2 ..	Down	—
Moor Row No. 2	Moor Row No. 1 ..	Up	—
Corkickle No. 2	Whitehaven, Preston St. Goods Yard	Down	—
Whitehaven, Preston St. Goods Yard	Corkickle No. 2	Up	—

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 condition 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
Crewe, Basford Wood	Crewe, South Jn.....	Down slow & goods	—
Crewe, South Jn.....	Crewe, Basford Wood	Up fast, slow and goods	—
Crewe, South Jn.....	Crewe, North Jn. ..	Nos. 1, 2 & 3 platforms and Nos. 1 & 2 through	P
Crewe, North Jn.	Crewe, South Jn.....	Nos. 3, 4, 5 and 6 platforms and No. 5 through	P
Crewe "A"	Crewe, North Jn. ..	Horse Landing	—
Crewe, North Jn.	Crewe "A"	Horse Landing	—
Crewe, N.S. Sidings ..	Crewe, South Jn.....	Down	—
Crewe, South Jn.....	Crewe, N.S. Sidings	Up	—
Crewe, Sorting Sidings North	Crewe, Gresty Lane No. 1	Down	—
Crewe, Gresty Lane No. 1	Crewe, Sorting Sidings North	Up	—
Crewe, Gresty Lane No. 1	Crewe, Salop Goods Jn.	Down	—
Crewe, Salop Goods Jn.	Crewe, North Jn. ..	Down	—
Crewe, North Jn.	Crewe, Salop Goods Jn.	Up	—

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
Crewe, Gresty Lane No. 1	Crewe, South Jn.....	Down	—
Crewe, South Jn.....	Crewe, Gresty Lane No. 1	Up	—
Crewe, North Jn.	Crewe, Steel Works	Down	—
Crewe, Steel Works ..	Crewe, North Jn. ..	Up	—
Crewe, Sorting Sidings North	Crewe, Salop Goods Jn.	Down slow	—
Crewe, Salop Goods Jn.	Crewe, Sorting Sidings North	Up fast	—
Walton Old Jn.	Warrington No. 1 ..	Down	—
Warrington No. 1	Walton Old Jn.	Up	—
Warrington No. 1	Warrington No. 2 ..	Down main and passenger loop	P 4 vehicles.
Warrington No. 2	Warrington No. 1 ..	Up main and passenger loop	P 4 vehicles.
Warrington No. 1	Warrington No. 2 ..	Down goods ..	—
Warrington No. 2	Warrington No. 1 ..	Up goods	—
Wigan N.W. No. 1	Wigan N.W. No. 2..	Down fast, slow and No. 8 platform	P 4 vehicles also horse boxes, pro- vided Guard rides in coupe of last horse box.
Wigan N.W. No. 2	Wigan N.W. No. 1..	Up fast, slow and passenger loop	P 4 vehicles also horse boxes, pro- vided Guard rides in coupe of last horse box.
Crompton's Siding	Wigan N.W. No. 1..	Down fast, slow and goods	1 vehicle.
Wigan N.W. No. 1 ..	Crompton's Siding ..	Up goods	1 vehicle.
Preston No. 1	Preston No. 5	Down fast, slow and through	P
Preston No. 1	Preston No. 4	Down loop and No. 3 platform	P
Preston No. 5	Preston No. 1	Up fast, slow and through	P
Preston No. 4	Preston No. 1	Up loop and No. 3 platform	P
Preston No. 4	Preston, E.L. Goods Yard	Up main and No. 13 up platform	P
Preston, E.L. Goods Yard	Preston No. 4	Down	P
Preston No. 3	Preston, E.L. Goods Yard	Up loop	P
Preston No. 5	Maudland Viaduct ..	Down fast and slow	—
Maudland Viaduct	Preston No. 5	Up fast and slow	—
Lancaster Castle No. 2	Lancaster Castle No. 3	Down main	P 4 vehicles.
Lancaster Castle No. 3	Lancaster Castle No. 2	Up main	P 4 vehicles.
Lancaster Castle No. 3	Lancaster Castle No. 2	Up goods	5 vehicles.
Lancaster Castle No. 3	Lancaster Castle No. 4	Down main and Nos. 3 & 6 platforms	P 4 vehicles.
Lancaster Castle No. 4	Lancaster Castle No. 3	Up fast and Nos. 4, 5 & 6 platforms	P 4 vehicles.
Carnforth No. 1 Jn. ..	Carnforth No. 2 Jn.	Down goods loop	5 vehicles.

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
Carnforth No. 2 Jn. . .	Carnforth No. 1 Jn.	Up main and Nos. 1 & 2 goods loops	5 vehicles.
Carnforth No. 2 Jn. . .	Carnforth, Station Jn.	“Up & down” Furness	P 5 vehicles.
Carnforth, Station Jn.	Carnforth No. 2 Jn.	“Up & down” Furness and up Furness	P 5 vehicles.
Carnforth, Station Jn.	Carnforth, F. & M. Jn.	Down Furness and goods	5 vehicles.
Carnforth, F. & M. Jn.	Carnforth, Station Jn.	Up Furness and goods	5 vehicles.
Carnforth, East Jn. . . .	Carnforth, Station Jn.	Down	5 vehicles.
Carnforth, Station Jn.	Carnforth, East Jn. . .	Up	5 vehicles.
Carnforth, East Jn. . . .	Carnforth, F. & M. Jn.	Down	5 vehicles.
Carnforth, F. & M. Jn.	Carnforth, East Jn. . .	Up	5 vehicles.
Oxenholme No. 1	Oxenholme No. 2 . .	Down through siding	6 vehicles.
Oxenholme No. 2	Oxenholme No. 1 . .	Up goods loop	6 vehicles.
Penrith No. 1	Penrith No. 3, North	Down main and Keswick loop	12 vehicles.
Penrith No. 3, North . .	Penrith No. 1	Up main	3 vehicles.
Penrith No. 1	Penrith No. 2	Eden Valley Bay	12 vehicles.
Penrith No. 2	Penrith No. 1	Keswick loop & Eden Valley Bay	12 vehicles.
Penrith No. 2	Penrith No. 3, North	Back loop	12 vehicles.
Carlisle No. 12	Carlisle No. 5	Down	5 vehicles.
Carlisle No. 5	Carlisle No. 12 or No. 13	Up	5 vehicles.
Carlisle No. 5	Carlisle No. 4A	Down	P
Carlisle No. 4A	Carlisle No. 5	Up	P
Carlisle No. 4A	Carlisle No. 4	Down	P
Carlisle No. 4	Carlisle No. 4A	Up	P
Carlisle No. 8	Carlisle No. 5	Down	5 vehicles.
Carlisle No. 5	Carlisle No. 8	Up	5 vehicles.
Morecambe, Euston Rd.	Morecambe, Promenade	Down	10 vehicles.
Heysham Harbour Jn.	Heysham Harbour Station	Down and up main, down and up goods	6 vehicles.
Chester No. 1	Chester No. 2	Down main, fast & slow	P
Chester No. 2	Chester No. 1	Up main and fast	P
Chester No. 2	Chester No. 4	Down fast and “up & down” platform (via No. 3A)	P
Chester No. 2	Chester No. 4	Down main and platform (via No. 3)	P
Chester No. 4	Chester No. 2	Up main and platform (via No. 3)	P
Chester No. 4	Chester No. 2	Up fast, slow & “up & down” platform (via No. 3A)	P
Chester No. 2	Chester No. 3A	No. 1 siding . .	—
Chester No. 3A	Chester No. 2	No. 1 siding . .	—

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
Chester No. 4	Chester No. 6	Down fast and slow	P
Chester No. 6	Chester No. 4	Up fast and slow	P
Chester No. 4	Chester No. 6	Coal Yard Siding	—
Chester No. 6	Chester No. 4	Coal Yard Siding	—
Chester No. 4	Chester No. 5	Down main	P
Chester No. 4	Chester No. 5	Macaroni Siding	—
Chester No. 5	Chester No. 4	Up main	P
Chester No. 5	Chester No. 4	Macaroni Siding	—
Chester No. 6	Chester No. 5	Up goods	—
Chester No. 5	Chester No. 6	Down main	P
Chester No. 6	Chester No. 5	Up main	P
Chester No. 5	Chester No. 6	Down goods ..	P
Rhyl No. 1	Rhyl No. 2	Down fast, slow and passenger loop	P
Rhyl No. 2	Rhyl No. 1	Up fast and slow	P
Llandudno Jn. No. 1 ..	Llandudno Jn. No. 2	Down fast, down slow and down avoiding	3 vehicles.
Llandudno Jn. No. 2 ..	Llandudno Jn. No. 1	Up fast, up slow and up avoiding	3 vehicles.
Bangor No. 1	Bangor No. 2	Down fast, slow, passenger loop & goods	3 vehicles.
Bangor No. 2	Bangor No. 1	Up fast, slow, passenger loop & goods	3 vehicles.
Llandudno No. 2	Llandudno No. 1 ..	Up	3 vehicles.
Caernarvon No. 1	Caernarvon No. 2 ..	"Up & down " platform	3 vehicles.
Caernarvon No. 2	Caernarvon No. 1 ..	"Up & down " platform	3 vehicles.
Birkenhead, Woodside Birkenhead North No. 2	Grange Lane	Up	2 vehicles.
Bidston, East Jn.....	Bidston, East Jn.....	"Up & down " goods	—
	Birkenhead North No. 2	Up goods	—
Stockport No. 1	Stockport No. 2	Down fast, slow, main and goods	—
Stockport No. 2	Stockport No. 1	Up fast, slow, main and goods	—
Longsight No. 1	Longsight No. 3	Excursion	3 vehicles.
Longsight No. 3	Longsight No. 1	Excursion	3 vehicles.
Longsight No. 1	Ardwick Jn.	Down goods ..	3 vehicles.
Longsight No. 1	Manchester, London Road No. 3	Down fast and slow	3 vehicles.
Manchester, London Road No. 3	Longsight No. 1	Up fast and slow	3 vehicles.
Ardwick Jn.	Longsight No. 1	Up goods	3 vehicles.
Manchester, London Road No. 1	Manchester, London Road No. 2	Shunting neck ..	—
Manchester, London Road No. 2	Manchester, London Road No. 1	Shunting neck ..	—

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
Buxton No. 2	Buxton Jn. No. 1 ..	Down	4 vehicles.
Buxton Jn. No. 1	Buxton No. 2	Up	4 vehicles.
Buxton East Jn.	Buxton Jn. No. 1 ..	Down	4 vehicles.
Buxton Jn. No. 1	Buxton East Jn.	Up	4 vehicles.
Buxton East Jn.	Buxton Midland	Down	4 vehicles.
Buxton Midland	Buxton East Jn.	Up	4 vehicles.
Manchester, London Road No. 2	Ordsall Lane No. 4 ..	Down	Horse boxes, provided Guard rides in coupe of last horse box.
Ordsall Lane No. 4	Manchester, London Road No. 2	Up	Horse boxes, provided Guard rides in coupe of last horse box.
Stoke Jn.	Glebe St.	Down main and arrival	—
Glebe St.	Stoke Jn.	Up main, Nos. 1 & 2 Viaduct Sidings and departure	—
Glebe St.	Stoke North	Down platform, centre and arrival	—
Stoke North	Glebe St.	Up platform, centre and arrival	—
Stoke North	Newcastle Jn.	Down main	—
Stoke North	Cliff Vale	Down goods ..	—
Newcastle Jn.	Stoke North	Up main, goods and through siding	—
Kidsgrove, Central Jn.	Kidsgrove, Liverpool Road Jn.	Down	4 vehicles.
Kidsgrove, Liverpool Road Jn.	Kidsgrove, Central Jn.	Up	4 vehicles.
Macclesfield, Central ..	Macclesfield, Hibel Rd.	Down	—
Macclesfield, Hibel Rd.	Macclesfield, Central	Up	—
Uttoxeter West	Pinfold Crossing ..	Down	5 vehicles.
Hockley Crossing	Uttoxeter East	Up	—
Uttoxeter North	Uttoxeter West	Up	—
Stoke Jn.	Pratt's Siding	Down	—
Pratt's Siding	Stoke Jn.	Up	—
St. Helens No. 2	St. Helens No. 3	Down main	P 3 vehicles. Also horse boxes, provided Shunter rides in coupe of last horse box.
St. Helens No. 3	St. Helens No. 2	Up main	P 3 vehicles. Also horse boxes, provided Shunter rides in coupe of last horse box.
Edge Hill, Engine Shed Jn.	Edge Hill No. 2	Down goods ..	2 loco. stores vans.
Wavertree Jn.	Edge Hill, Engine Shed Jn.	Down goods ..	2 loco. stores vans.
Edge Hill, Engine Shed Jn.	Wavertree Jn.	Up goods	2 loco. stores vans.
Edge Hill No. 2	Edge Hill, Engine Shed Jn.	Up goods	2 loco. stores vans.
Edge Hill No. 2	Liverpool, Lime St.	Down fast and slow	2 vehicles.
Wilderspool Crossing ..	Slutcher's Lane	Down	—
Slutcher's Lane	Wilderspool Crossing	Up	—
Walton Old Jn.	Arpley Jn.	Down	—
Arpley Jn.	Walton Old Jn.	Up	—
Barrow Yard, Loco Jn.	Barrow-in-Furness St. Luke's Jn.	Down	—

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
Barrow-in-Furness, St. Luke's Jn.	Barrow Yard, Loco. Jn.	Up	—
Barrow-in-Furness, St. Luke's Jn.	Barrow-in-Furness, South	Down	15 vehicles.
Barrow-in-Furness, St. Luke's Jn.	Barrow-in-Furness South	Down goods loop	—
Barrow-in-Furness, South	Barrow-in-Furness, St. Luke's Jn.	Up	15 vehicles.
Barrow-in-Furness, South	Barrow-in-Furness, North	Down main and Nos. 3 & 4 platforms	—
Barrow-in-Furness, North	Barrow-in-Furness, South	Up main and Nos. 3 & 4 platforms	—
Corkickle No. 2	Corkickle No. 1	"Up & down" goods	15 vehicles.
Corkickle No. 1	Corkickle No. 2	"Up & down" goods	15 vehicles.
Whitehaven, Bransty No. 1	Whitehaven, Bransty No. 2	Down Furness, Island and Bay platforms	—
Whitehaven, Bransty No. 2	Whitehaven, Bransty No. 1	Island and bay platforms	—
Workington Main No. 3	Workington Main No. 2	Down main	—
Workington Main No. 2	Workington Main No. 3	Up Main	—
Workington Main No. 2	Workington Main No. 1	Down goods and down through siding	—
Workington Main No. 1	Workington Main No. 2	Up goods and up through siding	—
Moor Row No. 1	Moor Row No. 2 ..	Down	12 vehicles.
Moor Row No. 2	Moor Row No. 1 ..	Up	12 vehicles.

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.

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 line.

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

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

Table J—continued

Engines assisting in rear of trains—Rule 133—continued

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

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

Explanations of References:—

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

From	To	Class of train	Conditions	Remarks
Warrington No. 1....	Acton Grange Jn.	ALL	N	—
Winwick Junction....	Golborne Junction....	ECS F	N	—
Bamfurlong Sidings ..	Springs Branch No. 1..	F	N	Down through siding.
Wigan N.W. No. 1 ..	Blainscough Sidings ..	ALL	N	If a passenger train is assisted to Standish Jn. only, assisting engine must leave the train at the down home signal clear of the Junction points from down main to down slow.
Wigan N.W. No. 1 ..	White Bear or Brinscall	ECS F	—	—
Farington Curve Junction	Lostock Hall Engine Shed	ALL	N	Assisting engine to leave the train at Lostock Hall Engine Shed box.
Preston No. 1	Lostock Hall Engine .. Shed	ECS F	N	—
Preston	Coppull Hall Siding ..	ECS F	N	On Sundays to Standish Jn.
Ribble Sidings	Preston No. 5	ECS F	N	—
Lancaster Castle	Lancaster Castle No. 1	ALL	N	—
Milnthorpe.....	Grayrigg	ECS F	N	Assisting engine to be brought to a stand at the home signal at Grayrigg on the track circuit and await instructions.
Oxenholme.....	Grayrigg	P	—	Assisting engine to be brought to a stand at the home signal at Grayrigg on the track circuit and await instructions.
Tebay	Shap Summit	ALL	N	No freight train exceeding 19 wagons and brake van must be allowed to leave Tebay for Shap Summit without assisting engine in rear, unless all vehicles on the train are fitted with continuous brake and in use.
Clifton and Lowther..	Shap Station	ECS F	N	Assisting engine to leave the train at Shap Station up home signal.
Carlisle No. 12	Southwaite	ECS F	N	—
Carlisle No. 12	Carlisle Citadel Station	ECS	—	Assisting engine may draw train with train engine coupled in rear.
Carlisle, Petteril Bridge Junction	Carlisle Citadel Station	ECS	—	Assisting engine may draw train with train engine coupled in rear.
Carlisle Citadel Station	Carlisle No. 13	ECS	—	Assisting engine may draw train with train engine coupled in rear.
Carlisle Citadel Station	Carlisle, Canal Jn.	ECS	—	Assisting engine may draw train with train engine coupled in rear.

Table J—continued

Engines assisting in rear of trains—Rule 133—continued

From	To	Class of train	Conditions	Remarks
Carlisle, Canal Jn. ..	Carlisle Citadel Station	ECS	—	Assisting engine may draw train with train engine coupled in rear.
Carlisle, Durran Hill (from Petheril Bridge when Durran Hill is closed)	Low Row (N.E. Region)	F	—	—
Ditton Junction	Sutton Weaver	ECS F	N	—
Arpley	Acton Grange Jn.	ALL	N	—
Bamfurlong and Ince Moss Junction	De Trafford Jn., White Bear or Brinscall via Whelley	ECS F	—	See special instructions on page 305.
Bamfurlong and Ince Moss Junction	Blainscough Sidings via Whelley	ECS F	N	See special instructions on page 305.
Ince Moss Junction ..	Fir Tree House Jn.	ECS F	N	See special instructions on page 305.
Fir Tree House Jn.	Platt Bridge Jn.	ECS F	N	—
Strand Road	Preston No. 1A	F	N	—
Williamson's Siding ..	Lancaster Castle No. 4	F	N	Glasson Dock Branch.
Kendal	Oxenholme	ECS F	N	—
Kirkby Stephen East Junction	Tebay Yard No. 3	F	—	—
Kirkby Stephen East Junction	Stainmore	F	—	—
Kirkby Stephen East Junction	Stainmore	P	—	Slip couplings at Kirkby Stephen East. During snow storms or in stormy weather the assisting engine must be coupled with the screw, instead of the slip coupling, and the automatic brake pipes connected.
Holyhead Station Old Yard and New Yard	Holyhead Station box	ECS F	N	Assisting engine may leave the train ahead of the connection from the engine shed.
Mold Junction	Hope Junction	ECS F	—	A train must not be worked with a large engine in front and a small engine in rear. The larger type of engine must be the assisting engine.
Hooton, North Jn. ..	Hooton, South Jn.	ECS F	N	—
Birkenhead Docks....	Green Lane Junction..	ECS F	N	—
Birkenhead Docks....	Grange Lane	F	N*	Up goods. * When the train being assisted is stopping at Grange Lane the assisting engine must be coupled to the train.
Ellesmere Port No. 4..	Ellesmere Port No. 1 ..	ECS F	N	Clear weather only.
Ellesmere Port No. 2..	Ellesmere Port No. 1 ..	F	N	Clear weather only.
Chester	Guilden Sutton	ECS F	—	—
Dunham Hill	Chester, Northgate East Junction	ECS F	N	—
Longsight	Manchester, London Road Station	ECS	—	—
Manchester, London Road Station	Longsight	ECS	—	—
Manchester, London Road Station	Ardwick No. 1	ECS	—	—
Alsop-en-le-Dale	Brigg's Siding	ECS F	—	—
Buxton	Brigg's Siding	ECS F	N	—

Table J—continued

Engines assisting in rear of trains—Rule 133—continued

From	To	Class of train	Conditions	Remarks
Buxton Station	Bibbington's Siding....	ALL	N	—
Buxton	Dove Holes	ECS F	N	—
Cheadle Village Jn. or Edgeley	Buxton	ECS F	—	—
Hindlow	Harpur Hill	F	N	—
Rowsley	Buxton Station Mid. ..	ECS F	N	—
Buxton East Jn.....	Buxton Down Siding ..	F ECS	N	—
Greenfield	Lees	F	N	—
Stretford	Castlefield Junction....	F*	—	* Freight trains for Ordsall Lane. Assisting engine to work the train forward to Ordsall Lane. Brake van to be at each end of the train from Stretford.
Ordsall Lane	Oxford Road	ECS F	N	—
North Rode Junction	Macclesfield Moss	ECS F	N	—
Macclesfield H. Rd...	Macclesfield Moss	ALL	N	Passenger trains stopping at Macclesfield Central Station must not be assisted from Hibel Road.
Stoke	Newcastle	ECS F	N	—
Apedale	Brampton	ECS F	N	—
Kidsgrove, Liverpool Road Junction	Newchapel	ALL	N	—
Chatterley Junction ..	Chesterton	F	N	—
Longport Junction ..	Tunstall	F	N	—
Uttoxeter	Caverswall	ECS F	N	—
Longton	Normacot	ALL	N	—
Stoke, Newcastle Jn...	Caverswall	ECS F	N	When assisted from Glebe Street train to come to a stand at Stoke Jn. home signal to await assisting engine.
Congleton Junction ..	Heath's Junction	F	N	—
Crewe Sidings	Kidsgrove Central Jn.	ECS F	N	—
Alsager Yard	Alsager East Jn.	F	—	Freight trains drawn by shunting engine with train engine coupled in rear.
Alsager Junction	Diglake	F	—	See special instructions on page 329.
Hassall Green	Kidsgrove, Central Jn.	F	N	—
St. Helens Junction ..	Lea Green	ECS F	N	—
Liverpool Lime Street	Edge Hill No. 5 and Wavertree Jn.	ECS	—	Not more than two engines.
Winwick Junction	Earlestown No. 1	ECS F	N	—
Scowcroft's Siding....	Bickershaw Jn.	ECS F	—	—
Abram North	Bickershaw Jn.	ECS F	—	Assisting engine of trains for Central Lines via De Trafford Jn. may draw train with train engine coupled in rear. Trains in direction of Whelley Jn. to call at Round House Sidings to detach assisting engine.
Bickershaw Jn.	Hindley South	ECS F	—	Assisting engine of trains for Central Lines via De Trafford Jn. may draw train with train engine coupled in rear. Trains in direction of Whelley Jn. to call at Round House Sidings to detach assisting engine.

Table J—continued

Engines assisting in rear of trains—Rule 133—continued

From	To	Class of train	Conditions	Remarks
Hindley South	Amberswood Jn. East	ALL	—	Assisting engine of trains for Central Lines via De Trafford Jn. may draw train with train engine coupled in rear. Trains in direction of Whelley Jn. to call at Round House Sidings to detach assisting engine.
Amberswood Jn. East	De Trafford Jn.	ECS F	—	Assisting engine of trains for Central Lines via De Trafford Jn. may draw train with train engine coupled in rear. Trains in direction of Whelley Jn. to call at Round House Sidings to detach assisting engine.
Moss Hall Colliery ..	Bickershaw Jn.	F	—	—
Springs Branch	Ince Moss Jn.	ECS F	N	—
Ince Moss Junction ..	Carr Mill Junction	ECS F	N	See special instructions on page 333.
Pocket Nook Jn.	Prescot	ECS F	N	—
St. Helens	Prescot	ALL	N	Assisting engine of passenger trains must be coupled to the train at St. Helens and train must be brought to a stand at the down starting signal at the Liverpool end of the platform at Prescot for the assisting engine to be detached.
St. Helens	Garswood.....	ECS F	N	All freight trains exceeding 60 wagons (or a single engine load) must be assisted.
Marsh's Siding	Garswood.....	ECS F	N	—
Haydock Jn. and Ravenhead Jn.	Clock Face	ECS F	N	—
Widnes	Farnworth & Bold (Clock Face No. 2 when Farnworth & B. is closed.)	ECS F	N	Freight trains conveying a load exceeding equal to 30 wagons of mineral must be assisted. If no assisting engine is available at Dock Jn. trains must go forward to Vine Yard for the assisting engine to be placed at the rear. If Vine Yard is closed, the train must come to a stand clear of Ann Street Crossing for the assisting engine to be placed in the rear from Widnes.
Sutton Oak Jn.	St. Helens Jn.	ECS F	N	When the assisting engine is to proceed to Clock Face No. 2 it must be coupled to the train.
St. Helens Jn.	Sutton Oak Jn.	ECS F	N	—
Pighue Lane Jn.	Edge Hill, Exhibition Junction	F	—	—
Wapping Bank Head..	Edge Hill, Engine Shed Junction	F	N	—
Edge Hill, Engine Shed Junction	Edge Hill No. 4	F	—	—

Table J—continued

Engines assisting in rear of trains—Rule 133—continued

From	To	Class of train	Conditions	Remarks
Edge Hill No. 4 Alexandra Dock	Edge Hill, Top of Grid Anfield	F ECS F	— N	— When Anfield box is closed the assisting engine must go to Stanley Jn. or Pighue Lane Jn. In clear weather only it will not be necessary for freight trains to be brought to a stand for the purpose of allowing the assisting engine to come in the rear, but the speed of the train must not exceed 6 miles per hour at the place where the assisting engine joins.
Canada Dock Waterloo Yard	Atlantic Dock Jn. Edge Hill, Top of Grid Via Picton Road Jn.	F ECS F	N —	— —
Waterloo Yard	Edge Hill, Top of Grid Via No. 14 and Park Sidings	ECS F	—	—
Arpley Northwich East Northwich, Sandbach Junction	Latchford Knutsford West Hartford North	ECS F F ECS F	N N N	— — —
Hartford North Mickle Trafford	Northwich Central Chester Northgate, East Jn.	F F	N N	— —
Chester Northgate, South Jn.	Chester Northgate, East Jn.	ECS	N	—
Caergwrle Castle Dee Marsh Jn. Ulverston, Plumpton Jn.	Buckley Junction Buckley Junction Lindal Ore Sidings	F F ALL	N N N	— — When passenger trains require to stop at Ulverston, the assisting engine to be coupled from Plumpton Jn. to Ulverston.
Barrow Yard Askam Station	Lindal Ore Sidings Lindal Ore Sidings	ECS F ECS F	N N	— Via Loop line. When passing through Lindal station, Drivers of assisting engines must ease the working of the train to allow the Driver of the train engine to obtain control of the train.
Ramsden Dock, North South Side Sidings Sellafield Moss Bay Sidings Maryport Penrith	Barrow-in-Furness, St. Luke's Jn. Woodend Harrington Jn. Brayton Station Penriddock	F ECS F ECS F ECS F ECS F	N N N N N	— — — — All freight trains exceeding the single engine load must be assisted in the rear.
Keswick	Troutbeck	ALL	N	All freight trains exceeding the single engine load must be assisted in the rear.
Cockermouth Station	Embleton	ALL	N	All freight trains exceeding the single engine load must be assisted in the rear.
Cockermouth Jn.	Cockermouth Station . .	ECS F	N	All freight trains exceeding the single engine load must be assisted in the rear.
Siddick Junction Moor Row No. 1 Corkickle No. 1	Moresby Junction Moresby Parks Moor Row No. 1	ECS F ECS F ECS F	N N N	— — —

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
Oxenholme No. 2	Oxenholme No. 1	—	Goods
Eden Valley Junction	Clifton and Lowther	—	Goods
Platt Bridge Junction	Fir Tree House Junction	Goods	Goods
Fir Tree House Junction	Ince Moss Junction.....	Goods	Goods
Fir Tree House Junction	Amberswood Junction West	Goods	Goods
Olive Mount Junction.....	Pighue Lane Junction.....	Goods	Goods
Pighue Lane Junction.....	Edge Lane Junction.....	Goods	Goods

TABLE K2

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

(RULE 55)

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

From	To	Lines	
		Down	Up
Hartford Junction C.L.....	Hartford Junction.....	Main	Main
Allerton Junction.....	Garston Junction	Main	Main
Bamfurlong Junction.....	Amberswood Junction East	Main	Main
Ingleton Station	Low Gill Junction.....	Main	Main
Briggs' Siding... ..	Buxton Junction No. 1	Main	Main
Buxton East Junction	Buxton Junction No. 1	Main	Main
Oldham Clegg St., Waterloo Sidings	Greenfield.....	Main	Main
Miles Platting, Midland Junction.....	Ardwick Junction	Main	Main
Stoke Junction.....	Milton Junction	Main	Main
Endon	Leek Brook Junction	Main	Main
Uttoxeter East.....	Uttoxeter North	Main	Main
Clifton Yard	Ashbourne No. 2	Main	Main
Rainford Village.....	Gerards Bridge Junction.....	Main	Main
Sutton Oak Junction.....	Widnes No. 7	Main	Main
Bootle Oriel Road Junction	Alexandra Dock Station	Main	Main
Cornbrook Junction East.....	Cornbrook West Junction.....	Main	Main
Mickle Trafford C.L.....	Mickle Trafford.....	Main	Main
Chester Northgate, East Junction	Liverpool Road West Junction.....	Main	Main
Dee Marsh Junction, East Junction.....	Dee Marsh Junction, North Junction ...	Main	Main
Dalton Junction	Park South (Avoiding line)	Main	Main
Siddick Junction	Moor Row No. 1	Main	Main
Moor Row No. 2	Corkickle No. 1	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, provided they have no other duty to perform, **immediately** proceed to the signal box, inform the Signaller 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 Signaller 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 one or 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
Coppull—Coppull Hall Siding.....	Down slow	Freight trains—in clear weather only.
Preston—No. 5	Down through	Breakdown trains.
Oxenholme—No. 1	Down	Freight trains.
Oxenholme—No. 2	Down main	Non-passenger carrying stock—only applicable when moving trains from passenger bay line to down main line.
Oxenholme—Grayrigg	Down through siding..	Freight trains.
Tebay—No. 2	Down	Empty coaching stock.
Shap—Clifton & Lowther	Down main	Empty coaching stock.
	Up goods	Freight trains.

Table M—continued

Placing trains or vehicles outside home signals on falling gradients—continued

Signal box	Line	Remarks
Edge Hill—Wavertree Junction	Down slow	Empty coaching stock.
Springs Branch—Whelley Jn.	Down main	Freight trains—in clear weather only.
Morecambe Euston Road—Station	Up	Freight trains.
Heysham Harbour—Station	Down	Empty coaching stock.
Burneside—Station	Down	Freight trains—in clear weather only.
Staveley—Station	Down	Freight trains.
Kirkby Lonsdale—Station	Down	Freight trains.
Sedbergh—Station	Down main	Freight trains.
Appleby—East	Up	—
Mostyn—Station	Down fast and slow.	Freight trains.
Ellesmere Port—No. 1	Up goods	Freight trains.
Buxton—Station Mid.	Down	Freight trains and empty coaching stock.
Stalybridge—No. 3	Down platform and down main	Empty coaching stock between home 2 and home signals.
Greenfield—Junction	Down	Not exceeding 4 wagons without brake van between inner and outer home home signals.
Diggle—Upper Mill	Down.....	Not exceeding 25 wagons without brake van or empty coaching stock between starting and home signals. (Freight vehicles must have sufficient brakes applied to assist in control of the movement.)
Stone—Junction	Down Stafford plat- form	Empty coaching stock between inner and outer home signals.
Hanley—Junction	Down main	Not exceeding 45 wagons between home 2 and home 1 signals.
Normacot—Junction	Up main	Not exceeding 20 wagons between home 2 and home 1 signals.
Normacot—Bridgewood Siding.....	Up	Not exceeding 10 wagons.
Alsager—Lawton Jn.	Up branch	Not exceeding 45 wagons between inner and outer home signals.
West Leigh & Bedford—Bickershaw Colliery	Down	Freight trains.
Sutton Oak—Broad Oak Jn.....	Down	Freight trains.
Rainford Village—Randle Jn.	Up	Freight trains.
Rainford Village—Station	Up	Freight trains.
Gwersyllt—Brymbo Jn.	Down and up	Freight trains.
Caergwrle Castle—Station	Up	Freight trains.
Penyffordd—Station	Down.....	Freight trains.
Egremont—Beckermert Mines Jn.	Single (Up)	Freight trains.
Workington Main—Calva Jn.	Down main	Freight trains.

TABLE N

TROLLEYS GOING INTO OR THROUGH TUNNELS

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

Tunnel	Between	Length	
		Miles	Yards
Crewe—Down Liverpool Inde- pendent Line	Salop Goods Junction and Crewe Coal Yard	—	326
Crewe—Up Liverpool Indepen- dent Line	Crewe Coal Yard and Salop Goods Junction	—	292
Crewe—Manchester Indepen- dent Lines	Salop Goods Junction and Sydney Bridge	—	416
Deepdale No. 1	Maudland Curve and Deepdale Junction	—	160
Deepdale No. 2	Maudland Curve and Deepdale Junction	—	272
Deepdale No. 3	Maudland Curve and Deepdale Junction	—	385
Melling	Melling and Wennington Junction	—	1,310
Penmaenbach	Conway Morfa and Penmaenmawr	—	700
Bangor East	Bethesda Junction and Bangor No. 1	—	913
Bangor West	Bangor No. 2 and Menai Bridge	—	615

Table N—continued

Trolleys going into or through tunnels—continued

Tunnel	Between	Length	
		Miles	Yards
Brittania Tubes	Menai Bridge and Llanfair	—	503
Ffestiniog	Dolwyddelen and Blaenau Ffestiniog North	2	341
Woodside	Blackpool Street and Birkenhead Woodside	—	569
Sutton	Halton and Norton	1	160
Hindlow	Briggs' Sidings and Hindlow.....	—	514
Barmoor	Dove Holes and Chapel-en-le-Frith South	—	111
Eaves.....	Dove Holes and Chapel-en-le-Frith South	—	431
Stalybridge	Stalybridge No. 4 and Mossley Black Rock	—	649
Scout	Mossley, Black Rock and Mossley Station	—	202
Diggle	Diggle Junction and Marsden Junction	3	60
Butterhouse	Uppermill and Diggle Junction	—	327
Harecastle South	Chatterley Junction and Kidsgrove Central Junction	1	5
Harecastle Middle.....	Chatterley Junction and Kidsgrove Central Junction	—	178
Harecastle North.....	Chatterley Junction and Kidsgrove Central Junction	—	132
Macclesfield	Macclesfield Hibel Road Tunnel End and Prestbury	—	343
Meir.....	Caverswall and Normacot	—	819
Newcastle East	Hartshill and Newcastle.....	—	145
Newcastle West	Hartshill and Newcastle	—	577
*Tunnel Road Down	Edge Hill No. 2 and Lime Street	—	74
*Tunnel Road Middle.....	Edge Hill No. 2 and Lime Street	—	58
*Tunnel Road Up.....	Edge Hill No. 2 and Lime Street	—	58
*Overton Street	Edge Hill No. 2 and Lime Street	—	144
*Smithdown Lane.....	Edge Hill No. 2 and Lime Street	—	92
*Crown Street	Edge Hill No. 2 and Lime Street	—	57
*Mount Pleasant	Edge Hill No. 2 and Lime Street	—	134
*Lime Street (Slow Line).....	Edge Hill No. 2 and Lime Street	—	310
*Russell Street	Edge Hill No. 2 and Lime Street	—	113
Spellow	Anfield Siding and Atlantic Dock Junction	—	348
Westminster Road	Anfield Siding and Atlantic Dock Junction	—	62
Unnamed	Anfield Siding and Atlantic Dock Junction	—	276
Oriel Road	Atlantic Dock Junction and Alexandra Dock	—	288
Berry Street.....	Atlantic Dock Junction and Alexandra Dock	—	140
Canal Street.....	Atlantic Dock Junction and Alexandra Dock	—	117
Canada Dock	Atlantic Dock Junction and Canada Dock	—	427
Whitehaven	Corkickle No. 2 and Bransty No. 1.....	—	1,317

* The Trolley must also be protected by Handsignalman.

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:—

Passenger and empty coaching stock trains to and from the Scottish Region (via Gretna Jn.) must not, except as shown below, convey more than three passenger-carrying vehicles, or equal to $4\frac{1}{2}$ coaching vehicles, behind the rear brake van. When passenger-carrying vehicles and other vehicles are attached in rear of the last brake van the passenger-carrying vehicles must be marshalled next to the brake van.

Not more than 20 (actual) vehicles built to coaching stock requirements may be attached behind the rear brake van of car sleeper trains between Carlisle and Gretna, in respect of such trains to and from the Scottish Region.

Dumfries to Carlisle—Ten vehicles not conveying passengers may be run behind the rear brake van in which the Guard travels on the 5.30 p.m. passenger train from Glasgow St. Enoch to Carlisle as between Dumfries and Carlisle. The vehicles so marshalled must be fully fitted with the continuous brake in use on the train.

Table O—continued

Vehicles behind rear brake van—continued

On passenger trains to and from Scottish Region (via Riddings Jn.) not more than 12 vehicles not conveying passengers may be run behind the rear brake van between Carlisle Citadel Station and Riddings Jn. The vehicles so marshalled must be fitted with the continuous brake under the control of the Driver and Guard, except that when necessary one of them may be pipe-fitted only, but the last vehicle of the train must always be fully fitted.

Section of line		Not more than the number of vehicles shown below to be conveyed behind rear brake van	Remarks
From	To		
Tebay	Shap Summit	Equal to 3 bogies	If more vehicles than equal to 3 bogies, fitted, a bank engine must be used. No unfitted vehicle must be in rear unless a bank engine is used.
Walton Old Jn.	Acton Grange Jn. ..	Equal to 5 bogies unless a bank engine is in rear	Fitted. Not conveying passengers.
		Equal to 3 bogies unless a bank engine is in rear	Fitted. Conveying passengers.
Preston	Longridge	Equal to 4 bogies	Fitted.
Kirkby Stephen	Barnard Castle	† One	Fitted.
† This number may be increased to three (when to Stainmore.	increased to three (when assistant locomotive is attached in rear)		Kirkby Stephen
Kirkby Stephen	Tebay	Two	Fitted.
Tebay	Kirkby Stephen	Two	Fitted.
Kirkby Stephen	Penrith	Two	Fitted.
Penrith	Kirkby Stephen	Two	Fitted.
Carlisle	Newcastle	Three	Fitted.
Carlisle	Silloth	—	Brake van must be last vehicle of down trains stopping at Abbey Town.
Broughton & Bretton	Hope	—	Brake van must be the last vehicle.
Ruthin	Gwyddelwern	Equal to 4 bogies	Fitted.
Corwen	Gwyddelwern	Equal to 4 bogies	Fitted.
Betws-y-Coed	Blaenau Ffestiniog North	—	Brake van must be the last vehicle.
Llandudno Jn.	Llandudno	Five	Fitted, on motor trains.
Llandudno	Llandudno Jn.	Five	Fitted, on motor trains.
Caernarvon	Afonwen	Equal to 3 bogies	Fitted.
Afonwen	Caernarvon	Equal to 3 bogies	Fitted.
Caernarvon	Llanberis	Equal to 3 bogies	Fitted.
Chester	Birkenhead	Equal to 5 bogies	Fitted.
		Equal to 3 bogies	Fitted. Conveying passengers.
Birkenhead Woodside	Rock Ferry	Equal to 5 bogies	Fitted.
		Equal to 3 bogies	Fitted. Conveying passengers.
Rock Ferry	Chester	Equal to 5 bogies	Fitted.
Hooton	West Kirby	Equal to 5 bogies	Fitted.
		Equal to 3 bogies	Fitted. Conveying passengers.
West Kirby	Hooton	Equal to 5 bogies	Fitted.
		Equal to 3 bogies	Fitted. Conveying passengers.
Hooton	Helsby	Equal to 5 bogies	Fitted.
Helsby	Hooton	Equal to 5 bogies	Fitted.
Chester	Warrington	Equal to 5 bogies	Fitted.
Warrington	Chester	Equal to 5 bogies	Fitted.
Ashbourne	Buxton	1 conveying passengers, or 2 not conveying passengers	Fitted.
Buxton	Ashbourne	1 conveying passengers, or 2 not conveying passengers	Fitted.
Buxton	Hazel Grove	‡ 1 conveying passengers or 2 not conveying passengers	Fitted.

‡ An additional fitted vehicle not conveying passengers may also be attached in extreme rear.

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		
Hazel Grove	Buxton	No vehicle conveying passengers 2 not conveying passengers	Fitted. Not applicable to diesel multiple—unit trains.
Manchester Central ..	Buxton	—	Vehicles not fitted with vacuum automatic brake must not be run on express passenger trains.
Buxton Jn.	Peak Forest	4½ fitted vehicles	—
Miller's Dale Jn.	Buxton Mid Station	4½ fitted vehicles	—
Manchester Exchange..	Huddersfield, Springwood Jn.	Equal to 4½ bogies	—
Huddersfield, Springwood Jn.	Manchester Exchange	Equal to 4½ bogies	—
Etruria Jn.	Hanley	Equal to 5 bogies	Fitted.
Kidsgrove Liverpool Road	Newchapel & G. ..	Equal to 5 bogies	Fitted.
Leek Brook Jn.	Ipstones	—	Fitted. No vehicles conveying passengers.
Ipstones	Leek Brook Jn.	—	Fitted. No vehicles conveying passengers.
Alsager	Silverdale	Equal to 4 bogies	Fitted.
Liverpool Lime St.	Edge Hill	Equal to 3 bogies	Fitted.
Liverpool Lime St.	Alexandra Dock	Two	Fitted.
Alexandra Dock	Liverpool Lime St. ..	Two	Fitted.
Liverpool Lime St	Canada Dock	Two	Fitted.
Canada Dock	Liverpool Lime St. ..	Two	Fitted.
Plumpton Jn.	Lindal Station	—	Rear vehicle must be fitted.
Roose	Ulverston	—	Rear vehicle must be fitted.
Greenodd	Lake Side	—	Rear vehicle must be fitted.
Park South	Dalton Jn. (via avoiding line)	—	Rear vehicle must be fitted.
Penrith	Cockermouth Station	—	Rear vehicle must be fitted.
Cockermouth Jn.	Penrith	—	Rear vehicle must be fitted.

TABLE P

LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN

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

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

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

Name of Crossing	Situated at or between	Remarks
Grimsargh	At Station	Key in Deepdale Junction box.
Garstang Town	At Station	See Special Instructions, page 306.
Stirzackers.....	Garstang Town and Nateby	See Special Instructions, page 306.
Nateby.....	At Station	See Special Instructions, page 306.
Cogie Hill	Nateby and Pilling.....	See Special Instructions, page 306.
Garstang Lane	Nateby and Pilling.....	See Special Instructions, page 306.
Aldcliffe	Lancaster and Glasson Dock	Key attached to Train Staff.
Bryn Rhosyn	Prestatyn and Dyserth	See Special Instructions, page 313.
Pelham	Holyhead and Admiralty Pier	Key in Inspector's Office on No. 1 Platform.
Foryd Pier.....	Pier Line	Key in Foryd Junction box.
Tynyweirglodd	Penygroes and Nantlle	Key attached to Train Staff.
Poulton Bridge Road	At Birkenhead North Traffic Yard....	See Special Instructions, page 318.

Table P—*continued*Level crossing gates—Opening and closing by trainmen—*continued*

Name of Crossing	Situated at or between	Remarks
Poulton Bridge Road	Slopes Branch.....	See Special Instructions, page 319.
Holme Farm	Eccleston Branch	See Special Instructions, page 334.
Chapel Street	No. 2 Salt Branch (Marston).....	
Ulverston Canal.....	Bardsea Branch	Key attached to Train Staff.
North Lonsdale	Bardsea Branch	Key attached to Train Staff.
Parkgate	Coniston Branch	See Special Instructions, page 342.
Dalton Road	Coniston Branch	See Special Instructions, page 342.
Woodland	Coniston Branch	See Special Instructions, page 342.
Bush Green	Coniston Branch	See Special Instructions, page 342.

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

Exception 2.—At the undermentioned 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
Mossband.....	All
Melling (ground frame) ...	All
*Wardle	All
*Brassey	All
Christleton.....	All
Rhyl Sands	All
Mochdre and Pabo	All
*Tairmeibion	All
*Godscroft.....	All
*Barthomley	All
*Thelwall	All
Marron Junction	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

The position of mail bag pick-up standards is indicated by black and yellow chequered enamel plates fixed on or adjacent to the mail apparatus, which will be illuminated at night when the apparatus is actually in use. In addition, a white light is exhibited at night on the platform of the apparatus at the undermentioned places, except as otherwise shown, at an approximate height of 7 feet above rail level when the arm supporting the pouch is extended towards the line.

Side windscreens of engines working trains which pick up mail bags from the apparatus must be folded back when passing the apparatus.

Enginemen and Guards of **ALL** trains are warned not to lean out of the engine or van window when approaching and passing the apparatus, whether it is actually in use or not.

Lengthmen and others concerned are specially warned when in the vicinity of the pick-up standards to keep well clear of the trains which pick up or deliver mail bags as the apparatus on the van used for the purpose projects several feet when extended for use.

Table R—continued

TRAINS CONVEYING MAIL APPARATUS, RUNNING IN DUPLICATE OR OUT OF COURSE

When a train which conveys a Post Office mail van with apparatus for leaving or taking up mails is running in duplicate, the Station Master or Person in charge starting the first part of the train must ascertain from the Post Office officer in charge of the mail van at what places the apparatus will be used, and a telegram must then be sent by the Station Master or Person in charge to the places where mails will be dealt with by apparatus stating whether the Post Office mail van is on the first or second part of the train. Similar steps must be taken by Station Masters at places where a train conveying a Post Office mail van is running late and another passenger train is allowed to go in front of the mail train and in its running times.

When trains conveying Post Office mail vans are run in duplicate and a special notice (either printed or written) is issued, Station Masters or Persons in charge must make the necessary arrangements with the local Posnet Master to sure the apparatus being set for the proper trains.

Whenever it is necessary for a train that picks up or sets down mail bags by means of the apparatus to be diverted from the line upon which it usually runs, and for which the apparatus is fixed, the Station Master or other Person in charge of the station where mail bags are thus dealt with, must take steps to stop the train for the purpose of making the exchange of the mail bags by hand, instead of by the apparatus. In all such cases the Post Office official must be previously advised if it is possible to do so.

Location	Down or up side	Situation
Warrington No. 1	Down.....	81 yards in rear of down fast home signal.
Lancaster Castle No. 1	Down	296 yards in advance of down starting signal.
	Down.....	361 yards in advance of down starting signal.
	Up.....	660 yards in rear of up home signal.
	Up.....	600 yards in rear of up home signal.
Carnforth No. 1 Junction	Down.....	280 yards in rear of down home signal.
	Up.....	626 yards in rear of up starting signal.
	Up.....	557 yards in rear of up starting signal.
	Up.....	467 yards in rear of up starting signal.
Penrith No. 3 North.....	Down.....	478 yards in advance of down starting signal.
	Down.....	535 yards in advance of down starting signal.
	Up.....	289 yards in rear of up outer home signal.
	Up.....	213 yards in rear of up outer home signal.
	Up.....	125 yards in rear of up outer home signal.

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
Carriage Shed	Crewe South Junction.....	Up loop.....	Ground frame, electrically controlled from Crewe South Junction box.
Oil and Grease Works	Crewe, Salop Goods Jn. & Sydney Bridge Jn.	Down Manchester Independent	Ground frame, electrically controlled from Salop Goods Junction box.
B.E.A. Sidings.....	Springs Branch No. 2 and Wigan N.W. No. 1	Down slow.....	Ground frame, electrically controlled from both Springs Branch No. 2 and Wigan N.W. No. 1 boxes.
Canal Sidings	Wigan N.W.	Down loop.....	Ground frame, electrically controlled from No. 1 box.
Maudland Loco. Coal...	Greenbank Sidings and Preston No. 5	Up.....	Ground frame. Annett's key from Greenbank Sidings box.
Rose Bridge (Hindley Siding)	De Trafford Jn. and Round House Sidings	Down	Ground frame electrically controlled from De Trafford Jn. 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
White Lund	Lancaster Green Ayre Station and Torrisholme Junction No. 1	Down	Ground frame, electrically controlled from Lancaster Green Ayre box.
Sandside.....	Hincaster Junction and Arnside	Single	Ground frame, controlled by Electric Token.
Smalmstown W. D. Depot (East End connection)	Longtown and Bush Level Crossing	Single	Ground frame, controlled by Electric Token. Subsidiary token instrument controlled from Longtown and Bush Level Crossing boxes.
Marl	Mochdre and Pabo and Llandudno Junction No. 1	Down slow.....	Ground frame, electrically controlled from Mochdre and Pabo box (Colwyn Bay No. 2 box when Mochdre and Pabo is closed).
St. Asaph Yard.....	Denbigh and Foryd Junction	Single	Two ground frames, controlled by Train Staff (see special instructions on page 313).
No. 1 Warehouse.....	Birkenhead Canning Street North	Up goods	Tumbler one-way points. Siding protected by padlocked scotch-block. Key kept in Canning Street North box.
Exchange	Helsby and West Cheshire Junction	Up Hooton branch	Ground frame, electrically controlled from Helsby Junction box.
Factory	Hooton South Jn. and Hadlow Road	Single	Ground frame, controlled by Electric Token.
Holmes Chapel	Sandbach and Wilmslow	Down and up	Ground frame, electrically controlled from Sandbach Station box.
Goostrey No. 2	Sandbach and Wilmslow	Down	Shunting frame, electrically controlled from Sandbach Station box.
Chelford Station	Sandbach and Wilmslow	Down and up	Shunting frame, electrically controlled from Wilmslow Station box.
Chelford Sidings	Wilmslow and Sandbach	Up	Shunting frame, electrically controlled from Wilmslow Station box.
Alderley Edge	Wilmslow and Sandbach	Up	Ground frame, electrically controlled from Wilmslow Station box.
Handforth Sidings	Cheadle Hulme and Wilmslow	Up	Shunting frame, electrically controlled from Wilmslow Station box.
Crossley's	Heaton Norris Jn. and Slade Lane Jn.	Down slow	Ground frame, electrically controlled from Manchester, London Road box.
Levenshulme	Slade Lane Jn. and Heaton Norris Jn.	Up slow	Ground frame, electrically controlled from Manchester, London Road box.
Longsight No. 3	Slade Lane Jn. and Ardwick Jn.	Down slow	Shunting frame, electrically controlled from Manchester, London Road box.
Styal	Slade Lane Jn. and Wilmslow	Up	Two ground frames, electrically controlled from Wilmslow Station box.
Heald Green	Slade Lane Jn. and Wilmslow	Up	Two ground frames, electrically controlled from Wilmslow 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
East Didsbury	Slade Lane Jn. and Wilmslow	Up	Two ground frames, electrically controlled from Manchester, London Road box.
Mauldeth Road	Slade Lane Jn. and Wilmslow	Up	Two ground frames, electrically controlled from Manchester, London Road box.
Up branch	Pinnox Junction and Longport Junction	Single	Ground frame, controlled by Electric Token.
Bolton's South Side.....	Bolton's Siding and Kingsley & Froghall	Up.....	Ground frame. Annett's key from Bolton's Siding box.
Congleton Lower Junction	Congleton Junction and Biddulph	Single	Ground frame, controlled by Electric Token.
General Stores and Sheeting Depot	St. Helens Junction.....	Down.....	Ground frame, mechanically controlled from No. 1 box.
Pocket Nook branch.....	Ravenhead Junction and Broad Oak Junction	Down.....	Ground frame, electrically controlled from Ravenhead Junction box.
Thames Board Mills.....	Arpley Junction and Walton Old Junction	Up.....	Ground frame, electrically controlled from Arpley Junction box.
Mouldsworth Refuge ...	Helsby branch between Mouldsworth Junction and West Cheshire Junction	Single	Ground frame, controlled by Electric Token.
Ullcoats branch	Beckermest Mines Jn. and Egremont Station	Single	Ground frame, controlled by Electric Token.

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.

Siding from	To	Remarks
Sandside.....	Arnside.....	Freight wagons.
Lime	Ruthin	Freight wagons. Propel outward.
Cae Coch.....	Llanrwst and Trefriw	15 freight wagons in clear weather only. Propel on return.
Quay	Caernarvon No. 2.....	15 freight wagons. Propel outward.
Seiont.....	Caernarvon No. 2.....	15 freight wagons during daylight and in clear weather only. Propel outward.
Mouldsworth Refuge	Mouldsworth	Propel outward without brake van in front, return without brake van in rear.
Factory	Hooton, South Junction...	
Kirby Park	West Kirby	Freight trains. Propel brake van outward.
Helsby and Alvanley Station.....	West Cheshire Junction, Helsby	Coaching stock. Propel 6 empty coaching stock outward, also on return.

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
Brownhill's	Longport Junction	Freight wagons.
Buller's.....	Milton Jn.	Freight wagons.
Congleton Lower Junction	Heath's Junction.....	See instructions, page 328.
Audley Station Yard	Alsager Yard	Freight trains.
Ettiley Heath Goods Yard	Elton Crossing.....	6 freight wagons.
Harrison's Lime Sidings, Flusco	Blencow.....	Freight wagons.
Briery	Keswick No. 1.....	Empty coaching stock or 8 freight wagons. Propel outward.
Beckermert Station.....	Beckermert Mines Junction	Freight wagons.

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 box in rear are authorised to do so on the authority of the Signaller without a Wrong Line Order form. The wrong direction movement to the box in rear must not be commenced until the permission of the Signaller has been obtained.

Unless otherwise shown, the movement may be propelled.

Siding	Position	Remarks
N.C.W.S.	Platt Bridge Junction and Bamfurlong Junction, up Whelley line.	
Eyton	Mostyn and Holywell Junction, up slow line....	
Yard	Conway, up line	
Penrhyn	Bethesda Junction and Aber, up line.	
Wallasey Gas and Electricity	Seacombe Goods and Liscard and Poulton, up line.	
Diggle	Diggle Station, down north line.	
General Stores and Sheeting Depot	St. Helens Junction, down line.	
Pocket Nook branch	Ravenhead Junction and Broad Oak Junction, down line.	
H.M. Factory	Clock Face No. 1 and Down Sidings, down line.	

TABLE T—LINESIDE FIRES

Referring to page 115 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
Anglesey—Newborough ..	Between Llangefni and Llangwyllog. Down and up sides of line between 5½ and 6¼ m.p's	February to May (inclusive). Extreme danger on the steep grade.
Caernarvon—Gwydyr	Between Llanrwst and Betws-y-Coed Up side 12¾ to 14¾ m.p's Between Betws-y-Coed and Dolwyddelen. Up side 15¼ to 18¾ m.p's Between Betws-y-Coed and Dolwyddelen. Down side 15¼ to 20¾ m.p's Between Dolwyddelen and Roman Bridge. Down side 22¼ to 22½ m.p's	February to May (inclusive). Extreme danger.
Cheshire—Delamere	Between Cuddington and Mouldsworth stations between 26¾ and 30 m.p's	February to May (inclusive.)
Cumberland—Thornwaite ..	Between Braithwaite and Bassenthwaite Lake between 8 and 6 m.p's	February to May (inclusive) July to September.

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
Shap	Down	—
Shap	Up	—
Macclesfield, Sutton Crossing	Loading stage to down sidings	—
Bradwell Tileries Sidings (Hem Heath Bridge)	From single line to Bradwell Tileries siding slip	—
Marchington	Down main to siding	—
Edge Hill, Foot of Gridiron	Nos. 10, 11, 12 and 13 sidings	—

TABLE V

LIST OF LOCAL HEADCODES

NIL.

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
Stalybridge	Stalybridge and Mossley.
Standedge	Diggle Junction and Marsden Junction.

GENERAL INSTRUCTIONS

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
Ashwood Dale	Down home	Applies for freight trains assisted in rear.
Hanley Junction ..	Down home	—
Baguley Station	Down main home 1 ..	—
Askam	Up home Up starting	Applies for freight trains which require to be assisted in rear. In clear weather only.
Wennington Junction ..	Down main to down goods loop home	—
Workington Main ..	Up main outer home	—

RULE 55

Referring to the notes to Rule 55 appearing on pages 59 and 60 of the Rule Book:—

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

The Signaller receiving this advice must arrange for the Signaller's Department Lineman to be advised and must also inform the Signaller at the opposite end of the tunnel. Until advice is received that the apparatus is again in working order the latter Signaller 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 Signaller'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 Signaller 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 Signaller to pass the Intermediate Block Home signal at danger, being prepared to stop short of any obstruction. Until a Handsignaller 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 Signaller must act as follows:—

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

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

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

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

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

Protection of train.—Rule 179.

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

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

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

Train divided.—Rule 182.

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

INTERMEDIATE BLOCK SIGNALS CONTROLLED FROM THE SIGNAL BOX IN ADVANCE—*Continued.*

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 back ground) 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.

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:—

Warrington	Llandudno Junction	Etruria
Springs Branch	Bangor	Longport
Preston	Hooton	Kids Grove, Liverpool Road Junction
Lancaster	Birkenhead Green Lane	Macclesfield
Carnforth	Birkenhead Blackpool Street	Uttoxeter
Oxenholme	Birkenhead Extension	Longton
Tebay	Edgeley Junction	Alsager
Penrith	Stockport Edgeley	Earlestown
Carlisle	Heaton Norris	St. Helens
Speke Junction	Longsight	Sutton Oak
Edge Hill	Manchester London Road	Widnes
Liverpool Lime Street	Buxton	Barrow in Furness
Chester	Stalybridge	Workington
Mold Junction	Greenfield	Moor Row
	Stoke	

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.

RULE 108—SET BACK SIGNALS

At the following places where set back signals are provided and hand signals from the rear of the trains cannot be seen by the Enginemen, it will not be necessary for Drivers to comply with Rule 108, but after the signal has been lowered they must proceed cautiously keeping a sharp lookout and be prepared to act on a hand signal from the Guard or Shunter when he comes into view:—

Signal box	Movement from
Harker	Up main to down main or to up sidings.
Longtown	Up main to up refuge siding or to down main.

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.

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 (Western) ..	Continuously	Liverpool Lime St. ..	Continuously
Rugby	Continuously	Preston	Continuously
Birmingham	Continuously	Carlisle	Continuously
Crewe	Continuously	Barrow	4.0 a.m. Monday to 10.30 p.m. Sunday.
Stoke	Continuously	Workington	4.30 a.m. Monday to 10.0 p.m. Sunday.
Chester	Continuously		
Manchester (South) ..	Continuously		

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 applies to all parts of the Western Lines, except the undermentioned portions of line:—

Amlwch Branch

Menai Bridge and Afon Wen including
Llanberis Branch

Bethesda Branch

Ffestiniog Branch

Dyserth Branch
Denbigh and Corwen

Rhyl and Denbigh

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 shewn 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 Superintendent's 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.

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

Station	Trains	Where relief provided
Dallam Branch Sdgs.	Down freight ..	Down slow starting signal.

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 telegraphic instrument or telephone at the nearest station or signal box from which telegraphic or telephonic information can be sent, to send 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 MOTOR TROLLEYS FOR USE OF ENGINEERING DEPARTMENT STAFF

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

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

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

FIRE PROTECTION IN SIGNAL BOXES

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

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

INSTRUCTIONS RESPECTING ELECTRIFIED LINES

1. General Rules and Regulations applicable.

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

2. Description of Electrified System.

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

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

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

INSTRUCTIONS RESPECTING ELECTRIFIED LINES—*Continued.*

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 INSTRUCTIONS (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 line.
- (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.

INSTRUCTIONS RESPECTING ELECTRIFIED LINES—*Continued*

6. Instructions relating to lines with overhead equipment—*Continued*

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

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

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

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

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

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

9. Width of electric stock.

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

INSTRUCTIONS TO BE OBSERVED RESPECTING TRACK CIRCUITED LINES

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

1. Repairs to track circuited lines.

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

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

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

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

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

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

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

INSTRUCTIONS TO BE OBSERVED RESPECTING TRACK CIRCUITED LINES—Continued.

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

- (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.

INSTRUCTIONS TO BE OBSERVED RESPECTING TRACK CIRCUITED LINES—*Continued.*

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

(h)—*Continued.*

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

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

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

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

OFFICERS' SPECIAL TRAINS

Trains comprising an engine and saloon only, run for Railway Officers, will not be accompanied by a Guard. Drivers and Fireman, 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 $\frac{3}{4}$ mile from the rear of such vehicles, unless there is a signal box within that distance in which case the detonators must be placed upon the rail at that signal box in such a position that no train can go towards the rear of the stabled vehicles without exploding the detonators. Where a train is required to enter the blocked line towards the stabled vehicles for any purpose the Trainmen must be suitably warned and the detonators, if exploded, must be replaced as soon as the operation is completed. The Station Master, Inspector, Foreman, or Person in charge will be held responsible for seeing these arrangements are carried out, also that, during darkness, fog or falling snow, a lamp showing a red light is exhibited at the rear of the stabled vehicles in accordance with Rule 152 (c), and kept alight.

The Signaller 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 Signallers 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.

STABLING OF VEHICLES ON RUNNING LINES—Continued.

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 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 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.

WORKING OF EXCURSION AND SPECIAL PASSENGER TRAINS

1. Special Reporting Numbers.

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

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

"W" for Western Lines trains.

"M" for Midland Lines trains.

"C" for Central Lines trains.

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

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

Trains which are run in more than one portion to also carry a suffix number 1, 2, 3 or 4 (as the case may be) printed in red, to indicate the appropriate portion of the train. Care must be taken that the red (train portion) numbers are only utilised for the 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 Working 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.

WORKING OF EXCURSION AND SPECIAL PASSENGER TRAINS—*Continued.*

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 are 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 OK. 4625 steam generators, the steam pressure must not be reduced below 60 lbs. per square inch, irrespective of what is stated above.

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

Drivers, Firemen, Shunters and Guards.

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

First couple the engine to train with the draw-coupling, and see that the washers of the steam heating hose pipes are in position and are clean. After coupling the hose pipes between engine and train the stop cock on the first carriage must be placed in the open position, and the stop cock under the engine or tender must then be opened. After this, the steam supply valve 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 and Wagon staff an opportunity of testing the apparatus.

STEAM HEATING OF PASSENGER TRAINS—Continued.**Drivers, Firemen Shunters and Guards—Continued.**

In cases where a train has to attach or detach vehicles en route, or engines have to be changed, the Driver must shut off the steam heating apparatus five minutes prior to reaching the point where such work has to be performed. This is very important in order to avoid the possibility of a person being scalded when the heating pipes between engine and train or between vehicles have to be disconnected.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Every endeavour must be made to ensure trains being properly heated, and the comfort of passengers assured. Any complaints from passengers must be reported, and in such cases the attention of the Driver, also of the Carriage and Wagon staff, must be drawn at the first stopping 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.

STEAM HEATING OF PASSENGER TRAINS—Continued.**Station staff, Guards, Train Attendants and C. & W. staff—Continued**

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

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

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

C. & W. staff.

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

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

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

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

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

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

Pre-heating of trains.

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

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

Pre-heating of trains from stationary boilers.

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

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

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

General.

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

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

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

COUPLING AND UNCOUPLING OF ENGINES TO AND FROM TRAINS

(1) Except as shown in clause (2) below, it is the duty of the Fireman to couple and uncouple the engine to and from all trains at the starting and terminal stations, and also at intermediate stations when engines are changed or reversed from one end of the train to the other. In all other cases (except where special instructions to the contrary are laid down), and in the case of trains and engines, the driving cabs of which are single manned, the duty will devolve on the traffic staff.

On the North Staffordshire section, Firemen of passenger trains must attach the engine to the train at the commencement of each journey and detach it at the end of each journey. They must also attach the engine to, or detach it from, the train when specially instructed by the Station Master.

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

Wennington Jn. to Morecambe Promenade, Heysham and Carnforth East Junction (exclusive).

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
Wennington	Passenger trains when instructed by Station Master.
Lancaster Green Ayre	When no member of station staff is available during winter months; also local steam trains replacing electric trains between Lancaster, Morecambe and Heysham in emergency.
Morecambe Prom.	Boat trains. Local steam trains replacing electric trains. Other trains when no member of the Station Staff is available.
Carnforth	All trains during the period of the Summer Timetable and at weekends during the Illuminations period.
Heysham Harbour Station	—

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 relief valve on the Western Region engine by a 21-inch valve.

GONGS IN TUNNELS

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

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

Tunnel	Up or Down	Position of Gong
Standedge North line	Up	50 yards on the Marsden side of the up North distant signal and 617 yards from the Diggle end of the tunnel.
„ South line	Up	50 yards on the Marsden side of the up South distant signal and 560 yards from the Diggle end of the tunnel.
Whitehaven	Single	245 yards from Bransty end of tunnel for trains approaching from Corkickle.

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

When two or more freight trains have been brought to a stand on the goods line at the undermentioned boxes, the engine of the second train may, when necessary, be uncoupled by the Guard of the first train, and must, when the goods line home signal is taken off, assist the first train in the rear as far as that signal, but the assisting 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
Clifton and Lowther.....	Up goods.....	—
Carlisle No. 12.....	Up through goods	—

SNOW CLEARANCE ARRANGEMENTS

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

(a) Snow Ploughs

Snow Ploughs are located at the following Motive Power Depots:—

Crewe South	Bangor
Springs Branch	Buxton
Carnforth	Longsight
Carlisle, Upperby	Stoke-on-Trent
Llandudno Junction	Workington

(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.

SNOW CLEARANCE ARRANGEMENTS—Continued.**(b) Steam Lances—Continued**

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 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.

Crewe South Junction	Buxton No. 2
Crewe North Junction	Buxton Junction No. 1
Preston No. 1	Stalybridge No. 3
Preston No. 5	Diggle Junction
Carnforth No. 2	Stoke Junction
Tebay No. 2	Etruria Junction
Penrith No. 1	Kidsgrove, Liverpool Road Junction
Carlisle No. 3	Macclesfield Central
Carlisle No. 4	Silverdale
Carlisle No. 5	Uttoxeter East
Carlisle No. 13	Cresswell
Carlisle, Durran Hill South Sidings	Leek Brook Junction
Carlisle, Durran Hill Junction	Liverpool Lime Street
Carlisle No. 7, London Road Junction	Lindal Ore Sidings
Carlisle, Etterby Junction	Barrow in Furness, North
Carlisle No. 12	Workington Main, No. 1

(ii) All Motive Power Depots,**(iii) Wigan N.W. Station (up side platform Inspector's Office).****USE OF GUARDS' TELEPHONES**

The following lines are provided with one or more Guards' telephones, and when a train complete with tail lamp attached comes to a stand clear of the connection with the main line, the Guard (or Fireman in the case of a light engine or bank engine) must immediately advise the Signaller of this by the most convenient telephone. In order to avoid delay in advising the Signaller, the Driver of a light engine, engine with one or two brake vans, or short train, may bring the engine or brake van to a stand as nearly as possible opposite the first telephone in the loop, and after the Signaller has been advised, proceed as far as the loop line is clear. Where the 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
Shap-Harrison's Sidings	Down goods loop.
Wennington Junction	Down goods loop.
Holyhead Station.....	Down goods.
Holyhead Station.....	Cattle Yard siding.
Rhydymwyn Station.....	Down reception.
Handforth Sidings	Up-and-down reception.
Stalybridge No. 2	Down goods loop.
Hassall Green Station	Up goods.
Bold Colliery Sidings.....	Down reception and running road.
Lindal Ore Sidings.....	Down reception.

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

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 that 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 first paragraph of Clause 2 of Instructions to Trainmen on lines (Passenger and Goods) worked on Permissive Block as shown on page 21 of the General Appendix, or Clause 7 of the Regulations for Working Trains over Goods Lines not worked on any Block System, as shown on page 22 of the General Appendix, before leaving the train to report for instructions.

Place	Line	Remarks
Crewe.....	Down goods between Basford Wood and Crewe South Junction boxes	Also applies during fog or falling snow.
Crewe, Basford Hall Sidings	Down slow independent between Sorting Sidings South, Sorting Sidings Middle and Sorting Sidings North boxes	Also applies during fog or falling snow.

Withdrawal of Guards of terminating Freight trains—*continued*

Place	Line	Remarks
Crewe, Basford Hall Sidings	Up slow goods between Sorting Sidings North and Sorting Sidings Middle boxes	Also applies during fog or falling snow.
	Up loop between Sorting Sidings North and Sorting Sidings Middle boxes	Also applies during fog or falling snow.
	Nos. 1 and 2 arrival between Sorting Sidings North and Sorting Sidings Middle boxes	Also applies during fog or falling snow.
Crewe, Gresty Lane Down Sidings	Nos. 1 and 2 "up and down" through sidings between Gresty Lane No. 1 and No. 2 boxes	Also applies during fog or falling snow. See special instructions on page 296.
Warrington.....	Down slow between Warrington No. 2 and No. 4 boxes	Not applicable when Absolute Block working in operation in accordance with the instructions on page 297. Trains must be clear of the trap points at the Bamfurlong Junction end.
Bamfurlong Sorting Sidings	Down through siding between Bamfurlong Junction and Sorting Sidings boxes	—
Springs Branch	Up goods between Ince Moss Junction and Springs Branch No. 2 boxes	—
Preston.....	Down through between Skew Bridge and Ribble Sidings boxes	—
Edgeley Junction, Adswood Sidings	Down goods and down through siding between Adswood Road Bridge and Adswood Sidings boxes	Also applies during fog or falling snow when trains are clear of adjoining goods line, or through siding, as the case may be.
Heaton Norris, Ash Bridge	Up slow between Reddish and Ash Bridge boxes	Applicable when Reddish box is open and the Permissive Block Regulations are in operation between Reddish and Ash Bridge and two or more trains are waiting acceptance. A Guard must always be in charge of the rear train.
Stoke Yard, South.....	Down arrival siding between Stoke Junction box and Yard South Outlet Ground Frame	Also applies during fog or falling snow.
Stoke Yard, South.....	Up goods between North box and Yard South Outlet Ground Frame	Also applies during fog or falling snow.
Stoke, Newcastle Junction	Up goods between Cliff Vale and Newcastle Junction boxes	Also applies during fog or falling snow.
Etruria, Grange Junction...	Down goods.....	Also applies during fog or falling snow.
Longport Junction.....	Up goods.....	Also applies during fog or falling snow.
Chatterley Junction.....	Down siding (Straight Road).....	Also applies during fog or falling snow.
Alsager.....	Down goods at Station box.....	Also applies during fog or falling snow.
	Up goods at East Junction box.....	Also applies during fog or falling snow.
Widnes	Down through siding between Carterhouse Junction and Widnes No. 4 Dock Junction boxes	—
Widnes	Down goods between Widnes No. 6 Waterloo Road Crossing and West Deviation Junction boxes	—
Workington.....	Down goods between Workington No. 3 and No. 2, No. 2 and No. 1, No. 1 and Derwent Haematite Iron Works and between Derwent Haematite Iron Works and Moss Bay Iron Works boxes	Also applies during fog or falling snow.
Workington.....	Down through siding between Workington No. 2 and Derwent Haematite Iron Works boxes	Also applies during fog or falling snow.
Workington.....	Up goods and up through siding between Moss Bay Iron Works and Workington No. 2 boxes	Also applies during fog or falling snow.
Workington.....	Up goods between Workington No. 2 and No. 3 boxes	Also applies during fog or falling snow.

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.

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
Lostock Hall	Ribble Sdgs.	Stop board. 144 yards ahead of Engine Shed box.	Ribble Sdgs.
Winsford Jn.	Brine Jn. Ground Frame	Brine branch siding before points are set for the branch line.	Salt Works Sdg.
Acton Grange	Walton Old Jn. ...	Acton Grange Jn.	Walton Old Jn.
<i>Down freight trains need only stop to pin down wagon brakes when the composition of the train, weather, etc., conditions makes this necessary in order to satisfactorily control the train down the incline.</i>			
Ince Moss or Bamfurlong Jn. Whelley Jn.	Hindley South ... Ince Moss or Bamfurlong	Amberswood Jn. West box. Underbridge in advance of De Trafford Jn. up distant signal.	Hindley South. Amberswood Jn. West.
Whelley or Manchester line Ribble Sdgs. Hope Jn.	Ince Moss Strand Road Mold Jn.	Fir Tree House Jn. South end of Warehouses. White board fixed 811 yards on the Chester side of Hope and Penyffordd Station.	Ince Moss Jn. Strand Road. Broughton and Bretton Station
Corwen	Denbigh	Top of Derwen bank, between $11\frac{5}{8}$ and $11\frac{1}{2}$ m.p., and at Dee Clwyd Sdgs.	Nantclwyd Station.
Coed Talon.....	Mold	Top of incline, between 2 and $2\frac{1}{2}$ m.p.	Tryddyn Jn.
Dyserth.....	Prestatyn	Top of incline near Dyserth Station.	Prestatyn Station box.
Dolwyddelen..... Blaenau Ffestiniog North Penrhyn Sdg.....	Betws-y-Coed..... Dolwyddelen ... Port Penrhyn Quay	Pontypant Station. North end of Ffestiniog tunnel. Top of incline.	Betws-y-Coed Station. Dolwyddelen Station. Foot of incline.
Bethesda..... Port Sdg. Llanberis..... Caernarvon Penygroes..... Caernarvon Gaerwen.....	Bangor..... Quay Sdgs. Caernarvon Menai Bridge ... Caernarvon Afonwen Llangefni ..	Between 2 and $1\frac{3}{4}$ m.p. Top of incline. Pontrhyhalft Station. Treborth Station. Dinas Jn. Ynys Station. Top of incline, near No. 1 m.p.	Bethesda Jn. Foot of incline. Near Glan Morfa Sdg. Menai Bridge. Caernarvon Quay Sdg. Afonwen Station. Engine to come to a stand opposite $2\frac{1}{4}$ m.p.
Llanerchymedd..... Hooton	Amlwch West Kirby	$15\frac{1}{2}$ m.p. Stop board between $10\frac{3}{4}$ and 11 m.p.	Amlwch. West Kirby.
Parsley Hay.....	Ashbourne	Bridge No. 14 between Hartington and Alsop-en-le-Dale.	Ashbourne No. 2 starting signal.
Parsley Hay.....	Buxton.....	Briggs Siding starting signal.	On arches between Higher Buxton and Buxton No. 2.
Hindlow	Buxton.....	Hindlow starting signal.	On arches between Higher Buxton and Buxton No. 2.
Buxton.....	Stockport	Bibbington's Sdg. stop board. Bank engine to cease assisting train at indicating board, 640 yards on Buxton side of box.	Engine to come to a stand inside down advanced starting signal for Whaley Bridge. When run into the loop or brought to a stand at Dove Holes, and the Driver is unable to start, the Guard must lift sufficient brakes in the rear, and when the train is moving re-apply them.

General Instructions for Descending Inclines—continued

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
Buxton.....	Stockport	Disley. At foot crossing 30 yards in advance of down advanced starting signal.	At stop board outside down loop between $1\frac{3}{4}$ and $1\frac{1}{2}$ m.p. on Hazel Grove side of Woodsmoor Crossing. Applies to trains on down main or down loop.
<i>Down trains from Dove Holes conveying not more than 30 tank wagons loaded with spirit are not required to pin down brakes at Dove Holes or Disley, providing the trains are double headed with engines fitted with the automatic steam and vacuum brakes. A sufficient number of brakes, should, however, be applied on wagons, other than tank wagons loaded with spirit, when these are conveyed on a train.</i>			
Stockport	Buxton.....	Bibbington's Sdg. starting signal.	Buxton No. 1 home signal.
<i>Trains from Dove Holes to the Buxton direction conveying not more than 30 tank wagons loaded with spirit are not required to stop at Bibbington's Sdg. starting signal for the wagon brakes to be applied, providing the trains are double headed with engines fitted with automatic steam and vacuum brakes. A sufficient number of brakes should, however, be applied on wagons, other than tank wagons loaded with spirit, when these are conveyed on a train.</i>			
Huddersfield	Stalybridge	Diggle Jn. up starting signal.	Stalybridge No. 2 home signal.
Ketley's Sidings....	Pool Dam	Ketley's Sidings.	Pool Dam.
Birchenwood Colliery	Kidsgrove Liverpool Road Jn.	Colliery connections on Summit line.	Kidsgrove Liverpool Road Yard.
Chesterton.....	Chatterley	Hem Heath.	Chatterley Jn.
Tunstall Station.....	Longport Jn. (via Spur line)	Tunstall Station.	Longport Jn.
Pinnox	Longport Jn.....	Pinnox Jn.	Longport Jn.
Uttometer.....	Stoke.....	Caverswall Crossing.	Carters Crossing.
Stoke.....	Uttometer.....	Leigh.	Uttometer East Jn.
Park Hall	Normacot.....	Park Hall.	Normacot.
Pratt's Sdg.	Pratt's Shops ...	Pratt's Sdg.	Pratt's Shops.
Adderley Green	Botteslow Jn.....	Adderley Green.	Botteslow Jn.
Heath's Jn.	Biddulph.....	Heath's Jn. down starting signal.	Biddulph Sdg.
Congleton Lower Jn.	Brunswick Wharf	Congleton Lower Jn.	Brunswick Wharf.
Caldon Quarry	Leek Brook Jn. ...	Ipstones, West Side of Apesford Crossing.	Leek Brook Jn.
Leycett	Alsager Yard	At A.W.B. Board.	Alsager Yard.
Springs Branch	St. Helens.....	Garswood, top of bank.	Gerard's Bridge Jn.
Springs Branch	Sutton Oak	Garswood, top of bank.	Blackbrook Jn.
St. Helens.....	Springs Branch ...	Garswood, top of bank.	Ince Moss Jn. up home signal.
Randle Jn.....	St. Helens.....	Randle Jn.	Rainford Village.
Fleet Lane	Havannah Colliery.	Top of Havannah (Bank).	Havannah Colliery.
Clock Face	Widnes	Widnes side of Farnworth Station.	Vine Yard, Widnes No. 1.
Menzies Sdg.	Marsh's Crossing	Menzies Sdg.	Marsh's Crossing.
Eccleston Branch ...	Marsh's Crossing	Greenbank Works.	Marsh's Crossing.
Edge Hill.....	Alexandra Dock .	Walton and Anfield.	Alexandra Dock.
Edge Hill.....	Canada Dock ...	Walton and Anfield.	Canada Dock.
Edge Hill (Park Sdgs.) or the North	Wapping	Edge Hill No. 4 box.	Edge Hill No. 2 box.
Buckley Jn.	Shotton H.L. ...	Buckley Jn. Down Starter.....	Shotton H.L. Station.
Old Buckley	Buckley Jn.....	Old Buckley Sidings.....	Buckley Jn. Station.
Buckley Jn. (Buckley Branch)	Connah's Quay Docks	Ewloe Hall Bridge.	Connah's Quay Docks.
Crown Quarry	Crooklands Down Sidings	Longlands Bridge.	Crooklands down sidings.
Egremont.....	Sellafield.....	Near the first overbridge after passing Beckermets Mines Jn.	Sellafield.
Beckermets Mines No. 2 Pit	Beckermets Mines No. 1 pit	Notice board approximately 760 yards before reaching No. 1 pit.	Beckermets Mines No. 1 Pit.

General Instructions for Descending Inclines—continued

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
Beckermets Mines No. 1 Pit	Egremont	Beckermets Mines No. 1 Pit.	Beckermets Mines Jn.
United Steel Coys. No. 4 Pit Siding	Parton Jn.	United Steel Coys. No. 4 Pit Siding.	Parton Jn.
Penrith.....	Keswick	21 $\frac{3}{4}$ m.p. Troutbeck Summit.	Threlkeld.
When conveying more than 14 wagon s.	Penrith.....	26 $\frac{1}{2}$ m.p.	Penrith.
Keswick	Egremont	Ullcoats Mines.	Ullcoats Branch token hut.
Ullcoats Mines	Marron Jn.....	Rowrah.	Marron Jn.
Rowrah	Frizington	Near to first overbridge after passing Rowrah No. 2 box also at Winder Station.	Frizington.
Rowrah			
Winder	Frizington	Winder.	Frizington.
Frizington	Moor Row.....	Near 3 $\frac{3}{4}$ m.p. between Frizington and Birks Bridge.	Moor Row No. 1.
		Notice board.	
Moor Row.....	Corkickle No. 1	2 $\frac{3}{4}$ m.p. Camerton Summit.	Corkickle No. 1.
Buckhill Colliery ...	Calva Jn.	1 $\frac{1}{2}$ m.p. Seaton.	Calva Jn.
Seaton	Calva Jn.	Harrington Jn.	Calva Jn.
Harrington Jn.	Moss Bay Ironworks		Moss Bay Ironworks.
Harrington Jn.	Calva Jn.	8 $\frac{1}{2}$ m.p. near Harrington Jn.	Workington Central. Trains which are heavily loaded.
			Wilkinson's Sidings.
Harrington Jn.	Wilkinson's Sidings.	Harrington Jn.	
Distington Jn.	Harrington Jn. ...	6 $\frac{1}{2}$ m.p. near Distington.	Harrington Jn.
Moresby Parks	Harrington Jn. ...	4 m.p. near Moresby Parks.	Harrington Jn.
Moresby Parks	Cleator Moor West	3 m.p. Moresby Parks.	Cleator Moor West.
Moresby Jn.	Cleator Moor West	Moresby Jn.	Cleator Moor West.

MARSHALLING YARDS**Special Instructions regarding the working of trains and traffic to mechanised Marshalling Yards****TOTON—Up Sidings.**

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

Gun—105 to 140 tons.

Gun (parts of above).

Trolley, Well—50 tons (Weltrol M.R. only).

Transformer—60 to 135 tons.

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

Bogie Bolster.

Gun.

Machine, Low.

Rectank.

Transformer.

Trolley.

TOTON—Down Sidings.

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

Bogie Trolleys—12 to 80 tons.

Glass—10 to 30 tons.

Bogie Bolster—50 tons.

Boiler—35 tons.

Transformer—60 to 135 tons.

Gun—105 to 140 tons.

Gun (Parts of above).

Bogie vehicles with longer overall wheelbase than 46 ft. 11 ins.

Four-wheeled vehicles with longer wheelbase than 25 ft. 6 ins.

MARSHALLING YARDS—*Continued.*

TOTON—Down Sidings—*Continued.*

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

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

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

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

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:—

Northwich.
Chester Northgate (when necessary to and from stabling sidings).

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 214, must be complied with.

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

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

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

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

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

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

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

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

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

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

CONVEYANCE OF ADDITIONAL VEHICLES BY PASSENGER TRAINS

Extra vehicles must not be attached to passenger trains for the conveyance of passengers, unless authorised in the Special Traffic Notices or other Special 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 Line Traffic Officer's 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.

PASSENGER TRAINS STOPPING SPECIALLY DURING SEVERE FROST FOR WATER

During frost when the water troughs are frozen and Drivers find it necessary to stop out of course for water, such stops should, as far as possible, be limited to:—

Crewe, Preston, Tebay and Llandudno Junction.

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 over the following lines:—

Garston Dock Hydraulic Drawbridge No. 5.

Whaley Bridge, Shallcross Sidings.

Newcastle Goods Yard.

Kingsley and Froghall, Froghall Wharf.

Holyhead Mail Pier Jetty.

Gaerwen No. 2 to Amlwch.

Birkenhead portion of No. 2 Bridge leading to Abbey Street Coal Yard.

Harborne Branch.

Leighswood Branch.

Wyken Branch.

Newport Pagnell Branch.

EXAMINATION OF FREIGHT TRAINS

All up freight (except Class C) and empty wagon trains from Carlisle must stop at Carnforth for examination.

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.—

- 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

} X

also Diesel Parcels Trains.

WORKING OF DIESEL MULTIPLE-UNIT TRAINS—Continued.

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

} X
 } X
 }

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

} X
 }

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

Motor Coach	Trailer	Total No. of vehicles
2	2	4
4	4	8

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

LOCAL INSTRUCTIONS

CREWE TO GRETNA AND BRANCHES

CREWE

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

Crewe North Junction

Crewe " B "

Crewe " A "

Crewe South Junction

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

When the platform line is occupied ahead of " A " and " B " signal boxes, the train will be brought to a stand at the home signal for the respective signal box, and when No. 4 or No. 5 platform line is occupied ahead of Crewe North Junction up starting signals the train will be brought to a stand at the applicable starting signal. Before the subsidiary signal is taken off, the Driver will receive a verbal warning from the ground Fogsigman as to the position of the obstruction ahead.

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

Advice to Drivers of loading, etc., of passenger trains. Referring to Instruction No. 3, clause (d) of the Regulations for Working the Vacuum Brake—page 5 of the General Appendix, the Platform Inspector is specially authorised in the event of the engine being changed, to inform the Driver the number of vehicles there are on the train, etc.

Starting of trains—Rules 141 and 143.—Indicators, not normally illuminated, are provided 60 feet in rear of North Jn. No. 1 down through home signal, fixed to the screen pillar, and 60 ft. in rear of North Jn. No. 2 down through home signal, fixed to the wall between No. 2 down through and No. 3 platform lines and are operated by plungers adjacent to " A " box and " B " box respectively. Before proceeding to the platform, Guards of trains who have been relieved must, after coming to a proper understanding with the relief Guard, press the appropriate plunger which will cause the indicator to display the letter " R " illuminated and this will be an indication to the Driver that the Guard's signal to start has been given.

Engine Head Lamps.—Shunting engines working exclusively at Crewe Station must carry one white and one red light at either end.

" Limit of Shunt " Indicators.—Indicators, illuminated at night, lettered " Limit of Shunt " are provided at the South end of platforms 3, 4, 5 and 6, and up through line.

Except in the case of light engines, Drivers must not pass these indicators unless instructed or hand-signalled to do so by the Shunter or Person in charge of the movement.

On Nos. 3, 4 and 5 platforms and the up through line, the " Limit of Shunt " indicators do not apply to light engines setting back on to trains or vehicles, or proceeding towards the North end of the station.

Except for shunting movements with a train which is already at a stand in No. 6 platform, shunting movement or light engines must not pass the " Limit of Shunt " indicator for No. 6 platform line until the verbal permission of the Signalman at South Junction box has been obtained.

Nos. 3 and 6 platform lines.—Whenever a passenger train with two engines attached is run into either Nos. 3 or 6 platform lines, the engines, when both have to be detached from the train, must both come out attached together.

No. 3 platform line.—When a shunt is being made from the box in rear, for the purpose of attaching or detaching to or from the rear of a train standing at the platform, and it is necessary for the shunt to follow the train out of the section, Drivers are authorised to follow the train through on instruction from the Station Master.

Working of trains conveying B.T.C. Staff to and from the Electrification Maintenance & Construction Depot (E.M.C. Depot).—Trains requiring to enter the E.M.C. Depot Sidings must not set back from the down main line into the Sidings until permission has been obtained from the Crewe Works Shunter, who will be responsible for ensuring that the appropriate Siding points have been properly set and secured.

Trains requiring to leave the E.M.C. Depot for the station direction must not set back from No. 1 Siding on to the down main line until the permission of the Works Shunter has been obtained and the signal reading from the siding has been taken off.

If the Works Shunter is not available, the Signalman at Steel Works box must instruct the Guard of the train to carry out the above duties.

The Shunter, when making arrangements for the arrival or departure of trains, will be responsible for instructing the Drivers of any engines in the E.M.C. Depot Sidings not to move towards the fouling point and for preventing any movement approaching along the Gas Works Line.

CREWE—Continued.

Down carriage sidings between South Junction and Gresty Lane.—When it is necessary for vehicles to be propelled through any of the through carriage sidings, in the up or down direction, the Shunter, or Person in charge, must ride in the leading brake compartment, and be prepared to apply the brake to stop clear of any obstruction.

Should there be no brake compartment on a propelled movement, the Shunter, or Person in charge, must bring the vehicles to a stand at the entrance to the siding, and then the shunt must not travel quicker than a walking pace. Before reaching the fouling point at the opposite end of the siding, the shunt must again be brought to a stand.

In all cases, before a movement is made through the sidings, the Shunter, or Person in charge of the shunt, and the Driver in the case of a light engine, must ascertain that the through siding is clear.

Down Carriage Sidings, Horse Landing and No. 8 siding.—No movements must be made from the carriage sidings to the Horse Landing siding when required to go north side of “A” box, until permission has been received from the Signaller at that box, neither must a movement be made to No. 8 siding when required to go south side of South Junction box until permission has been received from the Signaller at that box.

Horse Landing Siding.—Engines travelling from the direction of North Junction through this siding must not pass “A” box until permission has been obtained from the Signaller at that box.

Engines from the North Shed to the Horse Landing siding must proceed beyond the outlet signal reading from the Horse Landing siding at the North end of the station.

In the event of it being necessary for engines to proceed to “A” box, the Regulator at North Junction will so instruct the Pointsman at North Shed Bank, or in his absence, the Driver, when the engine concerned reports at the dwarf shunting signal.

Drivers of all engines proceeding to “A” box must report to the Signaller at that box.

Passenger trains may only be worked over the undermentioned lines when authorised in the weekly or other notices, or in case of emergency. During the periods passenger trains are authorised to work over any of these lines, the Absolute Block Regulations will apply to all trains travelling over such line or lines worked at other times under the Permissive Block system.

The first train requiring to proceed under the Absolute Block Regulations over any of the lines on which the Permissive Block system applies, will be brought under complete control at the box controlling the entrance to each block section, and after the signals have been taken off for the train to proceed, the Signaller will exhibit a green hand signal which the Driver must acknowledge by a short whistle and understand that he must proceed with caution over the line on which Permissive Working has been in operation.

Between boxes	Line
Copenhagen Junction to Coal Yard	Up slow.
Coal Yard and Salop Goods Junction	Up and down Liverpool independent.
Sydney Bridge Junction (controlled from Sandbach Station box) and Salop Goods Junction	Up and down Manchester independent.
North Junction and Salop Goods Junction	Up and down Chester independent.
Salop Goods Junction and Gresty Lane No. 1	Up and down Salop.
Salop Goods Junction and Basford Hall Junction ...	Up and down fast independent.
Salop Goods Junction to Sorting Sidings North ..	Up slow independent.
Basford Hall Junction to Salop Goods Junction ...	Down slow independent.

South Junction.—Working of engines off South Engine Shed.—A hut is provided near the signals reading from the South engine shed outgoing shed road at South Junction, and ringing keys operating indicators in South Junction box, as well as a direct telephone with that box, are provided in this hut. Firemen of engines requiring to leave the South engine shed by this exit must carry out the instructions exhibited in the hut.

South Engine Shed.—The signal to start must not be given to Drivers of movements from the Outgoing (Works engines) siding and Coal siding until it has been ascertained by telephone from the Signaller at Sorting Sidings North box that the signal has been taken off for that movement to be made.

South Engine Shed (Sorting Sidings North exits).—Huts are provided at the Sorting Sidings North exits, and Firemen must telephone to Sorting Sidings North box in accordance with the instructions exhibited in the huts.

Sorting Sidings South.—When a train comes to a stand at the up fast Independent line home signal at Crewe Sorting Sidings South for loco., traffic or any other purpose, or owing to the signal being at Danger, the Fireman must, in addition to operating the Fireman's Call plunger, immediately communicate with the Signaller by telephone, and inform him whether or not the train is ready to proceed.

Sorting Sidings North.—The taking off of the starting signal from the shed to the up slow line must only be taken as permission to go forward as far as the line is clear.

Down engine line between Sorting Sidings South and Sorting Sidings North.—Trains must be prepared to stop short of any other train which may be on the line in front of them. During fog or falling snow, when trains are brought to a stand on this line, the Guard or Fireman must act in accordance with Rule 178.

A light engine may be allowed to follow another light engine as usual, but the Driver must be prepared to stop short of any obstruction.

CREWE—Continued

Down arrival line between Basford Hall Junction and Sorting Sidings South box.—When this line is not clear throughout Drivers will not receive any verbal warning or hand Caution signal, but the train will be brought to a stand at the signal controlling the entrance to the line, and when that signal is taken off they must proceed with caution as far as the line is clear towards the first stop signal for the box in advance, prepared to stop short of any obstruction.

Examination of trains on down slow goods line, Sorting Sidings North.—The electrically-worked loud sounding bell fixed on the bank 30 yards north of the Lengthmen's cabin at the back of the Goods Warehouse roads between Sorting Sidings Middle and Sorting Sidings North boxes will ring as a warning to staff engaged in the examination of wagons on the down slow goods line, during the time the Sorting Sidings Middle down fast goods home signal, or the calling-on arm under it, is lowered, until such signals are replaced to Danger, but this will not relieve the men from the responsibility of keeping a good lookout themselves.

Tail lamps on brake vans of freight trains terminating at Crewe.—Guards of trains terminating at Nos. 1 or 2 arrival roads, or the loops at Basford Hall, must not remove the tail lamps.

Up and down goods lines between Sorting Sidings South and North Stafford Sidings.—Should either of these lines be blocked, necessitating the other line being worked as an "up and down" line, this will be done by Pilotman.

Gresty Lane down sidings.—Down trains entering either No. 1 or No. 2 through siding at Gresty Lane No. 2 box must proceed cautiously, be prepared to stop short of any obstruction, and must not under any circumstances proceed beyond the water column situated 763 yards in advance of Gresty Lane No. 2 box near the entrance to the marshalling sidings, until instructed to do so either verbally or by hand signal by the Person in charge of the sidings.

A lamp is provided at the water column which will show a white light at night.

Trains entering either No. 1 or No. 2 through siding at Gresty Lane No. 1 box must proceed cautiously, be prepared to stop short of any obstruction, and must not under any circumstances proceed beyond the stop board situated near the entrance to the marshalling sidings, until instructed to do so either verbally or by hand signal by the Person in charge of the sidings.

Gresty Lane No. 1 box.—Cattle Market Sidings.—The telephone situated near the dwarf shunting signal at the exit from the Cattle Market Sidings must be used to communicate with the Signalman at Gresty Lane No. 1 box in all cases when it is necessary for a movement to be made past this signal.

WINSFORD

Working of Branch Sidings.—The Staff for the Brine Branch when not in use must be kept in the padlocked box situated near the connection between Branch Siding No. 1 and the Brine Branch.

Trains stabled or refuged on Branch Sidings Nos. 1 and 2 must have a brake van at the Over & Wharton Goods Yard end and, after the train has come to a stand, the hand brake in the van must be applied and sufficient wagon brakes pinned down to hold the train secure. The Foreman at Winsford Junction, or the Guard, will be responsible for seeing that this is done.

Vehicles on Nos. 1 and 2 Branch Sidings must not be left standing foul of the occupation level crossing at the Over & Wharton Goods Yard end of the Branch Sidings.

Should it be necessary to propel a train on to Branch Siding No. 1 or No. 2, a brake van on which the Foreman or Guard is riding must be the leading vehicle. The I.C.I. engine may, however, propel wagons without a brake van between Lycett's Siding and the Brine Branch.

The points of the crossover road between Branch Sidings Nos. 1 and 2 near the connection to the Brine Branch must be clipped and padlocked when not in use and the key kept by the Foreman at Winsford Junction.

Before a train which has been working at Over & Wharton Goods Yard leaves for Winsford Junction, the permission of the Foreman at Winsford Junction must be obtained by means of the telephone situated in the Goods Warehouse.

HARTFORD JUNCTION

Wallerscote Sidings.—A telephone is provided outside the sidings, 66 yards on the Northwich side of the box, and the Guard, or Fireman in the case of a light engine, must inform the Signalman immediately their train, complete with tail lamp attached, has arrived in the sidings clear of the connection with the up and down branch lines.

ACTON BRIDGE

A telephone is provided on the up slow platform, and Guards of trains arriving at this platform will be responsible for advising the Signalman that their trains have passed the footbridge at the North end of the station with tail lamp attached.

WARRINGTON

Working over down and up lines between Walton Old Junction and Warrington No. 1 boxes.—The first passenger train requiring to pass over either the down or up line after Permissive Block Working has been in operation will be brought under control at the down home signal for Walton Old Junction box, or the up home signal for No. 1 box, as the case may be.

After the signal has been taken off for the train to proceed the Signalman will exhibit a green hand signal which the Driver must acknowledge by a short whistle and understand that he must proceed with caution throughout the section to the box ahead.

WARRINGTON—Continued

Working of down slow line from Warrington No. 2 to Winwick Junction.—Passenger trains may be worked over the down slow line from Warrington No. 2 box to Winwick Junction box during the periods shown in the weekly or other notices, or on occasions when this is not practicable, such trains may, on the verbal instructions of the District Operating Superintendent, be allowed to enter upon the down slow line at Warrington No. 2 box only. During these periods the Absolute Block Regulations will apply to all trains.

The first train to pass over the down slow line under the Absolute Block Regulations will be brought under control at the box controlling the entrance to each block section and after the signal has been taken off for the train to proceed, the Signaller will exhibit a green hand signal which the Driver must acknowledge by a short whistle and understand that he must proceed over the line on which Permissive Working has been in operation, with caution.

Warrington No. 4—Wagons detached from trains on the Up goods line.—When a train on the Up goods line for Warrington South End yard conveys wagons for Warrington Warehouse or Froghall Yard, the wagons may be detached on the Up goods line between No. 4 box and No. 2 box to be removed at No. 4 box end. A tail lamp must be placed on the last vehicle of the front portion immediately after the detaching has taken place. The tail lamp on the last vehicle of the rear portion must remain in position until the engine which is to remove the vehicles is attached, when it must be placed in position at the other end of the train.

The wagons must be removed from the Up goods line as quickly as possible and on completion the Shunter must advise the Signaller at No. 4 box accordingly.

Dallam Branch Sidings.—The moveable scotch block which is provided in Howard & Tennant's siding at the clearance point of the siding and the Engine line must always be kept locked across the rails except when it is necessary for vehicles to be placed in or removed from the siding. The key of the padlock is kept in Dallam Branch Sidings box.

Drivers of trains on the down slow line at Dallam Branch Sidings box requiring the engine to be detached to perform work there, must bring the train to a stand with the engine on the approach side of the bridge No. 12 owing to the limited clearance under the bridge.

BAMFURLONG

South End sidings.—Guards of trains arriving must hand a slip to the Foreman on duty, showing details of wagons on the trains in marshalled order, commencing at the engine.

Drivers and Guards of trains setting back from the Reception sidings to the North End Sorting sidings must bring their trains to a stand as soon as they are in the shunting necks clear of the points and crossings at both ends, and await the instructions of the Foreman or Shunter.

WIGAN, N.W.

Down freight trains running through Wigan.—Drivers of down freight trains starting from or stopping at Springs Branch, Bamfurlong, or Ince Moss, must abstain from taking water at Wigan station unless it is absolutely necessary to do so, when they must inform the Signaller accordingly before starting, and this information must be transmitted to the Signaller at Wigan No. 1 box.

Relief of Enginemen and Guards and provision of Conductors.—Enginemen and Guards booking on at, or travelling to, Wigan to act as Conductors, or to relieve down or up trains between the Western and Central Lines at Wigan No. 1 box, must proceed to the Inspector's Office at Wigan Wallgate, advise the Signaller at Wigan No. 1 box by telephone and await instructions from the Signaller, which will be passed to them by telephone or loud speaker. When a down train is ready to leave the down East goods line home signal the Driver must advise the Signaller by telephone.

Trains to Central Lines.—When a train which has been crossed from the down fast to the Down Central Lines line at Wigan No. 1 box is brought to a stand at the down Central Lines starting signal clear of the connection from the down fast to the down Central Lines line, the Guard must operate the plunger fixed 20 yards from the clearance point of the connection to indicate to the Signaller at Wigan No. 1 box, that the train, complete with tail lamp attached is standing clear of the crossing from the down fast line.

Permissive Working.—The taking off of a shunting or siding signal at Wigan No. 2 box is not an indication that the line on which the train is to proceed is clear throughout, but only gives permission to go forward as far as the line is clear, and Drivers must be prepared to stop short of any obstruction. The Signaller at Wigan No. 2 box is exempt from giving a verbal warning or hand Caution signal for these movements.

Wigan No. 1.—Drivers of engines which are set back into the siding at the Warrington end of the down West loop must advise the Signaller at No. 1 box by means of the telephone adjacent to the dwarf signal reading from the siding when the engine is inside the siding clear of the derailer.

Vehicles not fitted with hand brakes must not be left standing in any of the Stop block lines at the South end of the station unless secured to a train or to a vehicle which is fitted with hand brake, which must be securely applied.

WIGAN N.W.—Continued

Trains composed of coaching stock and light engines entering occupied platforms during fog or falling snow.—During fog or falling snow, Drivers must, when authorised to proceed to the following platforms by the lowering of a subsidiary signal, bring their trains to a stand at the entrance to the platform from which point they will be piloted by a man specially appointed for the purpose:—

Down fast	Up fast
Down slow	“ Up and down ”

Rylands' Siding.—Guards of trains stopping at the N.C.B. siding during the night, must obtain the key from the Signaller, and must afterwards lock the gates across the siding and return the key to the Signaller.

When attaching wagons in these sidings, Guards must couple the engine to the wagons before moving them.

Wagons for Rylands' Mill siding must be worked from Rylands' Siding box with engine in front and brake van in rear, and on the return trip the wagons must be propelled to Rylands' Siding box with brake van in front.

Flagmen will be provided by the firm for the protection of trains when passing over the public highway in both directions, and trains must be brought to a stand clear of the crossing until the Driver receives a hand signal from the Guard, who must alight from his van and satisfy himself that the crossing is protected before hand-signalling the Driver to proceed.

COPPULL

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

Coppull Hall Sidings.—Up empty wagon trains terminating at Coppull Hall Sidings must not exceed 44 wagons and brake van or their equivalent.

LEYLAND

Bashall's Siding.—Farington Junction.—When a train is ready to leave the down through siding, the Guard (Fireman in the case of a light engine) must immediately advise the signaller at Farington Junction, by means of the telephone provided in connection with the motor-worked points.

In case of emergency the telephone at either end of the down through siding may be used to communicate with the Signaller concerned.

PRESTON

Attaching of assistant engines to passenger trains to East Lancashire from either the L. & C. line or P. & W. line must be performed at Todd Lane Junction. Assistant engines for trains proceeding either via Standish Junction, Farington Curve or via Chorley must be attached at No. 1 box.

Relief of Enginemen and Guards working passenger and empty coaching stock trains not booked to stop at Preston station, also provision of Conductors.—Up and down passenger and empty coaching stock trains not booked to stop at Preston station, requiring to stop for the above purposes must do so at Ribble Sidings box, except those travelling via Preston E.L., which must stop at E.L. Goods box.

When such trains are to be run over the up through line between Ribble Sidings and Skew Bridge, the relief, etc., to be effected at Skew Bridge.

Enginemen and Guards booking on at or travelling to Preston to act as Conductors or relieve down or up trains (except those via Preston E.L.) must report to the Ribble Sidings Signaller by means of the microphone situated outside the Foreman's hut, and afterwards wait for instructions from the Signaller which will be passed to them through the loud speaker placed in the Trainmen's hut.

Men booking on at Preston to act as Conductors or afford relief to down and up trains via Preston E.L. to be instructed to report to the Yard Foreman at Preston E.L., who will keep in touch with the E.L. Goods Yard Signaller and advise the men of the approach of the train they have to work. Men who travel to Preston to act as Conductors or afford relief to report direct to the Yard Foreman at E.L. Goods Yard. The Signaller at Ribble Sidings and E.L. Goods Yard boxes to advise the Signaller at No. 5 box when up trains require Conductors or relief at Ribble Sidings and Preston E.L. respectively.

Freight trains stopping to take up or set down Reliefmen or Conductors.—Up freight trains requiring to take up or set down Conductors or Reliefmen must do so at No. 1 box, and down trains at Ribble Sidings box. Trains running via E.L. must stop at E.L. Goods Yard box in each direction.

Provision of relief or Conductors for freight trains.—Trainmen affording relief or acting as Conductors for down or up freight trains stopping at No. 1 box and Ribble Sidings box respectively for this purpose must observe the following:—

Down trains.—Trainmen must report to the Ribble Sidings Signaller by means of the microphone fixed outside the Foreman's hut at Ribble Sidings when instructions will be received through the loud speaker fixed in the Trainmen's hut.

Up trains.—Trainmen must report to the Signaller at Preston No. 1 box, by means of the telephone in the Trainmen's hut, and await the instructions of the Signaller which will be given by telephone.

PRESTON—*Continued*

Freight trains requiring to stop for examination when travelling on the up fast line, must come to a stand with the engine at the water column under No. 1 box, and must not draw forward to the starting signal until the examination has been completed.

Working over down and up through lines between Skew Bridge and Ribble Sidings boxes and the down through line between Ribble Sidings and Preston No. 1 boxes.—The first passenger train requiring to pass over the down or up through lines between Skew Bridge and Ribble Sidings boxes or the down through line between Ribble Sidings and Preston No. 1 boxes after Permissive Block Working has been in operation will be brought under control at the home signal for the box concerned.

After the signal has been taken off for the train to proceed the Signalman will exhibit a green hand signal which the Driver must acknowledge by a short whistle, and must understand he must proceed with caution throughout the section to the box ahead.

Working of traffic to Marsh Lane Coal Yard.—Dock Street.—Wagons exceeding 8 feet 6 inches in height are prohibited from being worked from Dock Street to the Marsh Lane Coal Yard owing to the restricted clearance under the bridge.

Shunting Neck, No. 2 box.—A plunger, which operates a plunger in No. 2 box, is provided at the exit from the shunting neck situated between the down loop line and the up slow line, and the Shunter (or Fireman in the case of a light engine) must operate the plunger when the movement is inside the shunting neck clear of the trap points.

OXHEYS

Greenbank Yard.—During the hours the shunting engine is working, the Guard must not give the train engine Driver a signal to set back until he has been notified by the Shunter that the reception line is clear.

LANCASTER CASTLE

No. 4 box.—An electric bell is fixed at the crossover road between Nos. 1 and 2 platform lines, for communication between Trainmen and the Signalmen in No. 4 box when it is required to make a movement from one platform line to the other: to be worked in accordance with the instructions exhibited.

Rule 133.—The set back signal reading through the crossover road from the down main line to the up main line may be taken off for assistant engines to travel to the rear of trains standing at No. 3 box up main home signal provided that, prior to the engine proceeding to the set back signal, the Driver is verbally instructed as to what is required to be done.

Banking of trains.—Up passenger and coaching stock trains not timed to stop at Lancaster, and up freight trains, requiring a bank engine must come to a stand at Lancaster No. 3 up home signal.

Drivers of the following trains requiring a bank engine at Lancaster must apply as shown, and the information must be telephoned to Preston Control:—

Up freight trains	Foreman or Shunter at Carnforth.
Passenger and coaching stock trains from the West Cumberland line	Platform staff at Carnforth.
All trains from Morecambe	Platform staff at Morecambe.

CARNFORTH

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

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

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

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

Engines entering the up through goods siding in the North Yard from the South end must come to a stand clear of the crossover road leading from the Furness Yard to the North Yard Sidings, until called ahead by the Shunter.

No movement must be made from the North end of the North Yard to foul the crossover road leading from the Furness Yard to the up through goods line without the permission of the Shunter.

CARNFORTH—Continued

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

Drivers of down passenger trains requiring assistance at Plumpton Junction or Ulverston must advise the Station Foreman at Carnforth who must immediately telephone this information to the District Control at Barrow.

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

Up freight trains from the Barrow direction must whistle on arrival at the receiving sidings.

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

OXENHOLME

Down trains not timed to stop at Oxenholme and requiring bank engine, must come to a stand with the engine opposite the notice board about 200 yards in rear of the down starting signal for No. 2 box.

Engines of down freight trains requiring water.—When the engine of a down freight train brought to a stand in the down goods line or refuged in No. 1 down siding requires to take water, the Driver must inform the Signaller at No. 2 box by the telephone fixed on a pole near the connection to the Loco. Shed. The Signaller at No. 2 box will then arrange for the engine to be detached and proceed to the Loco. Shed for water.

Telephones are provided at the Tebay end of the up platform and “up and down” bay platform, and Guards of up trains brought to a stand on the up platform and up bay platform lines before the brake van reaches No. 2 box must at once advise the Signaller at No. 2 box, by these telephones, that the train, complete with tail lamp attached, has arrived clear of all connections with the branch line.

LOW GILL

Vehicles attached or detached.—Vehicles must only be attached or detached on the down main line at Low Gill Junction under the supervision of the Station Master, and no vehicle must be detached from a down train until the Ingleton branch train or engine has been attached to it.

TEBAY

Banking of trains.—Trains requiring the assistance of a bank engine in rear must come to a stand at the down starting signal for No. 2 box.

Shunting of down freight trains.—On arrival of trains at No. 3 box, before the brake van is detached and the train is set back into the coke or goods sidings, the Shunter or Guard must pin down a sufficient number of wagon brakes to hold the whole of the train. After the brake van has been detached, the engine must slowly propel the train into the siding.

SHAP SUMMIT

Detaching assisting engines.—Down trains with assisting engines to detach must come to a stand with the assisting engine opposite the box, and during fog or falling snow must not start until verbally instructed by the Signaller.

Up trains with assisting engines to detach must come to a stand at the up inner home signal. The assisting engine, after being detached, must run beyond the points leading from the up main line to the up siding to await disposal, unless otherwise instructed by the Signaller.

EDEN VALLEY JUNCTION AND PENRITH No. 1

Down Intermediate Block Signal.—Should the Enginemen be unable to get the attention of the Signaller at Penrith No. 1 box on the telephone the Fireman must use the telephone fixed near the entrance to the down goods loops. Should this telephone be out of order the Fireman must proceed to the box to obtain the instructions of the Signaller.

PENRITH

Up freight trains requiring to stop for examination or traffic purposes must not stop on the main line at the passenger station to take water, but must run forward to No. 1 box, the engine uncoupled and take water at the water column in the goods yard whilst the train is being examined. When a freight train is required to shunt for other trains to pass, water must be obtained in the goods yard after the train has been shunted.

When up freight trains stop in the station for water, and the brake van has not passed No. 3 North box, but stands inside the outer home signal, the Guard must, as soon as the train comes to a stand, carry out Rule 147.

PENRITH—Continued

When the warning arm fixed under the up home signal at the South end of the up platform is lowered, up trains not conveying passengers must not stop in the station for water, but must proceed to No. 1 box and carry out the Signalman's instructions there.

Working of trains on down goods loops.—A telephone, with loud sounding bell, is provided at the down goods loop home signal for Penrith No. 1 for communication between Trainmen and the Signalmen at that box.

Guards of down freight trains stopping at Penrith for traffic purposes must, on the trains being brought to a stand at the No. 1 or No. 2 down goods loop home signal for Penrith No. 1 box, immediately communicate with the Signalman, by means of the telephone.

**WORKING OF PASSENGER TRAINS OVER GOODS LOOP LINES, LANCASTER
AND CARLISLE AREA**

Trains conveying passengers may be turned over the following goods loop lines at the signal boxes shown below, on instructions from the District Operating Superintendent's Office:—

Box	Goods loop line
Oubeck	Down and up.
Grayrigg Station	Down and up.
Tebay No. 1	Down.
Shap Summit	Up.
Thrimby Grange	Up.
Plumpton Station	Up.
Southwaite Station	Down and up.

When the train has arrived on the loop line clear of the main line the Guard, or rear Guard, where there is more than one on the train, must immediately carry out Rule 147.

CARLISLE

Carlisle No. 12 box.—After the arrival on the up goods line or third line at No. 12 box of a freight train which is going to be shunted into the sidings, the Guard must detach the brake van, and, before any shunting commences, pin down a sufficient number of brakes on the leading wagons whilst they are being propelled into Upperby Yard or the Carriage Sidings to guard against breaking loose.

When it is necessary to use the Carriage Shed Sidings for the purpose of stabling freight trains, the Shunter in charge must, before making the movement, advise the Driver and Guard that the train is being shunted into these sidings and great care must be exercised by all concerned in setting back.

Setting back from Third and up through goods lines.—Guards' plungers are provided adjacent to the dwarf shunting signals reading set back from Third and up through goods line to the yard.

Guards of movements requiring to set back from these lines when the Driver of the movement is in such a position that it is necessary to take off the banner signal must, when the dwarf signal controlling such movement is lowered, operate the requisite plunger to release the banner signal concerned.

Carlisle No. 4A signal box.—Referring to Rule 44, clause (b); the calling-on signals provided below the up home signals for Nos. 1, 3 and 4 through platform lines at Carlisle No. 4A signal box, may be taken off before trains are brought to a stand at them, and Drivers must, in such circumstances, draw forward cautiously as laid down in Rule 44, clause (a).

Carlisle goods lines.—More than one train not conveying passengers may be in section at a time, and the bringing of a train to a stand and the exhibition of a green hand signal by the Signalman must be understood by the Driver as an intimation that the section in advance is occupied, and he must proceed with caution and be prepared to stop short of any obstruction after passing the home signal. The Driver must acknowledge the green hand signal by giving a short whistle.

Freight trains are accepted by the box in advance on these lines when the line is clear to the home signal and no warning will be given to a Driver in these circumstances. Drivers must be prepared to stop at the home signal in every case, in the same way as if they had been warned that they were being sent forward under the "Section clear, but station or junction blocked" (warning arrangement).

CARLISLE—Continued

Working over down and up through goods lines and loop sidings between Carlisle Canal Junction and Caldotes.—Before a facing movement is made over the through goods lines and loop sidings, the Yard Inspector or Shunter must ascertain that the line is clear and obtain the consent of the Shunter or Person in charge at the opposite end of the yard.

During darkness, fog or falling snow, vehicles left standing on the through goods lines must be protected by a lighted tail lamp on the nearest vehicle.

Through movements over the loop sidings must be carried out under the guidance and control of the Shunters, who must verbally warn the Drivers should the line ahead be occupied.

Messrs. Carr & Co's. Siding—Canal Yard.—Owing to the falling gradient, Guards or Shunters must not hand-signal Drivers to commence a propelling movement into the siding until the provision of Rule 115, clause (c), have been complied with.

Not more than 14 wagons may be propelled from Canal Yard through the siding leading to Messrs Carr & Co's. works.

The signal at the entrance to the siding shows a Yellow aspect and repeats a dwarf semaphore signal situated at the catch points ahead. It must not be passed in the normal position except by light engines proceeding to the water column.

Dalston Road Coal Depot.—When wagons are shunted on to the coal depot, they must be brought to a stand and the brakes put down before the wagons are uncoupled. The maximum gross weight of wagon and load combined that may be allowed per line per cell is 31 tons.

Engines and high wagons are prohibited from entering the coal depot shed.

Carlisle No. 11 Rome Street—Gas Works Siding.—Must be worked during daylight only.

Drivers of both down and up trains must approach the Gas Works siding and also No. 11 Rome Street with great caution.

Carlisle No. 10 Bog Junction—Bog Coal Depots.—When wagons are shunted on to the coal depots, they must be brought to a stand and the brakes put down before the wagons are uncoupled. The maximum gross weight of wagon and load combined that may be allowed per line per cell is 30 tons.

Between Durran Hill Junction box and Durran Hill South Sidings box.—Nos. 1 and 2 Up Reception Sidings between Durran Hill Junction and the illuminated notice boards lettered "Stop and await instructions" at the South end of these sidings are used for the reception of up freight trains. Drivers must run on these reception sidings at such speed as will enable them to stop short of any obstruction and they must not pass the illuminated notice boards until instructed to do so by the Yard Inspector at Durran Hill South Sidings.

The sidings between the illuminated notice boards and the connections operated from Durran Hill South Sidings box are worked as a Yard under the supervision of the Yard Inspector.

Trains may be set back on No. 1 or No. 2 up reception siding from Durran Hill South Sidings to the up sidings at Durran Hill Junction box, but Drivers must not commence the setting back movement, although the setting back signal and repeating banner signal worked from Durran Hill Junction box have been taken off, until authorised by the Yard Inspector to proceed.

Before the engine of an up freight train on Nos. 1 and 2 reception sidings is detached, the Shunter in charge must apply the hand brakes on the three leading vehicles and must assure himself that the Guard has applied the van brake. Before part of the train is taken away for shunting purposes, the hand brake on the three leading vehicles remaining in the sidings must be secured.

Trains for Durran Hill stopping at Petheril Bridge Junction.—Trains going to Durran Hill Yard may stop on the main line at Petheril Bridge Junction to detach traffic for London Road Yard. As the line is on a falling gradient to No. 7 London Road Junction, the provisions of Rule 151 must be observed.

Not more than 55 wagons may be propelled from the down main line at Petheril Bridge Junction into London Road Yard.

Petheril Bridge Junction.—Vehicles may be worked without a brake van in rear across the main lines between Petheril Bridge and London Road Yards. Engine must be on lower end and must be accompanied by a Shunter.

Petheril Bridge and Durran Hill—Down Goods Independent and Up and Down Reception Lines.—The down goods independent on the South side of the main lines is worked in accordance with the "No Block" Regulations on pages 22 and 23 of the General Appendix.

Whenever it becomes necessary to store traffic on this line for any cause, the Signaller at Durran Hill must be advised, and he must place and keep a lever collar on the appropriate lever until the Independent line is again clear.

Drivers working into the up reception and the three down reception lines for London Road Yard on the North side of the main lines must be prepared to stop short of any obstruction.

Should it be necessary to make a movement in the wrong direction over the up reception line towards Petheril Bridge signal box or despatch engines in the wrong direction through any of the down reception lines to Durran Hill, the Yard Inspector or Shunter in charge of the movement must first consult with and have the permission of the Signaller concerned.

CARLISLE—Continued**Petteril Bridge and Durran Hill—Continued**

When all down reception lines are occupied, or the Signaller at Durran Hill is unable to ascertain if one is clear for the reception of an approaching train, he must communicate with the Yard Inspector or person acting for him.

London Road Goods Yard to Low Row—Assisting engines.—The Shunter in charge at London Road Goods Yard must advise the Durran Hill Signaller by telephone when goods trains are assisted in the rear from London Road Goods Yard to Low Row. The Signaller must record the signal 2-2 in the train register book.

London Road Coal Depot.—When wagons are shunted on to the coal depot, they must be brought to a stand and the brakes put down before the wagons are uncoupled. The maximum gross weight of wagon and load combined that may be allowed per line per cell is 37 tons.

London Road Goods Yard.—Stop boards are erected at the Durran Hill end of the goods sidings, through goods lines and new sidings, beyond which engines must not pass unless instructed by the Shunter. A lamp which exhibits a white light is fixed above each board.

London Road, Metal Box Company's Sidings.—Before entering the sidings or moving wagons within the sidings, Drivers must arrange for sufficient wagon brakes to be pinned down, so as to assist in the control of the train on the gradients.

Carlisle No. 3 box.—The Guard of a down freight train for the Viaduct yard must not uncouple his brake van at No. 3 box, and when it is necessary to shunt off the brake van before the train is deposited in one of the sidings, this must be done at the entrance to the yard after the train is under the control of the Yard Staff.

Carlisle No. 1 box.—Willowholme Electricity Works Siding.—Trains for the siding must not exceed 14 wagons and brake van, and they will be propelled from No. 3 box to No. 1 box. The trains must stop before reaching the hand points leading to the loop siding at the works to admit of the brake van being deposited there, after which the loaded wagons will be placed on the main siding. Before the propelling movement from the up line at No. 1 box to the Electricity Works is commenced, Guards must see that a sufficient number of wagon brakes are pinned down to control the train on the gradient.

Kingmoor Up Yard.—Drivers of trains approaching on the up through siding No. 2 must not foul the crossing from the Yard until authorised to do so by the Yard Foreman. In the absence of the Yard Foreman, Drivers may proceed provided there is no other engine working in front, but they must satisfy themselves that the way is clear.

Setting back movements are authorised from Etterby Junction to the Up Yard on the up through sidings Nos. 1 and 2 and Drivers and Guards when setting back must be prepared to obey any hand signal exhibited by the Yard Foreman. When hand signalling such movements from Etterby Junction, the Yard Foreman must take up a position South of the connection leading from the locomotive sheds to the up through siding No. 2 in order to protect that connection.

Kingmoor Down Yard.—The down through siding and Nos. 1, 2 and 3 down sidings are used for the reception of down trains for Kingmoor Down Yard and also for movements from the Down Yard to Etterby Junction box. Drivers must run on these sidings with caution and when proceeding in the down direction from Etterby Junction box they must not foul the crossings at the Down Yard without a hand signal from the Yard Foreman.

Setting back movements are authorised from Kingmoor box to the Down Yard on the down through siding and Drivers and Guards when setting back must be prepared to obey any hand signal exhibited by the Yard Foreman.

Between Kingmoor and Rockcliffe.—Kingmoor Level Crossing.—Drivers must sound engine whistle when approaching this crossing.

Bryson's Tablet.—Exchanging Apparatus.—A gauge giving height and width is provided at Kingmoor Engine Shed to enable Drivers to adjust this apparatus before leaving the shed.

WEAVER JUNCTION

Up Liverpool line intermediate block signal between Birdswood and Weaver Junction.—Should Enginemen be unable to obtain the attention of the Signaller on the telephone for the line concerned the Fireman must use the telephone at the up Warrington line intermediate block home signal or the telephone at the points from the up Liverpool line to the up goods loop line. Should these telephones be out of order, the Fireman must proceed to the box to obtain the instructions of the Signaller.

SUTTON WEAVER

A telephone is provided near the catch points adjacent to the 176½ mile post to enable Trainmen to communicate with the Signaller and obtain his instructions in the event of a down freight train becoming overpowered in the section.

Sutton Weaver and Halton Junction.—Down intermediate block signal.—In the case of a train being stopped at the down intermediate block home signal in consequence of it being at Danger and Enginemen are unable to obtain the attention of the Signaller on the telephone, the Fireman must use the telephone at the points from the down main to down goods line. Should this telephone be out of order, the train may proceed in accordance with the second and third paragraphs of Instruction No. 3 and Instruction No. 4 (c), respecting the working of Intermediate Block Signals.

RUNCORN

High tension cables, I.C.I. Limited.

- (a) Extra high tension cables are laid on the up and down sides of the running lines.
- (b) The cables are laid underground on the up side of the Dukes Dock branch crossing under the line in the rear of Runcorn station, down platform. Between Runcorn station and West Bank power station the cables are attached to the parapet wall of the viaduct and to the main girders of Runcorn Bridge on the down side of the Runcorn branch.
- (c) **All concerned are warned that these cables are charged with an electric pressure which is dangerous to life, and they must on no account be interfered with.**
- (d) In case of fire in the neighbourhood of these cables, water must not be played on to them or in their immediate vicinity until the assurance of I.C.I. Ltd., Castner Kellner Works, and the C.E.A., Percival Lane Power Station, has been obtained that the cables concerned have been made dead.
- (e) Only sand should be used in dealing with fire on, or in the neighbourhood of, high tension cables, and it must be thrown on from a distance so as to avoid contact between the person and the cable or troughing.
- (f) In the case of a fire being observed by any member of the staff in the vicinity of these cables or anything denoting possible danger to them, the nearest Station Master should be communicated with in order that I.C.I. Ltd., Castner Kellner Works, and the C.E.A., Percival Lane Power Station may be advised.

DITTON JUNCTION

No. 7 and No. 8 sidings and down reception line.—During the time a Shunter is not on duty at the sidings, the Guard, or Driver in the case of a light engine, must obtain the permission of the Signaller at Ditton Junction No. 2 box before a movement is made in the direction of Ditton Junction No. 1 box on No. 7 or No. 8 siding for the down reception line.

RUNCORN DOCK BRANCH

Working between Runcorn and Folly Lane boxes.

1. The left-hand line from Runcorn station to Folly Lane is a reception line for down trains, and the right-hand line is an up through siding.
2. Vehicles must not be stabled on the down reception line or up siding. When wagons for Folly Lane are placed on the Runcorn end of these lines, the Guard or Shunter in charge must advise the Signaller at Runcorn Station box when the movement has come to a stand and the engine must not be detached until another engine has been attached at the Folly Lane end of the wagons.
3. Trains may proceed towards Folly Lane on the up through siding on the verbal instructions of the Signaller at Runcorn station box, but must not pass the "Stop and telephone" board until the permission of the Person in charge at Folly Lane has been obtained by telephone.
4. Should the telephone be out of order the Guard or Fireman must immediately proceed to Folly Lane to obtain the instructions of the Person in charge.
5. Trains from the branch for Ditton direction may draw on to the down main line at Runcorn Station as far as the limit of shunt indicator.
6. When a train drawn from the sidings with the train engine in the rear comes to a stand on the down main line clear of the main line points at Runcorn station, the leading engine must be detached and must follow the train back as far as the home signal, but must not pass that signal until it has been put to danger and taken off again.

Working between Folly Lane and Duke's Dock.

7. Drivers of down trains must whistle when approaching the signal near Brine Junction (I.C.I.) box and the taking off of the signal will be an intimation that the line over which the train is to travel is clear throughout.
8. The Brine branch may be used at the Folly Lane end for stabling wagons but a 20-ton brake van must be placed at the Brine Junction end. Wagons must not be loose shunted on to the brake van or on to wagons standing on the Branch. All stabled wagons must be coupled together.

GARSTON

Guards of trains arriving must hand a slip to the Foreman at Garston Junction showing details of wagons on the train in marshalled order.

Drivers of trains propelled into No. 7 Siding, "E" Storage Sidings, must, immediately the train has come to a stand clear inside the siding, instruct the Fireman to detach the engine, and when this has been done advise the Shunter by giving one crow on the engine whistle.

SPEKE SIDINGS AND GARSTON

The use of tail end boards in place of tail lamps is authorised during the hours of daylight for working between Speke Sidings and Garston Docks in both directions.

GARSTON DOCK BRANCH

The lines between Park Sidings and North Dock are worked as through sidings and the Person in charge at Park Sidings must not give authority for a movement to pass the trap points in the direction of Park Sidings if authority has been given for a movement to proceed in the direction of North Dock on the line concerned.

SPRINGS BRANCH INCLINE

Central Wagon Company's Level Crossing.—Before making any shunting movement over this crossing the Guard or Shunter in charge must advise the Central Wagon Co. who will arrange to lock their level crossing gates across the roadway until the shunting movement has been completed and the crossing cleared.

Wagon brakes must be applied on sufficient vehicles of trains descending the incline to enable Drivers to maintain control of their trains.

FREIGHT TRAINS ASSISTED IN REAR—INCE MOSS JUNCTION TO WHELLEY LINE

Trains requiring an assisting engine from Ince Moss Junction to Fir Tree House Junction must stop at Ince Moss Junction box, and draw forward to clear the slow line, to enable the assisting engine to get in the rear.

WHELLEY LINE

Diversion of freight trains via Whelley Line.—Drivers and Guards of freight trains booked to travel via Wigan, must acquaint the Loco. Foreman or Person in charge at the signing-on point if they do not know the road via the Whelley line.

The Person in charge must advise the local District Operating Superintendent accordingly who must advise Preston and Liverpool (Lime Street) in the case of down and up trains respectively.

Control of freight trains.—Guards must leave the control of their trains entirely to Drivers when travelling over the down line from Whelley Junction to Standish Junction. When a train is assisted in rear, the train engine Driver must shut off steam when passing Whelley Junction starting signal so as to give control of the train to the Driver in rear, and must not apply full steam again until the whole of the train has passed under the main line bridge. Drivers with single engine loads not assisted in rear must keep the train well under control and regulate the speed so as to avoid any undue strain on the couplings when the train is passing under the main line bridge before entering the rising gradient approaching Standish Junction, having regard to the weight and composition of the train and the engine working it.

Banking of down freight trains, Bamfurlong and Ince Moss to Whelley line.—Trains requiring bank engines at Bamfurlong, Ince Moss or Amberswood Junction, will be banked to Round House Siding only unless the train engine Driver specifically asks for assistance to Standish Junction, Blainscough Sidings, White Bear or Brinscall.

Engines banking down freight trains between Ince Moss Junction and Round House Sidings must not assist the trains between the bridge 50 yards beyond Fir Tree House Junction which carries the line over the Wigan and Tyldesley line and the down home signal for Amberswood Junction East box, but Drivers must control their engines so that they keep against the brake van of the train between these points without giving assistance.

Bank engines must not begin to assist any train from the direction of Bamfurlong Junction or from Bamfurlong South Sidings until the whole of the train has passed under the flying junction bridge carrying the main lines.

De Trafford Junction.—Reversing of freight trains.—When it is necessary for a freight train from Hindley for Amberswood to be reversed, a brake van must be at each end of the train, which must stop at Hindley No. 2 to allow a Shunter to join and travel in the leading brake van.

The train must come to a stand on the down Whelley line clear of the crossover road points, and be secured. The Shunter must then detach the engine for it to run round, and proceed to the opposite end to couple up the train engine, remove the van lamps and take off the brakes.

Engine running round train.—Trains from Hindley to De Trafford Junction consisting of not more than 30 wagons and two brake vans may be run round, whilst standing in rear of the trap points in the down branch line, and afterwards propelled on to the Whelley line ready to depart in the Amberswood direction.

Working of trains at Lindsay Pit Sidings.—Guards of trains detaching wagons at Lindsay Pit Sidings must, before proceeding to the "Empties" roads, confer with the N.C.B. representative to ensure that no conflicting movements are being made at the Colliery end of the sidings.

Rose Bridge Ground Frame.—Spring trap points, trailing for movements towards Hindley Siding, are provided 280 yards on the Hindley side of Rose Bridge ground frame. A lever for reversing the lie of the trap points is provided adjacent thereto and Drivers of freight trains from the direction of Hindley Sidings must bring their engines to a stand at Bridge No. 7 to enable the Guard (or the Fireman in the case of a light engine) to operate the points.

Wagon brakes must be applied on sufficient vehicles of trains proceeding from Hindley Siding to Rose Bridge to enable Drivers to maintain control of their trains on the falling gradient.

RIBBLE BRANCH

If a train from Preston Dock to Preston Goods Yard, assisted by an engine in rear, fails in such a position that the bank engine is standing in the tunnel, the Guard in charge may, if necessary, arrange with the Drivers of the train and bank engines for the train to be set back a sufficient distance to allow the bank engine to stand outside the tunnel.

When assistance is provided from Preston No. 1A token station for an up train in accordance with Electric Token Block Regulation 14, such assisting engine may, when the train has come to a stand at the home signal for Preston No. 1A token station, leave the train at that point without waiting until the whole train has cleared the section, provided the token is first transferred to the Driver of the train engine (or rearmost engine where more than one is left on the train) and a proper understanding has been arrived at with the Signaller at Preston No. 1A token station.

Similarly, if a train becomes overpowered with the engine immediately under Preston No. 2A box, Drivers may, if necessary and by arrangement with the Guard, set back as far as is necessary for the engine to be clear of the box.

Guards of freight trains brought to a stand at Strand Road home signal for the purpose of picking up brakes must advise the Signaller, by telephone, if the Driver requires to clean the engine fire, also immediately the train is ready to leave for the Dock.

Drivers of light engines requiring to clean fires at this point must advise the Signaller, by telephone, immediately on arrival at the home signal.

Electric Token working between Preston No. 1A and Strand Road.—A magazine is provided in connection with the transfer of tokens from one instrument to the other between Preston No. 1A and Strand Road and when necessary for a transfer to be made the magazine must be conveyed through the section by the Driver, who must bring his train to a stand at the token station where the magazine is to be delivered to the Signaller, or, in the case of Preston No. 1A, the N.U. Yard Foreman.

The magazine is not authority for a train to proceed through the section, whether containing electric tokens or not, but an electric token must be obtained by the Driver in accordance with the Regulations.

LONGRIDGE

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

PILLING BRANCH

Garstang and Catterall.—Up branch trains.—Trains will be brought to a stand at the branch home signal and the Driver must at once communicate with the Signaller by the telephone at the signal, and on receipt of authority by telephone he may, when the signal is taken off, proceed with caution in the wrong direction along the down goods loop as far as the line is clear. Should the telephone be out of order, the Fireman must proceed to the box to obtain the instructions of the Signaller.

Working of Garstang Town, Stirzackers, Nateby, Cogie Hill and Garstang Lane level crossings.—The normal position of the gates at the above-named level crossings is across the railway. Crossing keepers are not employed thereat and the gates, which are released by key on the Train Staff are, except as shown below, operated by a Porter who will travel on each 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 and must hand the Train Staff to the Travelling Porter to enable him to open the gates. When the train has passed over the crossing the Driver must again bring his train to a stand to enable the Travelling Porter to secure the gates across the railway and return the Train Staff to him.

During the time Station Staff are on duty at Garstang Town they will be responsible for the operation of the gates at that level crossing. When the Station Staff are not on duty the arrangements referred to above will apply.

LANCASTER QUAY

The gate opening on the Quay must, when not in use, be kept closed across the line, and locked with padlock, the key of which is kept at No. 4 box.

The Guard accompanying the engine going to the Quay must, after the engine has passed through to the Quay, close and lock the gate across the rails, and it must remain so until the engine returns.

The Guard with the engine must see that the roadway is clear before allowing the engine to pass through the gateway.

No wagons must be propelled from the Castle station to the Quay lines. The engine must draw the wagons with a brake van in rear to the points leading to the Quay sidings where the engine must be detached and placed clear of the Quay line and any wagons for the Freeman's Wood end of the Quay line run down carefully, the brakes being pinned down. The brake van must then be dropped into the Freeman's Wood end and the engine attached to the wagons for the Quay sidings, which must be pushed from the Quay line into the Quay sidings; the speed must be at a walking pace, and the Guard must accompany the train walking alongside the leading wagon, and see the line is clear and signal the Driver accordingly. The Guard must use his whistle to control the Driver's movements, and also to act as a warning that shunting is going on. When returning with traffic from the sidings the train must be accompanied by the Guard. The wagons must be drawn into and placed upon the Quay line, the engine detached and run clear at the Quay points near the gate, the wagons carefully dropped down (with brakes on) with the brake van. The engine must then draw the train into Castle station. A Guard must accompany the train in each direction and he must see that the line is clear during any of the movements.

GLASSON DOCK BRANCH

Glasson Dock.—Not more than 20 wagons must be propelled from the station to the dock at one time. The Guard must walk outside the 4-foot well in front of the first wagon, stop the train at the corner of the canal shed, and satisfy himself before proceeding further that the road is clear to the trap points (near where the dock line crosses the road); the wagons must be stopped clear of the trap points, and the Guard see that the public road crossing is clear, and that there is no animal or vehicle approaching the crossing in either direction, also how far the dock line is clear, and regulate his train accordingly.

If the crane at the canal basin is in use the Guard must have an understanding with the men in charge before proceeding.

When Lancaster No. 4 up branch distant signal is at caution, heavily-loaded trains approaching from Glasson Dock must come to a stand near to the crossover road between the Quay line and Glasson Dock single line, and remain there until the home signal is taken off. The Fireman must advise the Signalman by means of the telephone fixed near the crossover road that the train is waiting.

Permanent Way Works siding.—When it is necessary for a train to remain at the siding, the Guard must return on foot with the Staff to No. 4 box if so instructed by the Signalman, and must see, before doing so, that the single line is left clear of obstruction. When the train is ready to leave the siding, the Guard must obtain the Staff from the Signalman at No. 4 box, and deliver it to the Driver at the siding.

The No. 2 train staff applicable to the section of line between the “Stop Board” and Glasson Dock is kept in Lancaster No. 4 box and Drivers of trains requiring to proceed from Lancaster No. 4 box to Glasson Dock on the single line must obtain this staff at the box in addition to No. 1 train staff applicable to the section of line between Lancaster No. 4 box and the “Stop Board.”

No. 1 train staff must be handed to the Shunter immediately the train has passed the “Stop Board” clear of the “Lancaster No. 4 stop board section.” Drivers of trains from Glasson Dock must not pass the “Stop Board” until they have obtained the No. 1 train staff applicable to the section of line between the “Stop Board” and No. 4 box and also been instructed to do so by the Shunter. Nos. 1 and 2 train staffs must be handed to the Signalman at Lancaster No. 4 box.

MORECAMBE EUSTON ROAD

Guards working passenger trains to or from Euston Road must accompany the trains to or from the Balloon Sidings if sent there to be stabled.

Guards of trains (the Driver in the case of a light engine) from Euston Road to the Promenade goods yard sidings must advise the Signalman at Promenade station box when the train, with tail lamp attached, has arrived within the safety points.

Engines turned from Nos. 1 or 2 platform lines to middle road at Euston Road.—Bell communication with plunger is provided on No. 1 platform side of the middle road and station box, which must be used by Firemen when their engine is clear of the points to the middle road, in accordance with the card of instructions exhibited.

LANCASTER, MORECAMBE AND HEYSHAM SECTION ELECTRIFIED LINES

General description:—

The electrified line is equipped with overhead lines erected as follows:—

Over the up and down main lines between a point 350 yards on the Halton side of Lancaster Green Ayre Station and Morecambe Promenade between Morecambe Promenade Station and Heysham Harbour, between Torrisholme Junction Nos. 1 and 2 boxes and over the main line of the Castle Branch.

Over Nos. 3 and 4 Platform lines, the siding between Nos. 2 and 3 Platform lines and the two sidings alongside No. 4 Platform line at Morecambe Promenade Passenger Station.

Over Nos. 1 and 2 Platform lines at Heysham Harbour Passenger Station.

Over the up Bay platform line at Green Ayre Station, Lancaster.

At Castle Station, Lancaster, over Nos. 5 and 6 “up and down” platform lines.

In addition there are overhead power wires on the up side of the line between Moneyclose Bridge (No. 8) and Heysham Harbour Station box.

Alongside the up main line between the Middleton Road Bridge and Heysham Harbour Station box, erected partly on the overhead line gantries and partly on separate poles.

Men must not get upon the high parts of an engine or tender for the purpose of manipulating water cranes, reaching tool boxes etc., and Drivers and Fireman are strictly prohibited from using fire-irons or the hose pipe or buckets of water for the purpose of slaking coal, on any line or siding between Morecambe Promenade, Heysham, and Lancaster, Green Ayre, and Castle Stations, except on the Locomotive Sidings at Lancaster Green Ayre the engine turntable sidings at Morecambe Promenade, and the engine turning lines at Heysham.

LANCASTER GREEN AYRE

Drivers must not bring their engines to a stand beneath the station footbridge.

Working of down trains:—

Drivers of light engines or engines and brakes brought to a stand in the down platform must take care that they come to a stand clear of the connection from the up main line to the Castle Branch or Loco. Sidings.

Loco. relief:—

In cases where excursion trains are not booked to call at Lancaster Green Ayre Station for traffic purposes, but Loco. relief is required at that point, Drivers must stop at the outer home signal in either direction for relief.

LANCASTER GREEN AYRE—Continued**Lansil Ltd. Private Siding:—**

Colour light signals capable of displaying Red and Green aspects working in conjunction with the gates, are provided on either side of the firm's occupation level crossing to protect road movements over the crossing.

Rail movements must not be made into or out of the Private Siding over the level crossing during the time a Red aspect is displayed.

MORECAMBE PROMENADE

Drivers of engines proceeding from the Garden Sidings.—Turntable road or down carriage sidings in the direction of Morecambe Promenade Station box must stop at the outlet signal, irrespective of the aspect of that signal, and verbally inform the Signaller at Morecambe Promenade box, by telephone, the number of the engine, the siding on which standing and destination and await instructions.

Freight trains working into Morecambe Promenade from Euston Road must not exceed 35 wagons and two brake vans, and must have a brake van at each end of the train. On arrival at Morecambe Promenade station, a train proceeding towards Wennington may be made up to a full engine load prior to departure.

SANDSIDE

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. Firemen will be similarly responsible in the case of a light engine.

KIRKBY STEPHEN EAST**Propelling of Ballast Trains. Rules 149 (vii) and 175.**

The propelling of ballast trains is prohibited at Kirkby Stephen East from the direction of Merrygill.

APPLEBY

East box.—Drivers must be prepared to deliver or receive the token either at the box or at the platform.

Appleby Junction Ground Frame.—This ground frame is released by the Token for the Clifton Moor—Appleby East section. An auxiliary token instrument is also provided.

The ground frame will be specially manned by a signalling unit when it is necessary for trains to travel over the Through Siding between the ground frame and Appleby North Junction Box due to diversion on account of Accident, Engineering Operations or other exceptional cause. Working by pilotman will be introduced between the ground frame and Appleby North Junction Box in accordance with Rules 189-208 inclusive so far as these are applicable.

Drivers must be prepared to deliver or receive the token for the Appleby East—Clifton Moor section of line at the ground frame.

CLIFTON MOOR

Traffic to be detached at Clifton Moor Station from Down trains must be marshalled so as to be next to the guard's van on arrival at the station. Before the train is uncoupled from the van, the van must be adequately secured by the application of the brake.

SILLOTH

Connection at North end of platform.—Engines must not pass from the connections at the North end of the passenger platform line towards the box by way of the passenger line without the permission of the signaller. Permission for the movement must not be given if a passenger train has been accepted from Abbey Town.

LONGTOWN

Down freight trains.—Down freight trains attaching or detaching traffic in the Up sidings must be placed in the branch siding until shunting operations are completed.

Branch siding.—Engines detaching or attaching traffic in this siding must return to the Down main line by the proper outcoming branch line.

STEELE ROAD

Down freight trains detaching traffic.—The wagons to be detached must always be next the engine. They may be tow roped past the crossover on the Down line, the engine being attached to the lower end of the wagons or the whole of the train, including the brake van, must be shunted on to the Up line, the engine thereafter towing the wagons into the siding.

LONGTOWN TO GREYNA JN.—BUSH LEVEL CROSSING

Longtown W.D. Depot sidings.—Train movements between Bush Level Crossing and Longtown War Department sidings are regulated by consultation between the signaller and the military staff.

The Military staff will not allow a propelling movement to leave the War Department sidings for the direction of Bush level crossing or authorise a similar movement to approach from Bush level crossing until a Military shunter is stationed at the level crossing controlled by the Military police, the gate is open, the line is clear, the consent of the police has been obtained, and the shunter is in position to exhibit an "all right" hand signal to the trainmen.

Under no circumstances must this level crossing be fouled until an "all right" hand signal is exhibited to the trainmen by a Military shunter stationed at it.

BETWEEN BUSH LEVEL CROSSING AND GREтна JN.

Level crossings.—Audible warnings.—Audible warnings of the approach of trains operate at Gaitleburn, Bush No. 2 and Blackbank level crossings. The warning will be given by the ringing of an electric bell at each crossing. The bells will start to ring when rail treadles situated approximately one quarter mile from Gaitleburn and Blackbank crossings are operated by the wheels of an approaching train. Each bell will stop ringing when a rail treadle close to the crossing is operated by the train.

It is essential for the correct operation of this warning system that once an approach treadle has been operated, the train traverses the whole distance between and passes completely over the remote treadle. No movement of vehicles, etc., must be permitted outside Bush level crossing Up home signal unless it is going through the branch over the crossings referred to.

Engineer's rail motors cannot be relied upon to operate the treadles. Plungers in lock fast boxes are installed at each treadle and must be hand operated by the man in charge of the rail motor. The key for the lockfast boxes is kept in Bush level crossing signal box.

Working between Longtown branch and Gretna Station sidings.—The points leading from the Longtown branch to Gretna Station sidings are operated from a ground frame controlled by two Annett's Locks; one of the Annett's keys is attached to the Longtown—Gretna Junction Train Staff, and the other is kept in Gretna Junction signal box.

The transfer of traffic between the Longtown branch and the station sidings must only be performed by an engine from Longtown and when this has to be done, the guard must obtain the Annett's Key from Gretna Junction signal box.

Trains on arrival must be drawn in clear of the catch points and guards must see that the points are in the running position before trains leave the station sidings.

CREWE TO HOLYHEAD AND BRANCHES

CALVELEY

Up refuge siding.—During the hours of darkness or during fog or falling snow when it is necessary to refuge a train on the up side which is too long for the refuge siding, and the surplus wagons have to be taken across the road and drawn into the down refuge siding, the Guard must obtain from the Signaller a lamp (which must show a white light), and attach it to the leading vehicle of the wagons being propelled across the road. The Guard must return the lamp to the Signaller before the train leaves.

CHESTER

Shunting trains at Brook Lane.—Trains must be set back from the down main line into the goods yard with great care and without the necessity for putting on steam a second time, so as to avoid the wagons being jerked off the rails on the crossings. Shunting must be performed in the shunting neck and not through the crossings.

Up freight trains breaking up.—Guards of these trains must not leave their trains at Chester until they are taken possession of by the Joint Shunters unless they are turned on to No. 1 siding.

Trains leaving No. 2 and No. 3 Bays, No. 4 box.—If, when the engines are placed on the trains in these bays, they should stand beyond the platform starting signal nearest No. 4 box, and the Drivers observe the junction signal beside No. 4 box at clear for the road upon which they are to travel, they must not conclude it is for them as the signal may be taken off for a train from the main lines. In all such cases, the Drivers must not start their trains unless the starting signal in rear of the engine is at clear or they receive a hand signal from the Signaller in No. 4 box.

The platform starting signal will be taken off whenever it is possible to do so.

Trains running to the down platform must be drawn down to the end of the platform and water obtained from the column on the platform and not from the column between the down main and platform lines.

Freight trains for beyond Chester from the Crewe, Manchester and Liverpool lines requiring relief at Chester must stop at the passenger station or middle yard and not at No. 1 box.

Trains calling at Chester for relief of Trainmen.—Coaching stock trains from the Crewe direction, timed to stop at Chester to change Trainmen only, to do so at Chester No. 1 box.

Coaching stock trains for the Crewe direction, timed to stop at Chester to change Trainmen only, to do so at Chester No. 1 up main starting signal.

Coaching stock trains to or from the Warrington direction, timed to stop at Chester to change Trainmen only, to do so at Chester No. 1 box.

Engines running round Cutting to turn.—Drivers must inform the Signaller on arrival at No. 5 or No. 6 box, as the case may be, which trains they are rostered to work, so that everything possible may be done to avoid delay in getting them on to their trains.

Drivers of engines detached from trains reversing at Chester on the "up and down" platform line must not move their engines in the same direction as the train has been withdrawn until instructed to do so by the Person in charge of the platform.

CHESTER—Continued

When the last vehicle of up trains arriving on the up main or up platform lines during the time No. 3 box is open does not pass the box, the Guard must press one of the plungers provided, as indicated below, to indicate to the Signalman that the train has arrived complete with tail lamp attached. The Signalman will acknowledge by one ring.

Up main line In cupboard on wall near second pillar from Holyhead end between up main and up platform lines.

Up platform line..... In cupboard on side of steps leading to Hoole Road footbridge.

Chester and Birkenhead.—Four-wheeled vehicles with a wheelbase of 10 feet and under 12 feet may be conveyed between Chester and Birkenhead in both directions marshalled next to the engine on express passenger trains which reverse at Chester.

The lengths of Nos. 1, 2 and 3 platforms are 424, 605 and 600 feet respectively. These figures represent the space available for the use of passengers, but from this distance must be deducted the length of the engine. In calculating the load of a train running into these bay lines the length of the various vehicles forming the train must be considered.

Trains composed of coaching stock and light engines entering down platform and “up and down” platform lines at No. 2 box, the up platform line at No. 3 box and the “up and down” platform line at No. 3A box.—During fog or falling snow, Drivers of trains entering these platform lines when they are already occupied must, unless the person appointed for the purpose has previously joined the engine to pilot the Driver to the rear of the standing train, bring their trains to a stand at the entrance to the platform where they will be advised by the man appointed for the duty up to what point the platform line is clear and they must not proceed until they have obtained this information.

Shunting at West Loco. Sheds.—When the Loco. Department have shunting to perform in the coal or lift sidings at the West Loco. Sheds, they must first obtain the verbal permission of the Shunter in charge, who must also be verbally advised when the work is finished.

Freight trains from Birkenhead to the Western Region must not stop at Chester No. 5 box for relief purposes. Such trains must run to No. 6 box and relief effected at that place.

MOLD JUNCTION

The Dee Oil Company’s Crossing is situated about 328 yards on the Chester side of Mold Junction No. 1 box, and if the down fast or down slow line signals are at Danger, trainmen must stop their trains clear of the crossing.

Broughton and Bretton box.—In order to enable this box to be closed, the Guard of the last train must advise the Signalman at Mold Junction No. 3 box when he has arrived at that box with his train complete.

Examination of freight trains.—Up trains arriving at or starting from Mold Junction, which cannot be dealt with on the Up reception lines or Slate sidings, must be examined at Chester. Guards working these trains must instruct the Drivers accordingly.

Working over the Curve line, No. 3 box to West End.—Trains are not to proceed over the curve until authorised to do so by the Signalman at No. 3 box or the Traffic Foreman.

SANDYCROFT AND MOLD JUNCTION

Between Sandycroft station box and Mold Junction No. 4 box.—The up fast and up slow line emergency colour light signals, situated adjacent to Hawarden Aerodrome runway, will not normally display lights, but in the event of the line in the vicinity of the runway becoming obstructed or damaged by aircraft these stop and distant signals, which are operated from Mold Junction No. 4 box, will be illuminated, displaying Danger (red) and Caution (yellow) aspects respectively.

When these signals are illuminated Drivers must bring their trains to a stand at the emergency colour light signal for the line concerned and so advise the Signalman at Mold Junction No. 4 box by means of the telephone provided at the signal. It will not be necessary for Rule 55 to be carried out in connection with these signals, but the Guard must protect the train in accordance with Rule 179 (a). Drivers must not proceed until the signal lights have been extinguished and in addition the permission of the Signalman has been obtained by telephone.

In the event of it being necessary for an examination of the line to be made to ascertain if the permanent way is obstructed or damaged, the Signalman may, if no other competent person is quickly available, request the Driver of any train stopped at the signal to instruct his Fireman to carry out an examination on foot and afterwards report to the Signalman by telephone.

In the event of a failure of the signals, Drivers of up trains will be so advised by the Signalman at the next box open in rear and instructed to approach the signals at Caution and be prepared to stop at the emergency stop signals if hand-signalled to do so.

The telephones at the emergency colour light stop signals should, whenever practicable, be tested by the Lengthman once daily, when examining his length, and the result recorded by the Signalman in his Train Register book. Should the Lengthman find a telephone out of order he should, as soon as possible, advise the nearest Signalman or Station Master of the circumstances.

QUEENSFERRY

Dundas Sidings box.—Rule 55 exemption.—It is not necessary for Rule 55 to be carried out in connection with engines standing on the down slow line at the set back signal on the Queensferry station side of Dundas Sidings box.

CONNAH'S QUAY

Dentith's Siding.—When work is completed at Dentith's Siding ground frame and the train is ready to leave, the Guard must inform the Signalman at Rockcliffe Hall box, by telephone, the numbers of wagons attached and detached.

HOLYWELL JUNCTION

Drivers of light engines or engines and brake vans requiring water at Holywell Junction on the up fast line must stop and inform the Signalman of their intention.

Vehicles must not be stabled in the dead end at the Chester end of the station sidings adjacent to the up slow line.

MOSTYN

Guards working traffic for the Mostyn Coal and Iron Co. when no Station Staff are on duty must take a note of the wagon numbers and hand it to the Signalman.

Eyton Siding.—Traffic must not be left foul of the embankment siding.

Setting back movements on the up slow line from Eyton Siding to Mostyn Station are allowed during clear weather only, and must be limited to 25 wagons. Movements must be brought to a stand when the engine reaches a point opposite the up starting signals for Mostyn Station signal box. The Shunter accompanying the movement must then proceed to the points leading to the up sidings and hand-signal the further setting back movement so that the brake van comes to a stand on the up slow line clear of the connection to the up sidings. Before authorising the train to set back into the up sidings the Shunter must satisfy himself that the Darwen & Mostyn Company's engine is not in the sidings and must display a red hand-signal at the works exit to prevent the firms engine making a conflicting movement.

ABERGELE

Guards of passenger trains stopping at Abergele must, as soon as the train has arrived at the platform, give a hand signal to the Signalman if the train has arrived complete with tail lamp.

LLYSFAEN

Trains for the sidings at the East end of the station must be shunted inside immediately on arrival, and all shunting operations must be performed inside the sidings.

Raynes' Sidings.—Down trains for these sidings must stop with the brake van clear of the connection to the down lie-by siding. Up trains must not leave more than 60 wagons with brake van in rear on the up main line.

Penmaenrhos Siding.—Wagons with brake van in the rear left standing on the up main line by trains working at this siding must not extend more than 25 wagon lengths outside the up home signal.

COLWYN BAY

Goods yard.—Not more than 20 wagons are to be attached to the engine for shunting purposes, when proceeding from the yard sidings up the incline.

Guards must not do any detaching or shunting from the incline to the goods yard, unless an appointed Shunter is present, and both men must be on the alert to apply any wagon brakes that may be necessary in case of emergency.

PENMAENMAWR

Craiglwyd Sidings.—Owing to restricted headroom, wagons of more than 6 planks must not pass under the hopper in these sidings.

BANGOR

Engines proceeding to the Loco. Shed must not travel via the line in which the hand points to the Goods Shed and Carriage Sidings are situated unless the permission of the Signalman at No. 2 box has first been obtained.

BRITANNIA TUBULAR BRIDGE (MENAI STRAITS)

Under no circumstances must more than 3 engines be run coupled together over this bridge. In the case of the Standard Class 8P (4-6-2) tender engines not more than two of this type must run coupled together over this bridge.

RHOSNEIGR AND VALLEY

Between Rhosneigr station and Valley station boxes.—The up and down line emergency colour light signals situated adjacent to Valley Aerodrome runways will not normally display lights, but in the event of the line in the vicinity of the runway becoming obstructed or damaged by aircraft these stop and distant signals, which are operated from the Aerodrome Control Tower, will be illuminated, displaying Danger (red) and Caution (yellow) aspects respectively.

RHOSNEIGR AND VALLEY—Continued**Between Rhosneigr station and Valley station boxes—Continued**

When these signals are illuminated Drivers must bring their trains to a stand at the emergency stop signal for the line concerned and so advise the Signalman at Valley station box by means of the telephone provided at the signal. It will not be necessary for Rule 55 to be carried out in connection with these signals, but the Guard must protect the train in accordance with Rule 179 (a). Drivers must not proceed until the signal lights have been extinguished and, in addition, the permission of the Signalman has been obtained by telephone.

In the event of it being necessary for an examination of the line to be made to ascertain if the permanent way is obstructed or damaged, the Signalman may, if no other competent person is quickly available, request the Driver of any train stopped at the signal to instruct his Fireman to carry out an examination on foot and afterwards report to the Signalman by telephone.

In the event of a failure of the signals, Drivers of trains will be so advised by the Signalman at the next box open in rear and instructed to approach the signals at Caution and be prepared to stop at the emergency stop signals if hand signalled to do so.

The telephones at the emergency stop signals should, whenever practicable, be tested by the Lengthman once daily, when examining his length, and the result recorded by the Signalman in his Train Register book. Should the Lengthman find the telephone out of order he should, as soon as possible, advise the nearest Signalman or Station Master of the circumstances.

MALPAS

All shunting in or out of the sidings must be performed with the engine at the Chester end of the wagons.

KINNERTON

Bank engines, Kinnerton Incline.—When a freight train is assisted up this incline by an engine in rear, and it is not necessary for the bank engine to go through to Hope Junction, the train must be brought to a stand at Hope and Penryffordd Station advanced starting signal, for the bank engine to be detached.

Dodd's siding, Kinnerton Incline.—The signal lamps for this siding will not be lighted, and no train must call at the siding during the hours of darkness. Trains stopping to do work at this siding must be shunted clear of the main line immediately on arrival. If necessary, the train engine with vehicles attached may be allowed to draw out on to the main line, in order to get into the back siding for shunting purposes, but the points leading from the main line must remain set for the siding until completion of this work.

No vehicles must be allowed to stand on the main line, unless attached to an engine and the points set for the sidings.

HOPE JUNCTION

Guards working freight trains to Hope Junction must see that all is clear before backing wagons on to the Exchange sidings, or must ride on the front wagon shunted on to the Exchange sidings.

Whilst the line is open between Hope Junction and Mold, except in the case of a passenger train attaching or detaching, no vehicles must stand on the up main line in rear of the points of the crossover road between the up and down lines without an engine attached to, or in rear of them.

Working of passenger trains to or from the Wrexham line.—When it is necessary for through carriages and passenger trains to be run to or from the Wrexham line at this place they must travel via the loading siding. This siding will be worked as a single line with Pilotman. The extent of the single line will be from the trap points at the Mold end of the junction to the trap points at the Penryffordd end, and no passenger train must be allowed to travel between these points unless accompanied by the Pilotman, who must ride on the engine.

A Penryffordd Shunter will act as Pilotman.

RHYDYMWYN

Ruby Brick Company's siding, Dolfechlas.—When detaching at this siding the wagons must be put in by the engine, and left at a state of rest.

DENBIGH

Working on platform line.—When the platform line is occupied, up or down trains conveying passengers may be run through the loop line and then set back to the rear of vehicles standing at the platform, but such movement must be controlled by hand signal by the Station Master.

Trains leaving Goods Yard.—Drivers of freight trains which leave from Denbigh Goods Yard for the Bodfari direction will receive the Key Token from the Shunter in charge and not from the Signalman at Denbigh Station box.

GWYDDELWERN

Shunting operations.—When a train has work to do at the station, this must be performed inside the goods loop. If, however, it is necessary to leave vehicles on the main line, such vehicles must not be detached from the engine until they have been secured in accordance with Rule 115 (c).

Craig Lelo Quarry Company's siding.—Trains must, immediately on arrival at the siding, be placed on the loop, and whilst a train is working at the siding, no vehicles must be on the main line unless attached to the engine.

COED TALON BRANCH

Star Quarry.—When a train is ready to leave, the Driver must give one long whistle and then proceed cautiously towards the trap points nearest Coed Talon Level Crossing, bring his train to a stand on the approach side of these points and not pass over them until authorised to do so by the Person in charge of Coed Talon Station frame. Sufficient wagon brakes must be applied on trains of more than 10 wagons before leaving the Quarry.

DYSERTH BRANCH

Traffic must be propelled from Prestatyn into the Prestatyn Urban District Council siding, and no wagons must be left on the running line while the engine is placing wagons into or removing wagons from the siding.

Bryn Rhosyn Level Crossing.—The normal position of the gates at this crossing is across the railway. Up trains from Dyserth 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. 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 the "All Right" signal from the Guard. Guards will be responsible for obtaining the key from, and returning it to, Prestatyn box.

In the case of down trains to Dyserth, the Porter at Prestatyn will be responsible for the operation of the gates prior to the despatch of the train from Prestatyn.

A down train to Dyserth must not leave Prestatyn until the Driver has ascertained that the down home signal for Bryn Rhosyn level crossing is in the "Clear" position.

FORYD PIER LINE

When a movement requires to draw on to this line it must be brought to a stand at Foryd Junction box to enable the Guard or Numbertaker to obtain the Annett's key controlling the points of the connection from the single line. After the train has been locked inside clear of the single line, the key must be returned to the Signalman at Foryd Junction box.

When the train is ready to leave, the Guard or Numbertaker must obtain the Annett's key from the Signalman to operate the points, and must return it on completion of the work.

The normal position of the level crossing gates on this line is across the railway. Up and down trains must be brought to a stand at the crossing and not proceed until the Driver is instructed to do so by the Guard or Shunter in charge, who will be responsible for opening the gates and closing them after the movement has been made.

ST. ASAPH

A subsidiary token instrument is provided at this point, 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. The Fireman will be similarly responsible in the case of a light engine. Not more than one train at a time must be shunted inside at the sidings for another train to pass.

LLANRWST AND TREFRIW

Immediately a train arrives complete with tail lamp on the up line clear of the down line, the Guard must so advise the Signalman, using the telephone fixed outside the Station Master's Office.

BLAENAU FFESTINIOG NORTH

Greaves Sidings.—In connection with the shunting of this siding the brake van must, before being detached, be placed in the loop siding and the brake applied, and outwards wagons shunted on to it from the other siding. No vehicles must be placed on the main line unless attached to the engine.

Should there be more outwards wagons than can be accommodated on the brake van in the loop siding, the wagons, with brake van in rear, must be placed into the Station Yard, and the shunting at the siding completed in accordance with the above instructions.

DEGANWY

Before a train is set back from the down line to Nos. 1 and 2 Sidings alongside the down main line, the Guard must satisfy himself that Deganwy Quay occupation level crossing is not in use and will not be used by vehicular traffic until the setting back movement has passed over the crossing or has come to a stand clear of it.

LLANDUDNO

Up side shunting neck.—Trains put in this siding at No. 1 box must set back carefully and not foul the road leading from up main line to siding worked from No. 2 box until instructed by the Shunter.

PORT PENRHYN BRANCH

Drivers of trains requiring to work over this branch must obtain the Train Staff from the Signalman at Bethesda Junction box. On completion of work the Train Staff for a train not returning to Bethesda Junction box from Penrhyn Siding must be handed to the Numbertaker who will be responsible for returning it to the Signalman at Bethesda Junction box.

PORT PENRHYN BRANCH—*Continued*

Catch points, with a board indicating their position, are situated at a point 1,550 yards from the Penrhyn Siding frame and a warning board is fixed 500 yards from the catch points at the Penrhyn Siding end.

Propelled trains must stop with the first wagon clear of the catch points and must not proceed until instructed to do so. The points must be held in position for the passage of a train.

Drivers must sound their whistles all the way from Penrhyn Siding and be prepared to stop with the first wagon clear of the bridge close to the wharf at Port Penrhyn, and from that point onwards must work to the instructions of the Guard.

Before descending the incline, the Guard of the train must pin down a sufficient number of wagon hand brakes and in all cases ride on the leading wagon and carry a flag or lamp.

BETHESDA BRANCH

Bethesda.—The points leading from the Goods Yard to the single line must always be kept locked for the shunting neck, except when it is necessary to carry out shunting operations in the Goods Yard. The key to the padlock is attached to the Train Staff.

When a train is ready to leave Bethesda, the Guard or Shunter must advise the Signaller at Bethesda Junction by means of the telephone situated on the station platform.

Trains stopping in section.—Should a train come to a stand between Bethesda Junction and the 2 mile post, owing to the engine being unable to take the train forward, the train must not be divided, but an engine must be obtained from Bangor to assist in rear.

Ballast trains stopping to do work.—Wagons must not be uncoupled from the engine on ballast trains which stop to do work on the down journey.

BANGOR—CAERNARVON—AFONWEN

When an additional tail lamp or red board or red flag by day, or an additional red tail light by night is carried on the last vehicle of the train or engine, this indicates that a special train is to follow of which printed or written notice has not been given. Signalmen, Crossing Keepers and others concerned must keep a look-out for such indication.

The Station Master at the starting point of any special train must, when practicable, take care that the additional tail signal is affixed to the last vehicle of the preceding train, and the Guard must see that the additional tail signal is removed when no longer required.

CAERNARVON

Quay and Balaclava Sidings.—No shunting must be performed unless the Goods Department Flagman is present. Marshalling must be performed on the main line and siding at South end of Quay.

PORT SIDING BRANCH

If the loop at the bottom of the incline is not clear, the following arrangements must apply:—

1. If the Top sidings are empty the engine must back the train across on to the up line, and the wagons must be allowed to run slowly into the sidings, the Signaller taking care that the points are set for the siding before the train is allowed to move from the up main line. The engine must then be attached to the rear of the train, pull it back, and lower it down the branch to the quay.
2. If the Top sidings will not hold the wagons clear of the crossing to enable the engine to get at the back of them, the train must be brought to a stand at the down home signal, the engine detached and put on the up main line and the train allowed to run clear of the crossover road to enable the engine to get to the rear of the train. A flag or lamp to be placed on the front wagon by the Guards, who must see that all wagons are drawn from the down to the up line. The train must then be drawn across to the up line and lowered down the incline.
3. No wagons must be left standing at the top of the incline.
4. The normal position of No. 7 points must be for the Top sidings.

CHESTER TO BIRKENHEAD, CHESTER TO WALTON NEW JUNCTION AND BRANCHES

HOOTON

Down Sidings, Hooton South Junction.—These sidings are on a slightly falling gradient towards the passenger station, and consequently wagons are liable to run back and foul the adjoining lines unless secured by the brakes. When Guards are detaching traffic in these sidings they must be careful to see that brakes are applied to prevent wagons running back.

Working of motor trains between Hooton and Rock Ferry.—When the Exchange siding, situated between No. 6 platform line and the down slow line at Hooton South Junction, is occupied, the motor, when requiring to be crossed over from No. 6 to No. 7 platform, must run up to the box, in order that the Signaller can satisfy himself that the motor is clear of the crossover road points, which are obscured from the Signaller's view when the siding referred to is occupied.

Engines running round trains at North Junction.—During fog or falling snow, engines requiring to cross from the down fast to the up fast line at North Junction box for the purpose of running round their trains, must proceed forward on down fast line to North Junction box, in order that the Signaller may satisfy himself that the engine is clear of the crossover road between the up and down fast lines.

BROMBOROUGH AND SPITAL

Whenever there are wagons of cattle or other important traffic on hand at Chester for conveyance to Bromborough or Spital, and it is necessary for the traffic to be conveyed by a freight train worked by one of the W.R. large goods or large tank engines, the wagons must be picked up at Chester in rear of the eighth wagon from the engine, so as to avoid the engine having to go into the siding at either station.

PORT SUNLIGHT

When large trollies have to be dealt with at Port Sunlight Siding, they must not be shunted into sidings, or from one siding to another, without first being detached from other wagons.

Guards of freight trains must remain in their vans when backing into the sidings at Port Sunlight until the train comes to a stand in the siding, and then apply their hand brake and pin down a sufficient number of brakes to hold the train when necessary before detaching the engine.

Sheeted traffic for Port Sunlight.—Guards unloading sheeted traffic at Port Sunlight must examine, and record in their books, the condition of the sheets.

Vans for Messrs. Lever Brothers' Works.—Vans with doors on one side only must not be sent to Messrs. Lever's Works with the doors on the right-hand side from Chester and left-hand from Birkenhead.

Such vans going from Chester must have the doors on the left-hand side, and in the opposite direction on the right-hand side.

Nitre Cake wagons.—A number of nitre cake wagons have been supplied to Messrs. Lever Brothers, Port Sunlight. The wagons are for internal use by Messrs. Lever Brothers only, and must not work on the main lines. They have a recess turned in each of the axles to enable them to be easily recognised by wagon examiners, etc., and, in addition, are lettered on both sides "Not to work on main lines."

Guards, Shunters and other concerned must see that the wagons are not taken on to the main lines.

ROCK FERRY

Drivers, when brought to a stand at the down fast inner home signal for station box, must treat the lowering of that signal as an indication that the line is only clear to the home signal at the box in advance, in accordance with the instructions laid down in Rule 41, clause (b).

Trains detained at the up fast or up slow home signals for station box.—In connection with Rule 55, clause (a), second paragraph, a telephone is provided positioned between the down fast and up slow lines on the Birkenhead side of the box, to enable Trainmen, detained an unusually long time at the up fast or up slow home signals, to communicate with the Signaller at station box.

GREEN LANE JUNCTION

Engines on to Shed.—Where there is only one engine going on to the Shed, Drivers must see that the Fireman gives the clearance signal, as shown on the code fixed to the signal post.

When there are two or more engines going together, the duty will devolve on the Driver of the last engine, irrespective of which Shed it is for, or of the destination of the engines preceding, and in such cases the signal must not be given by any other Engineman.

The signal given will be accepted by the Signaller as an intimation that the line is clear.

BLACKPOOL STREET

Catch points.—Drivers, when stopping at the up home 1 signal, must be careful to prevent any rebound of their train, otherwise there will be a danger of the coaches leaving the rails should they not be through the catch points.

Down freight trains requiring relief must stop with the engine opposite the box.

A Guard's telephone, for communication with the Signaller, is provided outside the up main line 50 yards in advance of the up home 1 signal.

Immediately a train, other than a passenger train, is detained at the up home 2 signal, the Guard must advise the Signaller that the train is complete with tail lamp attached. Before restarting, the Driver must exchange hand signals with the Guard to ensure that he has rejoined the train.

Wagons for the following places must be detached at Blackpool Street, and must not be taken to the Docks:—

Hinderton Coal Yard.

Locomotive sheds.

Gas Works siding.

Grange Road goods depot.

Engineers' Depot, Monks' Ferry.

The Liverpool Barge Co., Monks' Ferry.

The Monks' Ferry Steam Coal Co., Monks' Ferry.

Cammell Lairds, Monks' Ferry, and Tranmere Bay Ship Yard, and Abbey Street, Low Level.

BLACKPOOL STREET—Continued

Guards of all freight trains for Birkenhead must instruct the Driver at the last stopping place what traffic has to be detached at Blackpool Street, and Drivers will be guided in stopping by the large painted notice board fixed on the down side of the line near the box.

Guards of trains having traffic to detach must have it marshalled next to the engine.

Guards must have the side and tail lamps trimmed and ready for lighting when travelling to Birkenhead, and must light them should the train come to a stand between Blackpool Street and Brook Street boxes.

Trains, Engines and Wagons, and Light Engines, High Level Sidings to Down Main Line, via the crossing worked from the box.—When a train is required to be sent over the shunting loop to the Blackpool Street end to be crossed over to one or other of the down main lines, the man responsible for seeing the hand points are in the proper position will be the Shunter who will obtain permission from the Signaller, and accompany the trip. If, however, the trip has to wait acceptance, he will leave the train, and it will then be the duty of the Guard or other Person in charge of it to see, before starting, that the hand points have not been altered since the Shunter examined them.

In the absence of a Shunter, the duty will devolve upon the Guard or other Person in charge of the trip.

In the case of light engines, the Driver will be responsible for seeing that the points are in the required position, and if waiting acceptance, he must, before starting, satisfy himself that the points are still in the required position.

BIRKENHEAD WOODSIDE

Birkenhead and Chester.—Four-wheeled vehicles with a wheelbase of 10 feet and under 12 feet may be conveyed between Birkenhead and Chester in both directions marshalled next to the engine on express passenger trains which reverse at Chester.

Restrictions as to Maximum Number of Vehicles on Passenger Trains.—The length of the arrival platforms Nos. 1 and 2 at Woodside are 537 and 534 feet respectively. These figures represent the space available for the use of passengers, but from this distance must be deducted the length of the engine. In calculating the load of a train to Birkenhead the length of the various vehicles forming the train must be considered.

All trains passing through Woodside Tunnel during the daytime must be lighted up. In the case of stock where the Guard has the means of controlling the electric lighting whilst running, the light must be switched on immediately before entering the tunnel and switched off immediately after passing out. On other trains the electric lights must be turned on and off at Birkenhead and Rock Ferry.

Trains being drawn out of bays at Woodside.—In cases where trains arriving at Woodside are drawn by an engine attached in the rear, the engine working the train in must not be drawn back with the latter, but it must be detached and remain where detached until the train has been drawn clear of the platform.

Under no circumstances must an engine be signalled out against an empty train standing on the outgoing line in the tunnel.

Nos. 3 and 6 lines, Woodside.—The departure from these lines is controlled by means of a dwarf shunting signal, and when the latter is taken off for an engine, or engine and vehicles, to proceed, the Driver must accept the signal as permission for shunting operations only, and must not, under any circumstances, go right away without first stopping at the box and obtaining verbal authority, together with a green hand-signal, from the Signaller to proceed to the next block post.

Drivers of shunting movements from No. 3 line must not move forward on to the curve whilst waiting for the dwarf shunting signal to be taken off.

HOOTON AND WEST KIRBY

Trains on this line must be worked by tank engines, except through trains between Hooton and the Wirral line, which may be worked by tender engines providing such engines using the branch are run chimney first.

Hooton South Junction and Hadlow Road.—An auxiliary token instrument is provided at Factory Siding ground frame, and Guards or Shunters of trains having to be shunted clear inside for other trains to pass must use the instrument in accordance with the instruction exhibited. The Fireman will be similarly responsible in the case of a light engine.

HADLOW ROAD

Trap points exist at the Hooton end of the down loop at this Station, and all down freight trains must be run direct to the down loop, before any portion is uncoupled.

Wagons for Hadlow Road must be marshalled next the brake van, on freight trains from Hooton.

The engine must run round the train at Hadlow Road, so as to shunt off the wagons for that station, and the Guard must pin down sufficient brakes to secure the train while the brake van is away from it.

Freight trains from Hooton having work to do at Hadlow Road, or freight trains having to cross other trains at Hadlow Road, must not be made up to exceed 27 wagons and van.

NESTON SOUTH

Vehicles conveying live stock for Neston on trains from Hooton may be unloaded at the platform provided men are travelling with the animals, or are present on arrival of the train to take them away.

In cases where there is no one travelling with the animals, or are not present to take charge of them, the train conveying them must be drawn down with the vehicles to be detached close to the points leading into the yard.

The hand brake must be tested and applied.

In the event of such vehicles arriving without hand brake, they must be controlled by the use of brake sticks, and the Guard must render assistance if there is only one man on duty.

PARKGATE

Attaching vehicles to passenger trains.—Whenever it is necessary for the engine of a passenger train to go into the yard at Parkgate after dusk for the purpose of attaching vehicles, it must be accompanied by the Guard and Porter, the former to show a light and the latter to couple up the vehicles to the engine and to hold the points. The Guard must join the engine promptly on arrival at Parkgate.

MONKS' FERRY BRANCH

The line between Tunnel Road Yard and Monks' Ferry is worked in accordance with the Regulations for working by one engine in steam.

The Train Staff (special key) is kept in the Yard Foreman's cabin.

No engine or trolley must be allowed to go into this tunnel, unless the Driver or Person in charge of the trolley (as the case may be) is in possession of the Train Staff.

Catch points for the protection of the tunnel exist near the Town Station and lie normally for the throw-off position, the lever working these points being released by the special key.

Drivers of down trains to Monks' Ferry must stop short of these points and must not under any circumstances move forward until a signal is given by the Shunter in charge to do so. As soon as the engine has passed over the points they must be relocked to lie for the throw-off position.

Drivers must bring their engines to a stand immediately they are through the points, to enable the Shunter to rejoin the brake van.

When going to Monks' Ferry, the train must be propelled and the brake van must be placed in front of the wagons and in rear when returning, and the Shunter must ride in it. Up trains from Monks' Ferry may run through the spring catch points in the trailing direction.

A trimmed hand lamp must be kept in the Yard Foreman's Cabin and given to the Shunter with the special key. The Shunter must light it, and see that it burns properly before going into the tunnel.

Drivers must keep a good look-out for signals when going through the tunnel, and if they cannot obtain a direct view of the Shunter, owing to vans or high loads, a look-out must be kept over the side of the engine.

HOOTON AND HELSBY BRANCH

Freight trains to and from Helsby branch requiring to reverse at Hooton or Helsby must have a brake van at each end.

Prevention of fires.—Every care must be exercised by Enginemen in the handling and firing of locomotives between Ellesmere Port and Ince and Elton to prevent undue emission of sparks, particularly during dry weather, owing to the close proximity of Oil storage installations and Spirit tanks. On no account must hot ashes be thrown from the engine.

STANLOW AND THORNTON

Working of trains on to reception sidings.—Guards of up and down trains, immediately the train has been brought to a stand in the sidings clear of the main lines, must advise the Signaller by one of the telephones provided that the train has arrived in the sidings complete with tail lamp attached. In the case of a light engine the Driver must stop at the first telephone to enable the Fireman to give the necessary advice to the Signaller.

ELLESMERE PORT

Ellesmere Port No. 1 box.—Drivers of down trains not conveying passengers which are brought to a stand at the down main home signal for Ellesmere Port No. 1 box must immediately communicate with the Signaller at that box by the telephone provided.

Level Crossing.—During the time Ellesmere Port No. 3 box is closed, the level crossing gates will be open to the public.

Propelling of wagons on the down line over the Level Crossing to the West Sidings.—Wagons must not be propelled over the level crossing on the down line in an up direction at Ellesmere Port, but must in all cases be sent over the up line, and turned from the up line to the down line at No. 3 box. Wagons may be propelled on the up line as far as the inner home signal at the east end of the platform when the crossing gates are open to the public, but they must not be propelled to the starting signal at the west end of the platform when the crossing gates are across the railway.

HELSEBY

Trains must not be set back from the Exchange Siding to the down main line until the Driver receives verbal instructions from the Guard or Shunter to do so.

FRODSHAM

Guards of trains having wagons to detach at Frodsham, and others concerned, must note that the wagons must not, under any circumstances be left in the refuge siding, but must be put in the yard.

DARESBURY

When down trains are run direct into the down refuge siding they must be backed out again on to the up main line and run to the down main line via the crossover road.

LIVERPOOL CENTRAL AND WEST KIRBY

WIRRAL ELECTRIFIED LINES

General description.—The up and down lines between the following points, including certain crossover roads and sidings, are equipped with a conductor rail and running rail return for the operation of electric trains:—

Liverpool Central Low Level, Rock Ferry, West Kirby and New Brighton and Bidston Junction and Seacombe Junction.

BIRKENHEAD NORTH

Poulton Bridge Road Level Crossing.—A hut containing a telephone is provided at this crossing for Trainmen and Shunters to communicate with the Bidston East Junction Signaller (or the Signaller at Birkenhead North No. 2 box when open) whose permission must be obtained for a movement to be made over the crossing towards North No. 2 box.

The key for the hut is kept at Bidston East Junction box, and must be obtained by Trainmen or Shunters of L.M.R. trains before proceeding to the M.D. and H.B. Estate.

The normal position of the gates is across the railway and trains must stop clear to enable the Fireman or Shunter to open the gates. The Guard or Shunter, or Fireman in the case of a light engine, is responsible for closing the gates after the passage of the train.

Carriage shed up sidings.—Special instructions are in force for working in above sidings and over the single line used as an up and down loop between North Nos. 1 and 2 boxes, and are exhibited in a frame on a telegraph pole situated at the carriage shop.

BIDSTON

Working on Sundays and early Mondays.—Guards booked to work with trains or light engines from Bidston Yard or Loco. shed must sign on at the appointed time at the Shunters' cabin, and if the Yard staff are not on duty, work all the necessary signals and operate the level crossing gates controlled from the ground frame near to the Shunters' cabin.

Drivers of trains or light engines requiring to enter Bidston Yard from the main line must, if the down home signal near the level crossing gates is at Danger, sound the engine whistle on coming to a stand at that signal. If the signal is not then lowered within three minutes the Guard of the train, or Fireman of the light engine if unaccompanied by a Guard, must proceed to the ground frame, and, provided the Yard staff are not on duty, operate the levers and level crossing gates in accordance with the instructions exhibited at the ground frame.

When a Guard or Yard staff are not on duty the following arrangements will apply to light engines to and from Bidston Loco. shed:—

- (a) When Bidston Dee Junction, East Junction, and Birkenhead North No. 2 boxes are open that route may be used. Engines going on to the Shed may then pass the signal reading to the running line at East of Bidston Yard in the Danger position and proceed cautiously, keeping a sharp look-out.
- (b) When Bidston Dee Junction is the only box open, light engines may pass the Stop Board fixed at the west end of Bidston Yard running line proceeding cautiously, keeping a sharp look-out, and, on reaching the ground frame, the Fireman must operate the ground frame levers and crossing gates.
- (c) Light engines proceeding from Bidston Yard along the running line to the Loco. shed may pass the signal controlling entrance to the running line at West end of the Yard at Danger, and proceed cautiously keeping a sharp look-out.
- (d) Signal No. 6 must remain Off to enable engines to leave Bidston Loco. shed for running line.

SEACOMBE JUNCTION

Seacombe Junction and Bidston Dock.—A telephone is provided between the up main line and the arrival line leading to the Iron Ore Sidings. Guards of trains for the Iron Ore Sidings, or Firemen in the case of light engines, must inform the Signaller at Seacombe Junction immediately their train, complete with tail lamp attached, has arrived clear of the main running lines.

Weighbridges are provided at the Dock end of sidings Nos. 2 and 3 of the Inwards group of the Bidston Dock Ore Exchange Sidings and a train must not enter either of these sidings until the Guard has ascertained, by telephone, from the Person in charge of the Weighbridges, that the siding on to which the train requires to proceed is clear.

These sidings should only be used when sidings Nos. 1, 4 and 5 are already occupied.

SEACOMBE

Guards of passenger trains running into the platforms must inform the Signaller immediately upon arrival whether their train is complete with tail lamp attached.

Gas and Electricity Works Siding.—Not more than 27 wagons may be propelled without brake van from Seacombe Goods box to the Gas and Electricity Works Siding over the up line and not more than 27 wagons with brake van leading may be propelled in the wrong direction over the up line from the Gas and Electricity Siding to Seacombe Goods box.

SLOPES BRANCH

The single line between Slopes Branch Junction and Poulton Bridge Road crossing is worked as a siding, and trains over this line are controlled by the Signaller at Slopes Branch Junction box. Drivers must proceed with Caution and be prepared to stop short of any obstruction.

A Stop Board is fixed immediately on the dock side of the level crossing gates, applicable to Drivers approaching from the direction of the docks.

The board is illuminated by a lamp which also shows a red light to trains approaching from the docks and Firemen must, on arrival at the level crossing, telephone immediately to the box for permission to pass the Stop Board.

The hut containing telephone is provided at Poulton Bridge Road level crossing, for Trainmen to communicate with the Slopes Branch Junction Signaller whose permission must be obtained for a movement to be made over the crossing towards that box.

The Poulton Bridge Road level crossing gates and the telephone hut are secured by padlock, keys to which are kept in the Slopes Branch Junction box (L.M.R.) and Bidston Yard Inspector's cabin. The gates must be opened and closed by Trainmen.

Drivers of pilot trips between Bidston and Birkenhead Dock Road must obtain a key from the Bidston Yard staff before leaving, and this key must be returned to the Bidston Yard Inspector or Yard Foreman on duty when the pilot trips return.

Drivers of through trains, or light engines going to work through trains, proceeding towards Dock Road, must bring their engines to a stand opposite Slopes Branch Junction box, and the Fireman must proceed there immediately to obtain one of these keys. On returning, when the light engine, or brake van of through train, subsequently arrives opposite the box, the key must be returned.

In the event of trains or engines proceeding to the Docks via Slopes Branch and returning via Duke Street and Birkenhead North, steps must be taken to have the key returned to the point from which obtained as quickly as possible.

In the event of trains or engines from the Docks arriving at the Stop Board without a key, the Fireman must walk forward to Slopes Branch Junction box, obtain a key to open the gates, and before the train is allowed forward must telephone the Slopes Branch Junction box for permission to pass the Stop Board.

BIRKENHEAD EXTENSION

Brook Street.—In clear weather Drivers of light engines waiting acceptance for Blackpool Street must bring the engine to a stand immediately over the crossover points near Brook Street box, and must not draw up to the starting signal unless definitely instructed to do so by the Signaller. In each case the Signaller must make use of his lever collar on the starting signal.

During fog or falling snow engines must stand at the home signal when waiting acceptance.

Disposal of trains—Birkenhead Docks.—Guards of freight trains for Birkenhead Docks, after arriving at Brook Street home signal, must report immediately to the Inspector or Train-Meeter, who will arrange for the disposal of the train, and they must not leave the train until instructed to do so.

During fog or falling snow, before leaving the train for instructions, the Guard must comply with the requirements of the first paragraph of clause 2 of the Instructions to Trainmen on lines worked on the Permissive Block System, shown on page 21 of the General Appendix.

Canning Street South.—Drivers of trains in both directions on the Canning Street side of Brook Street box must proceed with Caution and be prepared to stop short of any obstruction.

Trains and engines may be worked over the wrong lines between Brook Street and Canning Street South.

The Crossing Keeper at Canning Street South must be on the alert when a train is approaching from the direction of the docks and see whether a train is approaching on the wrong line from Brook Street.

The Crossing Keeper at Canning Street South is responsible for the protection of road traffic only and Drivers of trains proceeding over the Mersey Dock Board lines are responsible for keeping the train clear of other conflicting movements and must proceed with Caution and be prepared to stop short of any obstruction.

Cavendish Wharf and Canning Street North—Working of trains between Cavendish Wharf and Canning Street North over Mersey Dock Board lines.—To avoid Vittoria Street Level Crossing being fouled by trains standing at Canning Street North up home signal, the loading of all trains between the above points must not exceed 45 wagons, engine and brake van.

Working of the Down Line between Canning Street North and Cathcart Street, Birkenhead, as an Up and Down Line.—Trains or engines travelling in an up direction may travel over the down line between Cathcart Street Crossing and the crossover road at Canning Street North when the up line is blocked.

The Shunter will arrange with the Signaller in all such cases for the operation to be carried out, after which they will instruct the Driver to proceed.

The Driver must not exceed a speed of **5 miles per hour** whilst on the wrong line, and must not pass over the level crossing at Canning Street North until he receives a hand signal from the Signaller to proceed. If the signal has not been received before the engine has been brought to a stand, the engine must be stopped short of the level crossing gates to allow them to be opened if required.

BIRKENHEAD EXTENSION—Continued

Shore Road Crossing.—No Crossing Keeper is employed at this crossing and should it be necessary to perform any marshalling operations there, an additional man must accompany the engine to perform such work, and must be provided with the necessary hand signals to give warning to approaching vehicles or persons in accordance with the Mersey Dock and Harbour Board Bye-Law.

Shore Road Power Station Siding.—Ex-L.M.S. Standard Class O (0-4-0) shunting locomotives may work into Shore Road Power Station Siding up to the notice board, approximately 140 feet inside the gate. **Speed not to exceed 5 miles per hour.**

“D” Bridge, Egerton East Float.—All vehicles and engines crossing “D” Bridge, although the signals are Off, must, if necessary, come to a stand before entering on the bridge. The Driver must not proceed until he has satisfied himself that the bridge is clear.

Working of South Reserve.—The Dock Board lines must not be fouled by shunting operations on the South Reserve without authority from the South Reserve Foreman.

All engines or trains to or from the South Reserve must be brought to a stand before passing on or off the Dock Board main line at the cabin crossing, and no work must be performed without the South Reserve Foreman's authority.

During shunting operations, the Foreman in charge of the South Reserve, and Shunters working with engines, must be careful to see that all crossings are clear.

Morpeth Goods Yard.—All inward freight trains must be brought to a stand on the Dock Board lines clear of the points leading to Morpeth Yard, and must not enter the Yard without the sanction of the Person in charge.

L.M.R. Eight-wheel Coupled Engines on Birkenhead South Reserve.—L.M.R. eight-wheel coupled engines must not be allowed to go on sidings Nos. 7 to 13, inclusive, on the South Reserve, Birkenhead, or over the sidings connected with the South Wallasey Dock (M.D. and H.B. lines).

REGULATIONS FOR WORKING OVER MERSEY DOCKS AND HARBOUR**BOARD LINES, BIRKENHEAD**

The speed of any engine or vehicle must not exceed **eight miles an hour.**

Special precaution must be taken when propelling vehicles and for this purpose Firemen, where provided, must be kept disengaged to keep a sharp look-out.

All trains, light engines or vehicles must exhibit a white light in front and a red light in rear between sunset and sunrise or during fog or falling snow.

Vehicles or engines must not stand foul of any bridge, level crossing or approach thereto, except when absolutely necessary for safety.

Shunters must, in the cases of trains arriving at Birkenhead going to the various depots, arrange for the engine to be at the front of such trains until they reach the depot, when the engine may be placed at the rear, in order to dispose of the trains, which work will then be classified as shunting operations.

During shunting operations, the Shunter must be in a position to see that all is clear, to give effective warning to pedestrians and others, and to give the necessary signals to the Driver.

Wagons may be propelled on the Dock Board Estate from point to point, and in all such cases the Shunter must ride in a runner or other wagon in front of the wagons in the direction in which they are travelling, so far as to give effect to the instructions set forth in the preceding paragraph. This arrangement will not apply where the shunting of wagons is made from the main line into a siding, nor in the case of disposing of trains at depots, as in each of these instances the Shunters will be on the ground and must carry out the instructions set forth in the preceding paragraph.

Each Shunter must be provided with a whistle or shunting horn and the following general codes must be used for the guidance of Enginemmen:—

Move forward	One long blast.
Move back	Two long blasts.
Stop	Three long blasts.
Ease couplings	Four long blasts (given thus—two pause two).

Every engine and wagon using or passing over the Board's railway shall, at the places and between the points specified below, be preceded at a distance of not less than 30 yards and not more than 50 yards, by a Trainman provided by the Railway or Person owning or working the engine or wagon, who in the daytime shall carry and exhibit a red flag and at night shall carry and exhibit a red light and who shall give warning of the approach of the engine or wagon to approaching vehicles or pedestrians.

Places and points referred to:—

- (1) **Wallasey Dock** Between the eastern corner of the easternmost shed on the North side of dock, and the south end of the pumping station on the East side of the dock.
- (2) **Morpeth Dock.....** Between a point 30 yards westward from the eastern end of the shed on the South-east side of the dock, and the time gun on the river wall.
- (3) **Shore Road.....** Between the eastern end of the shed on the South side of the Morpeth Dock, and the western end of the shed on the South side of the Morpeth Branch dock.

REGULATIONS FOR WORKING OVER MERSEY DOCKS AND HARBOUR BOARD LINES, BIRKENHEAD—*Continued*

This regulation shall not apply to shunting and marshallings operations at the places and between the points specified, but when such operations are in progress, a Trainman, as aforesaid, shall, during the whole time of such operations, be stationed at the places specified below, and shall be provided with a red flag and a green flag by day, and with a red light and a green light by night, who shall give warning of the shunting or marshallings operations to approaching vehicles and pedestrians.

Places referred to:—

- (1) **Wallasey Dock** The north-east corner of the pumping station.
- (2) **Morpeth Dock**..... The south-east corner of the shed on the South-east side of the dock.
- (3) **Shore Road**..... In the centre of the space between the eastern end of the shed on the South side of the Morpeth dock and the western end of the shed on the South side of the Morpeth Branch dock.

Shunters and Drivers are hereby warned that they are not to draw or propel wagons over or between the points mentioned **unless they have previously received a signal authorising them to do so from either the Watchman or the Person specially appointed to perform this duty.**

Every engine shall be fitted with a loud-toned bell, which shall be rung continuously when approaching the places and passing between the points mentioned above.

CREWE NORTH JUNCTION TO MANCHESTER LONDON ROAD AND MARSDEN JUNCTION (N.E. REGION) AND BRANCHES

ROOKERY BRIDGE

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

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

ALDERLEY EDGE

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

HANDFORTH SIDINGS

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

EDGELEY JUNCTION

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

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

LONGSIGHT

Telephones on “up and down” goods line.—Three telephones are provided at intervals along the “up and down” goods line at Longsight.

Firemen (Drivers in the case of trains or engines, the driving cabs of which are single-manned) of movements for the direction of Manchester London Road must use the nearest telephone to advise the Signaller at Manchester London Road box of their destination.

Carriage and Loco. Sidings, South Ends.—When it is required to make a movement from the South end of the Carriage or Loco. Sidings to the up fast line, the Signaller at Manchester London Road box must be advised, by the telephone adjacent to the outlet signal, (LR39).

After ensuring that no conflicting movement will be made from the shunting neck, the Shunter or Trainman must operate the plunger adjacent to the signal. The Signaller at Manchester London Road box will set the road and take off the signal for the movement when he is in a position to do so.

Before making movements towards the two shunting necks, Drivers must obtain the authority of the Person in charge at the Shunters' cabin. Drivers of light engines must, at the same time, inform the Person in charge at the Shunters' cabin what train they are required to work next.

Movements from the shunting necks towards the up sidings or Carriage Shed must not be made without authority of the Person in charge at the Shunters' cabin.

Signals given by Shunters or others whilst in the up sidings are not authority to pass the fouling point.

LONGSIGHT—Continued**Carriage and Loco. Sidings, South Ends—Continued**

Except when authorised by the Shunter in charge, engines must not use the crossing between the Carriage Sidings (South end) and Loco. (Burton's Road) in either direction.

In the absence of the Inspectors or Shunters, light engines may be crossed to and from the shunting necks providing the Fireman is sent ahead and satisfies the Driver that all is clear for the movement.

Carriage and Loco. Sidings, North End.—The plunger adjacent to the Loco. Sidings outlet signal (LR 75) must be operated when a shunting movement, which does not require to pass signal LR 77, is to be made along the Inwards road. The telephone must be used to advise the Signaller at Manchester London Road box of engines requiring to leave the Loco. Sidings.

When movements are brought to a stand at signal LR 74 at the outlet from the Carriage Shed or signal LT 47 on the "up and down" goods line, the Fireman (Driver in the case of a train or engine the driving cab of which is single manned) must immediately use the telephone at the signal concerned.

Trains for the Carriage Shed must be brought to a stand with the engine clear of the facing points leading from the Inwards road to the Outwards road North of the Carriage Shunters' hut and await instructions from the Shunter.

The line between the Loco. and Carriage Shed is used as a down engine line and No. 9 road in the Motive Power Depot is used as an up engine line.

Engines using the crossing between the Turntable road and the Carriage Sidings must come to a stand clear of the Carriage Sidings and await for a hand signal from the Shunter in charge.

A Guard or Shunter must be in charge of trains crossing the main lines and shunts of coaches or wagons from one side to the other.

Carriage washing machine.—Enginemmen, before passing their engines through the washing machine, must see that the revolving brushes are stationary, and then bring their train to a standstill 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, the signal should be given to the Driver to draw the train slowly through. After this is done the machine should be stopped.

Before a Driver commences to draw his 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.

When 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.

Carriage Shed, North End.—The hand brake must be put on the front fitted vehicle of carriages left standing at north end of Nos. 1, 2 and 3 roads, to prevent vehicles fouling.

ARDWICK JUNCTION

Rule 55 is exempt for trains detained at the down Philips Park branch home signal for Ardwick Junction box.

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 bottom 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 Signaller at the 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 Junction box or after verbally instructing the Signaller at Ardwick No. 1 Box 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 Signaller 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 Signaller 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 Signaller 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.

ARDWICK JUNCTION—Continued**Working of freight trains from Bennett's yard—Continued**

The storage of railway vehicles in Bennett's yard beyond the trailing points of the crossing leading from the East Lines 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 they must be taken for storage purposes into Ardwick L.M. goods yard.

Ardwick and Longsight up loop.—When two or more empty carriage trains are in Ardwick up loop it will only be necessary for the Guard of the rear train to remain with his train and carry out the instructions respecting the protection of trains on lines worked on the Permissive Block System, shown on page 22 of the General Appendix.

BETWEEN ARDWICK No. 1 AND MANCHESTER LONDON ROAD

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 sent specially to each signal box concerned to shut down the air supply at the valve provided for the purpose and so isolate the particular box.

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 Station.—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.

In the event of failure of the duplicate compressors, a Yard Foreman and four Lengthmen must be provided to alter the points as required.

Trains will be dealt with at Nos. 2 and 3 platforms only at London Road Station, in the event of a complete failure of the pneumatic signalling, including that connected with the duplicate set of compressors.

Trains must not be allowed to leave the platform until they have been accepted by Ardwick No. 1.

Arrangements must be made to provide Flagmen at London Road No. 1 box.

Detention at home signals.—Drivers and Guards of trains detained at home signals must carry out the provisions of Rule 55.

MANCHESTER—MAYFIELD STATION

Unless instructed to the contrary, Drivers working trains into the Station must, when their train is drawn out of the platform line, follow it up to the platform starting signal. If the engines are released through the crossings at the buffer stops, the Drivers must then take the engines to the platform starting or shunting signal.

The moveable Scotch block which is provided in No. 5 platform line 342 yards from London Road No. 1 box, must always be kept locked across the rails, except when it is necessary for vehicles to be placed in or removed from the Siding beyond the platform. The key of the padlock is kept in London Road No. 1 box.

MANCHESTER—LONDON ROAD STATION

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.

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.

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.

SANDBACH TO MIDDLEWICH

Should the interlocking signalling apparatus on the single line between Sandbach Station box and Middlewich Station box fail, a Pilotman must be appointed to accompany each train over the section of line, and no train must enter the line unless accompanied by the Pilotman.

ASHBOURNE—PARSLEY HAY—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.

ASHBOURNE—PARSLEY HAY—BUXTON—*Continued*

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 or from the siding must be worked by up trains.

Hindlow.—Trainmen must satisfy themselves before starting from Hindlow on the down main line or from the single line, that sufficient hand brakes have been applied.

BUXTON

Buxton Junction No. 1.—When a train has to be run to the Low Level line, clear of the catch points, and afterwards set back to any line for which the setting-back signal fixed on the home signal for Buxton No. 2 does not apply, the Driver must not move the train until he is verbally instructed by the Guard, who must see the catch points are in the proper position before any set-back movement is made.

Down High Level goods line.—When a train on this line is brought to a stand within Buxton Junction No. 1 box home signal but has not passed the box, the Guard, or Fireman in the case of a light engine, must immediately advise the Signalman that the train is complete with tail lamp attached.

Down Sidings ground frame.—When it is necessary for a shunting movement to be made from the down sidings to the down main line the Shunter in charge of the ground frame may, after obtaining the permission of the Signalman at No. 1 box, authorise the Driver to pass at Danger the signal controlling the exit from the sidings.

Trainmen are warned not to put their heads out when working between Buxton Station and the junction with the Ashbourne line.

DOVE HOLES

Up line.—Trains must be drawn within the catch points at the Whaley Bridge end of the Station before the engine is detached, unless there is a bank engine in rear.

Down line.—Down passenger trains must not attach or detach vehicles.

Vehicles must not stand on the down main line unless there is an engine at the Whaley Bridge end.

Down freight trains having work to do must be shunted on to the down loop or up main line before detaching the train engine unless an engine is available to perform the attaching or detaching, the train engine remaining at the Whaley Bridge end of the train.

Traffic picked up must not be detached from the engine until the wagons have been placed on the up line between the two crossover roads, and properly secured, after which the engine can run round them.

Guards of down freight trains from Buxton must not marshal wagons.

CHAPEL-EN-LE-FRITH SOUTH

Freight traffic to and from the Siding must be worked by up trains.

Down line.—The engine must not be detached from a passenger train on the down line.

Vehicles must not be attached to down trains. A vehicle in rear of a down passenger train may be detached by setting the train back through the crossover road, and allowing the vehicle to run slowly into the siding.

WHALEY BRIDGE

Shallcross Sidings.—Before a train is allowed to leave Shallcross Sidings for Whaley Bridge Station, the permission of the Signalman at Station box must, if practicable, be obtained by telephone.

Should the telephone not be available, the Person in charge must satisfy himself that such movement can be made with safety.

Propelling wagons, Whaley Bridge and Shallcross sidings.—When wagons are being propelled to or from Shallcross siding, they must be brought to a stand, clear of the crossing at Carrs Cottage, and the Shunter must go forward to the crossing and, after seeing that the line is clear, give the Driver a signal to restart.

NEW MILLS NEWTOWN

Up line.—Wagons must not be propelled from the sidings to the up main line, unless there is a brake van at the Furness Vale end and a competent man in it ready to apply the brake.

DAVENPORT

Co-operative siding.—Wagons must not be loose shunted into the Warehouse, but must be propelled only sufficiently far to clear the entrance to the adjoining sidings.

DAVENPORT JUNCTION

Electric Token working between Davenport Junction and Cheadle Village Junction.—A magazine is provided in connection with the transfer of tokens from one instrument to the other between Davenport Junction and Cheadle Village Junction, and when necessary for a transfer to be made the magazine must be conveyed through the section by the Driver, who must bring his train to a stand at the token station where the magazine is to be delivered to the Signalman.

The magazine is not authority for a train to proceed through the section, whether containing tokens or not, but a token must be obtained by the Driver in accordance with the regulations.

BUXTON MIDLAND 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 for in Rule 96.

HEATON NORRIS ASH BRIDGE

Working over up slow line between Ash Bridge and Heaton Norris Junction.—The first passenger train requiring to pass over the up slow line following a train not conveying passengers will be brought under control at the home signal for Ash Bridge box.

After the signal has been taken off for the train to proceed, the Signalman will exhibit a green hand signal which the Driver must acknowledge by a short whistle, and must understand he must proceed with caution throughout the section to the box ahead.

REDDISH SOUTH

Working over up slow line between Reddish and Ash Bridge.—The first passenger train requiring to pass over the up slow line after Permissive Block Working has been in operation will be brought under control at the home signal for Reddish Station box.

After the signal has been taken off for the train to proceed, the Signalman will exhibit a green hand signal which the Driver must acknowledge by a short whistle and must understand he must proceed with caution throughout the section to the box ahead.

FREIGHT TRAINS BETWEEN DENTON JUNCTION AND STALYBRIDGE

Down freight trains.—In the event of a down freight train becoming overpowered in the section between Denton Junction and Stalybridge No. 1 box during the time Dukinfield and Ashton box is closed, Trainmen may communicate with the Signalman at either Denton Junction or Stalybridge No. 1 box by means of the telephone provided outside Dukinfield and Ashton Station box.

Up freight trains.—Guards of freight trains between Stalybridge and Denton Junction must apply the brake van brake on passing Stalybridge No. 1 and keep it applied until the engine has taken the weight of the train on to the gradient (rising 1 in 435), when the brake must be released until the brake van is clear of the gradient. The brake must then be applied sufficiently to keep all couplings tight until the train commences to ascend the gradient, just after entering Hooley Hill Tunnel.

Drivers must not apply their brakes except in cases of emergency, or when the train is about to exceed the speed limit, until the point named in the preceding paragraph has been reached, and must be careful not to allow the wagons to over-run the engine while travelling on the falling gradient.

STALYBRIDGE

Vehicles detached from ordinary trains.—UP LINE.—Vehicles for Stalybridge not fitted with the hand brake must be marshalled next the engine of up trains, unless a vehicle fitted with the hand brake, which has also to be detached, is in rear of the train.

Vehicles not fitted with 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 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 trains until taken off by the engine of the Manchester to Leeds train or attached in rear of a 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 partly 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 partly occupied by any other train, except for the purpose of making a connection, when such 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 next stop of the train.

In the case of light engines, the duty must be performed by the Fireman.

All trains passing through Stalybridge Tunnel during the daytime must be lighted up.

MOSSLEY

Coaching vehicles to be detached from down trains must be marshalled next the engine.

GREENFIELD

When there is no Shunter on duty Guards must inform the Signalmen at Greenfield Junction box what time has been occupied in shunting and standing, together with the numbers of wagons attached and detached.

Before an engine is detached from a passenger train for the purpose of running round, the hand brakes at each end of the train must be tested to see if they are in good working order.

Royal George Siding.—Trains must not be shunted at this siding to allow other trains to pass.

DIGGLE AND MARSDEN

Block Regulation 25 will not apply to the undermentioned tunnel sections in case of failure of the block instruments, bells and telephones:—

Section	Line	Arrangements for working
Diggle and Marsden ..	Down and up North ..	Trains to be worked by Pilotman. The Station Master at Diggle must act as Pilotman, and in his absence the Shunter.
Diggle and Marsden ..	Down and up South ..	Trains to be worked by Pilotman. The Station Master at Marsden must act as Pilotman, and in his absence the person temporarily in charge of the station.

Permanent Way work in Standedge Tunnel.

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

All trains passing through Standedge Tunnels during the daytime must be lighted up.

MANCHESTER LONDON ROAD, CASTLEFIELD JUNCTION AND CORNBROOK JUNCTION EAST

Not more than two engines coupled together must be worked between these points.

OXFORD ROAD

Trains entering bay platforms already occupied by other trains during fog or falling snow.—Drivers of trains allowed to enter the bay platforms by the exhibition of a calling-on aspect at the up main home signal, must proceed cautiously prepared to stop short of any obstruction, and keep a sharp look-out for the Hand-signalman who will conduct them from the end of the platform to the rear of the train ahead.

M.S.J. AND A. SECTION—ELECTRIFIED LINES

General description.—The up and down lines between Oxford Road Station and Altrincham (including both fast and slow lines between Old Trafford and Sale) and the bay lines and sidings at the places shown below are equipped with overhead lines for the operation of electric trains:—

Oxford Road	Nos. 4 and 5 Bay Platforms.
Warwick Road, Old Trafford	Cricket ground sidings (Nos. 1, 2 and 3).
Stretford	Loop and dead end.
Sale	Long siding and up siding.
Altrincham.....	Down and up through sidings between Navigation Road and Altrincham. All platform roads. Down and up C.L. lines to a point approximately 320 yards South of end of No. 3 Platform. Stamford dead end. Stamford straight road. Stamford dock. All sidings between station and carriage shed, and carriage shed roads.

Lines and sidings where the overhead wires and their connections are not less than 20 feet above rail level:—

Altrincham Carriage Shed Yard

- No. 3 road between structures 298 and 304.
- No. 3 road between structure 310 and buffer stops.
- No. 2 road between structures 298 and 304.
- No. 1 road between structures 298 and 304.
- Western Sidings, between structure 298 and Goose Green Bridge, also between structure 295 and Goose Green Bridge.

COLWICH (VIA STOKE) TO CHEADLE HULME AND CREWE AND BRANCHES

TRENTHAM

Trentham Junction.—A telephone is provided at the Barlaston end of the “up and down” arrival line and the Guard (or Fireman in the case of a light engine), must inform the Signalman immediately their train complete with tail lamp attached, has arrived on the “up and down” arrival line clear of all connections.

A telephone is provided at the Stoke end of Nos. 1 and 2 Arrival and Departure lines and Guards of up trains (or Firemen in the case of light engines) must advise the Signalman at Trentham Junction box when their train has arrived, complete with tail lamp attached, in No. 1 or No. 2 Arrival and Departure line clear of the up main line.

STOKE

Drivers of engines assisting freight trains from Newcastle Junction must, on approaching Stoke, slacken speed and not push the train while passing through the Station or goods yard.

Trains composed of coaching stock and light engines entering platforms already occupied by other trains during fog or falling snow, must, when they are brought forward with a calling-on signal, come to a stand at the entrance to the platform, where the Driver will be advised by a man appointed for the duty up to what point the platform line is clear.

Shunting in California (or Long) siding, Round Engine Shed, Stoke Junction.—Vehicles being taken in either direction on California (or Long) siding must be brought to a stand clear of the connections on the Trentham side of the Round engine shed, until the Shunter has satisfied himself that all is clear, and is in a position to prevent movements being made off the Shed roads.

“Limit of shunt” boards are fixed, one at the Sideway end of the overbridge and one 100 yards on the Sideway side of the north end points leading to Kerr Stuart & Co.’s siding, and Drivers must not take their trains past these boards in either direction until instructed to do so by the Guard or Shunter, who must obtain permission from the Signalman at Stoke Junction or Sideway, as the case may be, before allowing such movement.

Loading of freight trains.—Guards working into Stoke yard (South end) or Pratt’s sidings, must hand to the Foreman immediately on arrival, a short statement showing the composition of the train from the engine to the brake van.

Glebe Street signal box.—Referring to Rule 44, clause (b); the calling-on signals provided below the down home signals may, except during fog and falling snow, be taken off before trains are brought to a stand at them, and Drivers must, in such circumstances, draw forward cautiously as laid down in Rule 44, clause (a).

Between Newcastle Junction and Newcastle.—The double heading of down freight trains from Newcastle Junction to Newcastle is **prohibited**.

ETRURIA

Freight trains travelling over the up goods line from Grange Junction to Etruria, having wagons to detach in Etruria yard, must stop at the home signal although it may be off.

Grange Branch.—To prevent vehicles running away from the Grange branch, when left on the main line unattached to an engine, in addition to hand brakes being applied, the vehicle at the Grange Junction end must be secured by sprags.

LONGPORT

A loud sounding electric bell, fixed on the side of Longport Junction box, is provided for warning Guards, Shunters and others when a train or engine is approaching on the down main line. The bell commences to sound when the down starting signal for Station box is placed to the clear position, and continues sounding until this signal is replaced to danger.

Pinnox Branch.—Guards of trains proceeding to the single line via the ground frame connection must advise the Signalman at Longport Junction box, by telephone, when the train is on the single line ready for right away.

In the case of trains being propelled to Pinnox Colliery Sidings, the Signalman at Longport Junction box must be advised the number of wagons on the train. The Signalman will then advise the Guard into which siding the train will be turned at Pinnox Colliery Sidings and this information must be given to the Driver.

CHATTERLEY

A telephone with loud sounding bell is fixed adjacent to the down advanced starting signal to enable the Signalman at Junction box to communicate with Trainmen when detained at that signal. On hearing the bell ring, the Guard, or Fireman in the case of a light engine, must at once go to the telephone and ascertain what is required.

KIDSGROVE LIVERPOOL ROAD

Workmen’s trains between Loop Line Stations and Radway Green.—Trains conveying workmen between loop line stations and Radway Green may be propelled on the outward journey over the up line between Kidsgrove Liverpool Road Junction and Kidsgrove Central Junction, and on the return journey may be propelled over the down line between Kidsgrove Central Junction and Kidsgrove Liverpool Road Junction, in accordance with the instructions on page 214.

The instructions on page 94 of the General Appendix in regard to the movement of vehicles containing passengers over points in a facing direction must be rigidly observed.

Catch points.—Before a signal is given to the Driver for a passenger train which is standing on the catch points at Kidsgrove Liverpool Road Station, to move, the Guard must satisfy himself that the catch points are being attended to by a responsible person.

The Station Master must arrange for a competent person to secure the catch points for long trains which are liable to stop on the points.

Kidsgrove Colliery Sidings.—One crow must be given when leaving Kidsgrove Liverpool Road and before entering the Yard, for the Machineman to lower the signal, fixed 175 yards from the goods line points.

CONGLETON JUNCTION

Trains to and from the Brunswick Wharf.—The Staff for the Brunswick Wharf Branch is kept in the ground frame at Congleton Lower Junction when not in use.

When a train has been put on the branch, the Guard must hand the Staff to the Driver. The Guard must take charge of the electric train tablet for the Heath's Junction to Congleton Junction section until the train is again required to leave the branch or a request is received from the Signaller at Congleton Junction for the electric train tablet to be taken to the box to enable another train to enter the Heath's Junction to Congleton Junction sections.

When a train is ready to leave Brunswick Wharf the Signaller at Congleton Junction must be advised by telephone.

When a train is required to return from Congleton Lower Junction ground frame to Heath's Junction box with the same electric train tablet, the Guard must obtain the permission of the Signaller at Congleton Junction and Heath's Junction boxes, by telephone.

MACCLESFIELD CENTRAL

Crossover road.—When passing over the crossover road from the up main to the up platform road or vice versa, also from the down platform line to down centre line and vice versa, Drivers should exercise special care in applying steam or using their brakes to avoid the possibility of buffer locking.

Engines returning to Hibel Road.—The taking off of the set-back signal from the up to the down line at the north crossover road, to enable light engines arriving on the up line from Hibel Road to return thereto via the down line, is not an indication that the down line is clear throughout, but only gives permission for the engine to go forward as far as the line is clear, and Drivers must proceed cautiously and be prepared to stop short of any obstruction.

Shunters' Warning Bell.—A loud sounding electric bell is fixed at the Bollington end of the "up and down" platform, to warn Shunters when a train is about to arrive from or depart for the branch line over the connection from the up branch line to the platform.

MARKET DRAYTON

Working of down trains.—Two telephones are provided at approximately 135 yards and 460 yards in rear of the down inner home signal from Pipe Gate, and Guards of trains brought to a stand at this signal must immediately proceed to the most convenient telephone and advise the Signaller that the train is clear of the up line and complete with tail lamp attached.

POOL DAM BRANCH

Level crossings.—Drivers and Guards working on this branch must bring their trains to a stand at each crossing, which must not be fouled until the train is called forward by the Handsignaller who must accompany all trains over the branch. Except as shown below, trains are not allowed to work between the hours of sunset and sunrise.

Trains requiring to work at the S.P.D. Ltd. siding may be allowed to proceed to that siding during the hours of darkness. A Handsignaller must be stationed at the level crossing adjacent to the S.P.D. Ltd. siding to warn users and must remain at the crossing until the train has completed work at the siding.

Drivers of trains from the Pool Dam branch must not pass the Stop and await instructions board, situated on the Pool Dam side of the points leading to the down sidings neck, until permission is received from the Shunter or Guard, who, before giving such permission, must ascertain that no movement is being made in the sidings.

The points in the Pool Dam branch leading to the down sidings neck must be set for the neck except when it is necessary for a movement to or from the Pool Dam direction to be made over them, in which case Trainmen or Shunters must, immediately the movement has passed over the points, re-set them for the neck and clip and padlock them in that position.

CHESTERTON BRANCH

Working of trains Hem Heath to Chatterley Junction.—The Guard must advise the Signaller at Chatterley Junction box, by telephone, when a train is ready to depart from Hem Heath.

Proctor Bros.' siding.—Wagons for the siding will be propelled from Chatterley sidings, and no vehicle must be allowed to stand on the single line unless there is an engine at the Chatterley end.

SUDBURY

Fault 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.

KINGSLEY AND FROGHALL

Trains requiring to proceed to Bolton's Copper Works Sidings only, may, when in possession of the special Annett's key, return to Bolton's Siding box in the wrong direction along the up line.

Drivers of freight trains booked to take water at this place during the time Froghall box is closed, need not stop at the box open in rear, to advise the Signaller of the circumstances, as laid down in the instructions on page 75 of the General Appendix.

ADDERLEY GREEN BRANCH

Mossfield Level Crossing.—Drivers of down and up trains must be prepared to stop in the event of the level crossing gates being across the railway.

When an up train is ready to leave Botteslow Sidings, the Driver must give three crows as an indication that the train is ready to depart. Except during fog or falling snow, the train must not leave the Sidings until the up home signal for the level crossing has been taken Off. During fog or falling snow, a train may, however, leave the Sidings, but the Driver must approach the crossing cautiously, being prepared to stop at the home signal should that signal be at Danger.

Between the hours of 2.0 p.m. and 6.0 a.m., Monday to Friday, inclusive, and 2.0 p.m. Saturday to 6.0 a.m. Monday, the gates will be left across the railway, and Drivers of down and up trains must come to a stand at the home signal for the gates to be opened.

WORKING BETWEEN IPSTONES AND CALDON QUARRY

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 the engine to which his engine is attached, except as provided in Electric Token Block Regulation 14B, 14C and 25.

Pouches are provided in which the token is placed before being handed to the Driver.

Section Obstructed by Accident or by Disabled Train.—Examination of Line.—Train, or Portion of Train left on Single Line.—Working of Trains to and from Point of Obstruction.—Token Damaged or Lost.—Failure of Token Apparatus.—The instructions in Electric Token Block Regulations 14, 14A, 14B, 14C, 23 and 25 will apply. The Person working the instrument at Caldon Quarry must be regarded as the Signalman, and the forms for Working Single Lines by Pilotman during failure of token apparatus must be used.

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 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 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.

ALSAGER

Banking of freight trains between Alsager Yard and Diglake Sidings.—The following special instructions will apply:—

A Bank Engine key (Annetts type) lettered “Alsager Yard, Bank Engine” is provided in connection with the token instrument at Alsager Yard to authorise the Driver of an engine assisting a train in the rear from Alsager Yard to Diglake Sidings to return from Diglake Sidings without going through the section to Leycett Station.

When an up freight train is assisted in rear, the token for the section must be carried by the Driver of the bank engine and must be shown to the Driver of the train engine. The Bank Engine key must also be carried by the Driver of the bank engine, but need not be shown to the Driver of the train engine.

Up freight trains assisted in rear and going beyond Diglake Sidings must be brought to a stand at Diglake Sidings to enable the engine in the rear to be detached. The token for the section must be handed to the Driver of the train engine, and the bank engine must then immediately return to Alsager, and on arrival the Bank Engine key must be handed to the Signalman at Alsager Yard.

KENYON JN. No. 1 AND SPRINGS BRANCH TO DITTON AND LIVERPOOL AND BRANCHES

ST. HELENS JUNCTION

General Stores Sidings.—Trips from St. Helens Junction No. 1 box to the General Stores Sidings and vice versa must not exceed 35 wagons, and must be worked with a brake van in the rear in each direction. When a brake van cannot be provided the trips must be worked with the engine at the lower end of the gradient in each direction.

EDGE HILL

Engines from carriage shed sidings Edge Hill to Lime Street.—Engines must not leave these sidings for Lime Street until the Driver has verbally told the Signalman at No. 2 box how many engines require to go forward. The Driver or Shunter will be held responsible for doing this.

The vacuum brake on all empty coaching stock trains between Edge Hill and Lime Street must be coupled up throughout the train and connected to the engine before leaving Edge Hill, and the Regulations respecting the working of the vacuum brake must be complied with. Trains consisting of mixed passenger and goods stock must have the brake pipes coupled up.

EDGE HILL—Continued

Train Starting Indicator.—An indicator, not normally illuminated, is fixed about 50 yards in advance of the down slow starting signal for No. 2 box, and, immediately the Guard's signal to start a train from the down slow platform has been given, the Person in charge must operate the switch provided, causing a letter "R" to be illuminated on the indicator, as an indication to the Driver that the Guard's signal to start has been given.

Edge Hill—No. 2 box.—Drivers of trains stopped at the down goods home signal must immediately communicate with the Signalman, by telephone, and give the destination of their trains.

Guards of trains (or Firemen in the case of light engines) must immediately advise the Signalman at No. 2 box when the train has arrived, complete with tail lamp attached, in the down sidings clear of the down goods line.

Assisting engines attached to empty carriage trains working from Lime Street to the carriage shop at Edge Hill must not be detached on arrival on the Wapping line between Nos. 2 and 4 boxes, but must set back with the train to No. 2 box, and not be uncoupled until the Signalman there has given permission.

Guards working empty stock trains to Downhill sidings from Lime Street, after being backed inside at Wavetree Junction, are responsible for the safety of their trains and must remain in charge until they have received instructions from the Foreman.

Engines proceeding down the shed bank to Edge Hill loco. yard must stop clear of the up line until the Driver has ascertained that no engine is coming up the bank.

Bootle Branch trains leaving Park sidings are marshalled in the reverse direction with the brake van next to the engine as far as Pighue Lane Junction box, and the Guard, before leaving, must hand the tail lamp to the Shunter stationed at Park Sidings, who must hang it on the last vehicle and give the right-away hand signal to the Guard immediately this is done. By night the signal must be given by means of a white light waved slowly up and down, and the Guard must acknowledge it by exhibiting a white light held steadily in the hand.

Guards working trains into Edge Hill must, before leaving them, unscrew the couplings of the brake van so that it will not be necessary for the Shunters to go between the vehicles when shunting them.

Waterloo Tunnel Mouth box and Park Sidings ground frame.—After sunset, and during fog or falling snow, a red light must be fixed in front of the leading wagon of any train which may be placed on the up line between these points.

All reception and departure lines, between Edge Hill Exhibition Junction box and Park Sidings ground frame, also the up and down Waterloo lines, between Tunnel Mouth and Exhibition Junction, and the lines leading to and from the foot of the gridiron to Park Sidings ground frame are worked as goods yards, and Drivers entering from either end must keep a good look-out and be prepared to stop short of any obstruction.

Reception line at top of Gridiron.—Drivers of trains must detach their wagons upon arrival at reception line on receipt of a signal from the Guard or Shunter in charge, who will be responsible, for properly securing the train.

Engine Shed Junction.—Wagons must not be propelled on to the loco. shed, via Engine Shed Junction box.

Tue Brook sidings.—No. 5 siding is the up line for departure of trains from Picton Road Junction to Canada Dock, Alexandra Dock or North main. No. 4 siding is the down line for trains from Alexandra Dock, Canada Dock or North main. Trains are signalled by block bell only, between No. 5 and Picton Road Junction boxes.

A treadle gong is fixed in the Waterloo tunnel about 55 yards on the Waterloo side of the up distant signal for the Edge Hill Waterloo Tunnel Mouth box.

Park Lane.—Klaxon horns have been provided at the South-east end of No. 2 line and at the end of No. 2 tunnel for the purpose of warning staff in the Goods station of the approach of trains.

One long blast will be given in the case of a train running away, and **three short blasts** for a train proceeding towards No. 2 line.

Working of coaching stock vehicles and Bogie Freight vehicles through Gridiron.—Coaching stock vehicles must **not** be conveyed on trains for Edge Hill Gridiron.

When bogie freight vehicles are conveyed on trains for Edge Hill Gridiron, they must be marshalled next to the engine. On no account must they be worked through the Gridiron and, whenever possible, must be detached at the foot of the Grid.

If it is necessary to work the vehicles to the top of the Gridiron they must remain attached to the train engine and be worked by it to the foot of the Grid.

LIME STREET AND EDGE HILL

Up slow intermediate Block Signal.—Should the Engineman be unable to get the attention of the Signalman at Edge Hill No. 2 box on the telephone, the Driver must, after waiting three minutes, send his Fireman to Edge Hill No. 2 box to obtain the instructions of the Signalman. If Edge Hill Tunnel Mouth box is open, the Fireman must use the telephone at that box to speak to the Signalman at Edge Hill No. 2 box.

Should the signal display a proceed aspect during the absence of the Fireman, the Driver must proceed slowly forward to the box to enable the Fireman to rejoin the train.

LIVERPOOL—LIME STREET STATION

Engines of incoming trains must be detached as soon as they come to a stand unless instructions are given by the Inspector or other Person in charge at the Tunnel Mouth to the contrary, and when a train is double-headed the engines must remain coupled together unless the Inspector or other Person in charge at the Tunnel Mouth gives instructions for them to be uncoupled. In either case, the engine or engines must follow the departing train at a safe distance, to the platform starting signal, but must not pass that signal until it has been placed to Danger and again lowered. They must then proceed as far as the box where they will be instructed by the Inspector or other Person in charge at the Tunnel Mouth as to further movements.

When a portion of a train is taken out of any of the platform lines and one or more vehicles left on the engine or engines which worked the train in, such engine or engines must not be moved towards the starting signal until the Driver is instructed by a Shunter.

In the event of failure of a platform starting signal the subsidiary signal applicable to the platform concerned will be used for a departing passenger train and in such circumstances, the Driver of the passenger train must be instructed not to proceed until authorised to do so by the Person in charge. The Person in charge must obtain the permission of the Signaller before the Driver is authorised to proceed.

When it is necessary for the platform starting signal applicable to any of the following platforms to be taken off for a shunting movement from the adjoining siding (also indicated below), the Person in charge of the shunting movement will so inform the Driver of any engine standing on the platform line concerned, and such engine must not foul the connection between the platform line and the siding until the shunting movement is completed. The Person in charge of the shunting movement must inform the Driver of the engine standing on the platform line when the movement has been completed and no further movement from the siding will be made.

Platform line	Adjoining siding concerned
Platform No. 1.....	Siding A.
Platform No. 4.....	Siding B.
Platform No. 5.....	Siding D
Platform No. 7.....	Siding E.

Banking of loaded passenger trains.—All loaded passenger trains may be assisted in rear from the stop block to the platform starting signal. Such trains proceeding on the up fast line may also be assisted in rear to the up fast line starting signal when required, and the Inspector at the Tunnel Mouth will be responsible for advising the Signaller and both the train and bank engine Drivers of each train to be so assisted.

In the case of a bank engine which requires to proceed to Edge Hill after assisting a train proceeding on the up fast line, care must be taken to ensure that it is brought to a stand at the up fast starting signal and, immediately on arrival thereat, the Fireman must advise the Signaller at Lime Street box by means of the telephone provided at the signal. The signal must not be passed by the Driver of the bank engine until it has been placed to Danger and taken off again.

If, however, it is necessary for the bank engine to return to the Platform, Sidings or Turntable after assisting a train on the up fast line, the Driver must come to a stand immediately ahead of the dwarf shunting signal, controlling setting back movements from the up fast line, situated approximately 200 yards in the rear of the up fast line starting signal, and must not return towards Lime Street until that signal is taken off.

Shunting.—Vehicles not fitted with hand brakes on both sides must not be shunted by gravitation: such vehicles must be run to a platform with an engine attached.

Before a train is propelled on to the shunting neck, the vacuum brake must be released (except as specified in the next paragraph). The engine must always be attached to vehicles propelled from the platforms or sidings, and must not be uncoupled until they are brought to a stand in the position required.

If, owing to the necessity of clearing a train from the platforms quickly, there is no time to release the vacuum brake before backing out, the brake must be released on the shunting neck before the engine is detached and the necessary hand brakes must be applied and chained.

When an engine is standing at the Lime Street end of any coaches, or a light engine alone, on the shunting neck, a red light must be exhibited on such engine. In the case of two or more engines, a red light must be exhibited on the one nearest Lime Street. Whether on engine or vehicle, this light must be placed on the lamp bracket furthest from the up fast line.

No movements must be made on to or from the shunting neck or main lines without a Shunter in charge.

A train on the shunting neck must not be moved towards Lime Street to stand at the signal at the trap points, but must wait until the signal is taken off.

Engines, other than light engines, standing on the shunting neck, must not move on hearing the Klaxon horn, but must await a hand signal from the Shunter before moving. Light engines of which there is no Shunter in charge, may act on the Klaxon horn if the signal is off.

It must be understood that when the Klaxon horn is operated for a train or engine to come off the shunting neck, the signal only applies to the train or engine standing first on the neck, and any other train or engine must not move until the first has been cleared and the Klaxon horn operated again. In no case, when the Klaxon horn has been operated, must an engine or any vehicles be moved down the neck, nor must the brakes of such vehicles be taken off until the Driver and Shunter in charge (or Driver, in the case of a light engine) has seen that the signal at the trap points is taken off.

Train Starting Indicators.—Indicators not normally illuminated are fixed on the starting signals for the undermentioned platforms and immediately the Guard's signal to start a train (the engine of which is on the Edge Hill side of the plunger) has been given, the Person in charge of the platform must press the plunger on

LIVERPOOL—LIME STREET STATION—*Continued*

Train Starting Indicators—*Continued*

the platform concerned. Upon the plunger being pressed an illuminated letter "R" will appear on the indicator which will indicate to the Driver that the Guard's signal to start has been given.

Platform No.	Position of Plunger
6	Third roof column at Edge Hill end of station.
7	West face of bridge buttress between platform No. 7 and Sidings "F" and "G."
8	West face of bridge buttress between platform No. 8 and Sidings "F" and "G."
9 and 10	Stanchion of 1st starting signals gantry.

A white light is provided adjacent to each of the above plungers which will become illuminated when the appropriate platform starting signal is taken off.

Telephones at stop signals.—Drivers brought to a stand at the down fast and down slow home 3 signals must advise the Signaller, by telephone at once. If the signal concerned is not taken off for the train to proceed, the Driver must again communicate with the Signaller at intervals of not more than three minutes.

In the event of the failure of the telephone at the down fast or down slow home 1 or home 2 signal, the Fireman of a train detained at one of these signals must not wait 10 minutes as laid down in clause (ii) of the instructions, but he must proceed to the home 2 or home 3 signal for the line on which his train is detained and endeavour to communicate with the Signaller from that point. If successful he may return to his train without proceeding to the box. In the case of trains or engines the driving cabs of which are single manned the Guard must carry out the duties of the Fireman.

The Fireman or Guard, as the case may be, when communicating with the Signaller, must advise him the description of his train, at which signal such train is detained and on which line.

Exceptions to Standard Rules.—Rule 179.—The provisions of clause (j) of this Rule will apply to trains brought to a stand in advance of down fast and down slow home signals 1, 2 and 3. The telephones fixed at the signals must, whenever possible, be used to advise the Signaller of the circumstances.

Rule 216.—The provisions of clause (j) of this Rule will not apply on the down fast and down slow lines between Edge Hill No. 2 box and Liverpool Lime Street box.

Lighting of trains fitted with electric light between Lime Street and Edge Hill.—During daylight on trains where the lighting is controlled from the Guard's van, the Guard must switch on the light before leaving Lime Street in the up direction and Edge Hill in the down direction. Where the electric lighted vehicles are not controlled from the Guard's van, the Carriage Department Staff are responsible for switching the light on before leaving Lime Street, and the Station Staff at Edge Hill must switch it out before the train leaves, except in the case of vehicles fitted with a lever outside the coach not on the platform side, or any vehicle on which the light can only be turned off by a key either outside or inside the vehicle.

Trains for Lime Street conveying an additional set of coaches or extra vehicles where the light is turned on by lever or key, will be lighted at the starting point by the Carriage Department.

Working of up trains between Lime Street and Edge Hill.—The instruction shown in Table "O" of this Appendix restricting the number of vehicles which can be conveyed in rear of the rear brake van of passenger or empty coaching stock trains to equal to 3 bogies applies to all trains composed of coaching stock unless a bank engine is in rear.

Trains conveying vehicles which are not piped, thus preventing the automatic brake being operative throughout the train, must have a passenger or freight brake van, in which a Guard must ride, as the last vehicle unless a bank engine is in rear.

EARLESTOWN

Vulcan Foundry Siding.—When putting wagons across the private cart road, the engine must have not less than seven wagons attached between it and the wagons which are for the Foundry, they must not be uncoupled from the engine until the last wagon for the works has been put inside, just clear of the gate, nor until the wagons have come to a stand.

If there are not seven wagons at hand to attach to the engine, the incoming wagons must be left on the Foundry Company's straight siding, parallel with the L.M.R. main line.

The Foundry Company will provide a Flagman where the curve crosses their private cart road, and take responsibility for the safety of the public when wagons are being put into the works, and station a Man inside the work gates to warn their Workmen.

A L.M.R. Guard or Shunter must stand near the work gates, to receive a signal from the Foundry Company's Men when all is clear for propelling the wagons, and transmit the signal to the L.M.R. driver. The Driver must propel the wagons in at a walking pace so as to be able to stop immediately on being signalled to do so.

When wagons are being drawn out of these works the speed must not exceed 4 miles an hour.

HAYDOCK BRANCH

Trains proceeding from the Colliery towards Earlestown must stop at the top of the incline which falls towards Crow Lane Level Crossing, and Drivers must satisfy themselves that sufficient brakes have been pinned down to enable them to have proper control of their trains. When the train is ready to restart, the Driver must advise the N.C.B. Signaller at the crossing by giving a short engine whistle.

Wagon brakes should be released at the home signal for Earlestown No. 3 box (Haydock Crossing).

On arrival of mineral trains at Haydock Church Road Crossing before the engine is detached for the purpose of running round, a sufficient number of wagon brakes must be pinned down to secure the train from moving after the brake van has been taken away.

Trains having work to do at Fairclough's Siding must not pass the rear stop signal at the bridge until they receive a hand signal to do so from the N.C.B. Signaller at Haydock Colliery box.

HUYTON QUARRY

Willis Branch.—Trains must not leave Huyton Quarry for Cronton Colliery until the L.M.R. Shunter has obtained the permission of the N.C.B. Shunter, by telephone.

Trains proceeding towards the Colliery must be propelled, and must be brought to a stand with the engine at the Stop Board at the Huyton Quarry end of Leathers Siding and not move forward until a hand signal is received from the Guard, who must, before giving such signal, ascertain that the Colliery points are in the correct position.

Light engines or engines and brake vans need not come to a stand at the Stop Board, but must proceed forward cautiously to the Colliery points, and the Guard or Fireman must then ascertain that such points are in the correct position.

Vehicles left standing between the public level crossing and the Colliery must have a brake van at the Colliery end, and when the vehicles have been secured, the Shunter must secure the hand brake in the brake van with the chain and padlock provided. The chain and padlock are kept in the Huyton Quarry Shunter's cabin when not in use.

FREIGHT TRAINS, HINDLEY GREEN TO HOWE BRIDGE WEST

Guards must leave control of their trains entirely to Drivers, and must not apply the hand brake except when the Driver whistles for it, or on account of fixed signals being at Danger.

Drivers must shut off steam after having gained sufficient speed to carry the entire train well on the rising gradient approaching Howe Bridge West Junction, and must not apply steam until the whole of the train is on the bank and all the couplings are extended.

CROMPTON'S SIDING

Hodgson & Co. Ltd. Private Siding.—Trips to and from Hodgson & Co. Ltd. Private Siding must **not** cross Warrington Road until two hand Signallers, provided by the firm, are in attendance to protect the Public Highway.

BICKERSHAW BRANCH

Park Lane Crossing.—Up trains stopping at Bickershaw Colliery must leave Park Lane level crossing clear.

MOSS HALL BRANCH

The crossing gate at the railway boundary must be kept locked, except when in use. Guards having wagons to work to Moss Hall Colliery must obtain the key from Bickershaw Junction, and afterwards return it to that place.

Freight trains assisted in rear.—When trains are assisted in rear from Moss Hall Colliery to Bickershaw Junction the Train Staff must be carried by the assisting engine in rear and the Driver of the leading engine must assure himself that the Train Staff is in possession of the Driver of the assisting engine.

BICKERSHAW JUNCTION

Freight trains from Bickershaw Junction to Amberswood Junction East, via Hindley South.—Guards must apply the van brake in travelling down the bank, in order to keep the couplings tight and steady the train.

FREIGHT TRAINS ASSISTED IN REAR INCE MOSS JUNCTION TO GARSWOOD STATION

Drivers of trains assisted by engines in the rear must partially shut off steam when approaching No. 17 bridge, and shut off steam completely when the Driver is satisfied that the assisting engine has picked up the whole weight of the train, the working of the train then being left entirely to the Driver of the assisting engine, until travelling over the level between Garswood down outer home and inner home signals.

Guards of trains, not assisted by engine in rear, must leave the control of the train entirely to the Driver between these points, and in both instances, Guards must not apply the hand brake unless the Driver whistles for it, or on account of the signals being at Danger.

ST. HELENS

Up and down freight trains to and from the Widnes line.—Trains travelling over No. 3 siding must not pass No. 2 box without receiving verbal authority from the signalman.

Up trains assisted in the rear.—When trains for the Wigan direction require an assisting engine in rear from Pocket Nook Junction Drivers must bring their trains to a stand at the up starting signal for Pocket Nook Junction box and the Foreman or Person in charge may, after obtaining the authority of the Signalman, authorise the Driver of the assisting engine to pass the home signal at Danger and proceed to the rear of the train in accordance with Rule 116 (b).

When such trains consist of more than 50 wagons the assisting engine must be put in rear at St. Helens No. 2 box.

Salisbury Street Crossing.—No shunting movement must be made across this street until all concerned have been advised of what is about to be done, and two Flagmen must be stationed one at each side of the crossing, to assist the Guard or Shunter in protecting it, and warning Drivers of road vehicles or Pedestrians using the public road.

RAVENHEAD JUNCTION

Wagons for the Pocket Nook Branch may be drawn without brake van in rear from Ravenhead Junction box to Peasley ground frame on the down line, and in the reverse direction may be propelled without brake van leading from Peasley ground frame to Ravenhead Junction box on the down line.

SUTTON OAK

Engines running round trains between Broad Oak Junction and Ravenhead Junction.—When the engine of a freight train standing at the up home signals for Ravenhead Junction has to run round its train via Broad Oak Junction for the purpose of propelling the train on to the Ravenhead Branch, the Driver, when ready to proceed to the rear of the train may, on being verbally instructed to do so by the Signalman at Broad Oak Junction, pass the up starting signal for that box at Danger.

The Guard of the train must return in the direction of Broad Oak Junction to conduct the engine to the rear of the train, and the Driver must keep a lookout for him.

During fog or falling snow the engine must not be allowed to proceed to the rear of the train until the Guard has arrived at Broad Oak Junction and joined the engine.

Drivers of freight trains reversing via the through siding between Broad Oak Junction and Marsh's Siding, which come to a stand at the latter box for the purpose of taking water, must advise the Signalman at Marsh's Siding when they are ready to proceed, and must not commence to move forward until instructed to do so by the Signalman at that box.

APPLETON

Webster's timber siding.—Up line.—Trains must not stop at this siding to do work unless there is a bank engine in rear of the train.

BLACKBROOK BRANCH

Fleet Lane Level Crossing.—Up trains waiting bank engine must not be brought to a stand with the rear part blocking this crossing, but must be drawn forward to Haydock Junction or Blackbrook Level Crossing up home signal and wait there for the bank engine.

Up banana trains, requiring a bank engine, must stop at Blackbrook Level Crossing for the bank engine to join the train at that point.

After trains from the Carr Mill Junction direction leave Blackbrook Level Crossing (where brakes are released) Drivers must keep steam on, and as far as possible maintain a uniform speed until the engine reaches Redgate Canal Bridge, when steam must be shut off until the greater part of the train has passed clear of the bridge, and the Guard must leave the control of the train to the Driver until passing Fleet Lane Junction, and must not apply the van brake unless the Driver whistles for it or on account of fixed signals being at Danger.

RAVENHEAD AND ECCLESTON BRANCHES

Trips may be propelled up these branches from Marsh's Crossing, but under no circumstances must a Shunter ride on any vehicle except the brake van.

All up trips of more than 8 wagons starting from the rear of Marsh's Crossing to the top of Ravenhead Branch and to the Eccleston Branch must not start until instructions have been received from the Inspector at Canal Bridge cabin who will obtain prior permission from the Pointsman at Marsh's Crossing. Movements to the top of Ravenhead Branch must be brought to a stand with the brake van opposite Menzies Siding up home signal and must not move forward until the Driver receives a hand signal to do so from the Under Shunter.

On the Eccleston Branch, in the case of trips to Messrs. Pilkington's Crate Works, the Under Shunter must proceed in advance on foot with the Annett's Key and must not give permission for the movement to commence until he has set the points and satisfied himself that the gates leading to Messrs. Pilkington's Yard are open.

RAVENHEAD AND ECCLESTON BRANCHES—*Continued*

In the case of trips for sidings beyond the Crate Works, both Shunters must ride in the brake van.

Trains descending the Eccleston and Ravenhead inclines must come to a stand clear of the facing points leading into No. 1 siding, near the Prescott line over bridge.

When loaded wagons are brought from the top of Ravenhead Branch to Marsh's Crossing, a 20-ton brake van must be attached to the engine.

Drivers of engines working into Triplex Works must come to a stand at the stop board situated on the Marsh's Crossing side of Holme Farm level crossing, and, when leaving these Works, at a point clear of the wheel scotch situated on the Works side of the crossing, and must not move forward, in either case, until instructed to do so by the Guard or Shunter in charge.

The Guard or Shunter in charge must not authorise the Driver to move until he has placed the gates clear of the line and removed the wheel scotch and satisfied himself that the crossing is clear. After the movement has drawn clear of the crossing, the wheel scotch must be replaced and the gates secured across the line.

WAPPING TUNNEL

The right hand line leading from Wapping Bank Head to Wapping Goods is the up line, and the left hand line is the down line.

The state of the rails in the tunnel varies according to the weather, and the Foreman at Edge Hill and Wapping must regulate the brake power and loading accordingly.

All trains must be brought to a stand at the Edge Hill mouth of the tunnel to admit of sufficient brakes being pinned down to keep the wagons under control. When a train consists wholly of loaded wagons, at least one-half must be provided with efficient brakes.

Before the trains leave the tunnel mouth they must be "balanced" by the side brakes by the Train Starter, and the Guard must regulate the speed of the train down the tunnel.

Guards must carefully examine the whole of the couplings, brakes and loading, and satisfy themselves that all is safe before starting through the tunnel.

Guards and Shunters in charge of trains being put into this tunnel must see that the wagons are attached to the engine, and not detached until they are in the custody of the Tunnel Guard. The Guard or Shunter bringing the wagons into the tunnel will also be held responsible for coupling them to any which may be standing ahead of them.

Only 20-ton brake vans must be used which are specially fitted with sand pipes, special lamp and iron lattice gates to enable the Guard to see the number boards on the side of the Tunnel, which are placed 100 feet apart, and read Nos. 1 to 67, commencing from Park Lane end of the Tunnel.

No train must be allowed to attain a higher speed than **7 miles per hour**.

If a train comes to a stand after leaving Bank Head for Wapping, the Guard in charge must make no attempt to set it in motion again. He must make it thoroughly secure, where it stands, and walk back to Bank Head or Wapping, whichever is nearer, for another man to assist him in the working of the train.

The crossover road leading from the down to the up line, near Tunnel Road Bridge at Wapping Bank Head, must not be used, unless the Train Staff is at the Bank Head end of the section.

The loading of down trains working to Wapping Goods on either line is 22 loads or 30 empties, with one 20-ton brake van in front.

The loading of up trains to Wapping Bank Head is 24 loads and one 20-ton brake van.

On the up line there is one treadle gong and two sand drags situated as follows:—

Treadle Gong, 670 yards from Wapping Goods box and 140 yards from Upper Sand Drag.

Upper Sand Drag, 530 yards from Wapping Goods box.

Lower Sand Drag, 130 yards from Wapping Goods box.

The treadle gong is an indication to Drivers of their position and of their approach to wagons which have been placed in the Tunnel by the Goods Department forming the next trip up.

This up line is worked as a single line by Train Staff in accordance with the Regulations for working on single lines by One Engine In Steam, subject to the following modified instructions:—

Engines to work up trains from Wapping to Wapping Bank Head, go down light from Bank Head, and before starting from the tunnel road bridge, the Driver must obtain possession of the Staff, and retain it until he returns.

Engines must be brought to a stand at the sand drags to allow the Fireman, or Guard, if he is accompanying the engine, to turn the points of the sand drags.

Guards must sand the rails when ascending the tunnel.

In the event of an up train coming to a stand in the Tunnel, the Guard may divide the train, the first portion consisting of not more than 10 vehicles, and the Fireman must ride on the rear vehicle. The Guard must remain with the rear portion, after placing a detonator on the rail 100 yards ahead.

On the down line there are two trap points, one sand drag, and one treadle gong, situated as follows:—

Trap points, outside the tunnel at Wapping Bank Head, controlled by Annett's key and in charge of the Foreman.

Trap points, inside the tunnel, controlled by Annett's key and in charge of the Foreman.

Treadle gong, 305 yards from Wapping Goods box and 140 yards from the sand drag.

Sand drag, 165 yards from Wapping Goods box.

WAPPING TUNNEL—Continued

This down line is worked under Absolute Block Regulations with the following modifications:—

Except in cases of emergency, no engines are allowed over this line. All trains are worked in charge of a tunnel guard with 20-ton brake van in front.

On Saturdays, after the arrival of the last trip at Wapping Bank Head from Wapping Goods, a second train may be allowed on this line between Wapping Bank Head and Wapping Goods under Permissive Block Regulations. Absolute Block Working must be resumed on Monday morning when these trains have left the tunnel.

During the time permissive block working is in operation, should a train be left standing in the tunnel at the Wapping Goods end, the Guard must place a detonator on the rail, 100 yards in rear of the train.

Trains must be brought to a stand by the Guard at the disc signal which governs the sand drag points. The Guard must then indicate the train's arrival to the Signaller by operating the plunger fixed on the tunnel wall. On no account must the Guard lift any of the wagon brakes until this disc signal has been turned off.

Crossover road between Edge Hill No. 2 and Foreman's cabin, Tunnel Road Bridge, Wapping.—No train must use the crossover road between the up and down Wapping lines and the Carriage siding unless permission is obtained from the Foreman at Tunnel Road Bridge, and, when the shunting is complete, the Shunter or Person in charge must inform the Foreman that the line or lines are again clear. When such information has been given to the Foreman the crossover road must not be used again without further permission from him.

WORKING OF PASSENGER TRAINS TO AND FROM RIVERSIDE STATION

The single line between Waterloo Goods box and Waterloo Road, and between Waterloo Road and Riverside is worked in accordance with the special instructions issued.

Down trains to Riverside Station must pick up the Pilotman at Waterloo Goods box and set him down at Waterloo Road.

Up trains from Riverside Station must pick up the Pilotman at Waterloo Road and set him down at Waterloo Goods box.

The Pilotman for the section between Waterloo Road and Riverside Station must proceed on foot in front of the train in each direction and keep a sharp lookout to see that the line is clear for the passage of the train.

Trains must travel at walking pace between Waterloo Goods box and Riverside Station in each direction.

WORKING THROUGH WATERLOO TUNNEL BETWEEN WATERLOO TUNNEL MOUTH AND WATERLOO GOODS BOXES

20-ton brake vans which are specially fitted with sand pipes, must be used, and Guards must use the sanding apparatus as necessary when working through the tunnel.

Owing to the restricted clearance between the up and down lines, a passenger or an empty coaching stock train must not be allowed to pass a train in the tunnel, except that an empty coaching stock train may be allowed to pass a freight train in the tunnel provided such train does not convey an out-of-gauge or exceptional load.

SKELTON JUNCTION

Skelton Junction loop line.—Telephones are provided alongside the Loop line for the use of Guards of trains run on to the Loop line to inform the Signaller at Skelton Junction box that the train has arrived complete on the Loop line and clear of main line connections. Guards to give this information immediately their train has come to a stand inside the Loop.

During the time Bagley 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 to the down loop line. When Bagley Station box is closed the Rule must be carried out.

BROADHEATH TO SKELTON JUNCTION

Up freight trains.—Guards must leave the control of their trains entirely to the Drivers between Broadheath station and Skelton Junction when all signals are off, and must not apply the van brake unless the Driver whistles for it, or when the Signals are at Danger.

BROADHEATH

Wagons must not be shunted into the warehouse until the doors have been dropped by the Goods Department Staff.

Working of A.O.D. Sidings.—The gates across the lines leading to these sidings must be kept locked and the key kept in Sinderland Crossing box. When trains require to do work in these sidings, the Guard must get the key from the box, and when the work is completed the gates must be re-locked and the key returned to the box.

No train must enter the sidings until the man is in attendance at the road crossing and the gates are open.

The crossing between the inward and outward road must not be used by Railway engines. Wagons for these sidings must be placed on the "Inward" Reception Siding only. Wagons for despatch from the Depot will be placed by the A.O.D. engines on the "Outward" Reception Siding.

HEATLEY AND WARBURTON

Up freight trains having work to do and which are of a length likely to foul Lymm Lane Crossing must stop short of this crossing, and the rear portion must be secured clear of the crossing gates until the train is ready to leave.

LYMM

Up lie-by Siding.—Guards of trains refuged or detaching wagons in this siding must, when necessary, divide their trains so as to leave the public footpath clear.

ARPLEY

Exchange of traffic between L.M.R. and Manchester Ship Canal Company.—The M.S.C. Company's engines are allowed to work over the Latchford Old lines between the canal bridge and the entrance to Messrs. Greenall and Company's siding.

Wagons must be drawn by the M.S.C. Company's engines and detached in the siding furthest from the main line.

The M.S.C. Company's engines must not proceed over the canal bridge until it has been ascertained that the line is clear and that no L.M.R. engine is working in either of the sidings between the Canal bridge and the entrance to Messrs. Greenall and Company's siding. Should a L.M.R. engine be working in the sidings, the permission of the Guard or Shunter in charge of such engine must be obtained before the M.S.C. Company's train proceeds on to the Latchford Old lines.

If a L.M.R. engine is working in the sidings beyond the entrance to Messrs. Greenall and Company's sidings, the M.S.C. Company's engine must not foul the crossing between the sidings and Messrs. Greenall and Company's siding without first obtaining the permission of the Guard or Shunter in charge of the L.M.R. engine.

L.M.R. Guards and Shunters must, before making any movement which will foul the third line, place to Danger the signal controlling movements off that line. When the fouling movement is completed the signal must again be replaced to the Clear position by the L.M.R. Guard or Shunter.

Wilderspool Crossing.—During fog or falling snow, when one engine is working on the Latchford Old lines east of Wilderspool Crossing box, a second train must not be allowed to proceed on to those lines until the Guard or Shunter has obtained permission to proceed from the Guard or Shunter in charge of the first engine.

After permission has been given for a second train to enter the lines, the first one must cease working until the second one arrives.

Bridge No. 38A.—River Mersey.—Not more than three engines in Classes 1 to 4, inclusive, or two in higher classes may work coupled together over Bridge 38A (River Mersey) at Arpley.

WARRINGTON BANK QUAY (LOW LEVEL)

Crosfield's Sidings.—Up freight trains requiring to work at Crosfield's or Fairclough's sidings must be brought to a stand at Littons Mill Crossing box and the Guard must advise the Signalman the number of wagons on the train. Trains of not more than eleven wagons may be allowed to proceed to the sidings, but Guards must be careful to leave their trains clear of Littons Mill Crossing. If the train conveys more than eleven wagons it must be left in rear of the level crossing and the engine or engine and front portion must proceed to Crosfield's or Fairclough's sidings to do its work, afterwards returning to Littons Mill Crossing for the remainder of the train.

WIDNES

Up sidings between West Deviation Junction and Broughton Works.—When a Trader's or L.M.R. shunting engine is working, the Shunter or Guard of a train requiring to enter these sidings will be instructed by the Signalman at West Deviation Junction box to go at least 300 yards in advance of the train, exhibiting a red hand signal, and inform the men with the Trader's or L.M.R. shunting engine that a train has entered the sidings. No movement must then be made with the Trader's or L.M.R. shunting engine in the direction of the box until a man with hand Danger signals has preceded such movement.

Engines leaving Shed sidings.—Drivers of engines requiring to leave any of the shed sidings must obtain permission from the Signalman at Widnes No. 2 box, by the telephone fixed on the inner shed signal.

Trips from No. 4 Dock Junction to West Bank Dock exceeding 20 wagons must be accompanied by an additional Guard or Shunter.

ALTRINCHAM & BOWDON SOUTH TO CHESTER NORTHGATE

PLUMLEY WEST

Private Siding connection at New Factory.—Down line.—The attention of Drivers, Guards and Shunters is drawn to the fact that railway engines must not proceed into either of the two sidings more than an engine length beyond the fouling point of the two roads, nor must shunting operations be performed other than placing inward wagons on one road and attaching outward wagons on the other road.

Set back gong.—An electric gong, operated by the Signalman at Plumley West box, is fixed adjacent to the down starting signal, for the purpose of providing an audible warning to Trainmen when a set back movement is required to be made into the sidings or the train to be shunted to an up line to clear the down line.

The standard code of audible signals, vide Rule 117, operates.

NORTHWICH

Berthing of loaded limestone hopper wagons into I.C.I. (Alkali) Lostock Works through No. 23 sidings.—The L.M.R. Shunter in charge of the propelling movement of berthing these wagons into the I.C.I. Works through No. 23 siding must be in possession of a whistle, and also during darkness have a lighted hand-lamp. After obtaining the necessary authority at the gateway to go forward with the trip he must proceed on foot ahead of the movement and be prepared to give immediately a signal to the Enginemen to stop clear of any obstruction that may exist.

The wagons must not be propelled at a greater speed than **4 miles per hour**.

Drivers and Firemen must keep a good look-out during the movement and be prepared to act immediately upon any hand signals which may be given to them.

Sandbach Junction Connecting Line.—Telephones are provided at each end and intermediately along the connecting line, and Guards (or Firemen in the case of light engines) of up or down direction trains routed over the connecting line, must immediately advise the Signaller at Sandbach Junction box, by means of the most convenient telephone, that their train has arrived complete with tail lamp attached on the connecting line clear of the connections with the main or branch lines.

Working of traffic to Oakleigh Sidings for Imperial Chemical Industries Ltd.—Before the B.T.C. engine which has worked wagons into Oakleigh Sidings is detached from its train, hand brakes must be applied and firmly secured on the wagons to prevent the wagons from moving after the engine is detached:—

Trains conveying high capacity wagons—Hand brakes on **all** vehicles to be applied.

Trains conveying general and coal class traffic—Hand brakes to be applied on **five** leading vehicles and on every **alternate** vehicles thereafter.

GWERSYLLT, BRYMBO JUNCTION (W. REGION) TO CHESTER AND BIDSTON DEE JUNCTION AND BRANCHES

Between Brymbo Junction and Hawarden Bridge Junction.—Except as shown in the following paragraph, engines must not be coupled together when working between the above points.

Not more than two engines of the following types may be run coupled together between the above points but must not exceed FIVE miles per hour over Bridge No. 15 (Clewedog Viaduct) at Cefn-y-Bedd:—

Ex L.N.E. Locomotives.

C.13; J.10; J.11; J.15; J.60; J.62; J.63; J.67; J.72; N.5.

Ex L.M.S. Locomotives.

Class 4F (0-6-0) tender.

Class 3 (2-6-2) tank.

Class 3F (0-6-0) tank.

Class 2 (2-6-2) tank.

B.R. Standard Locomotives.

Class 3 (2-6-2) tank.

Class 2 (2-6-2) tank.

CAERGWRL CASTLE

Llay Main Colliery Branch.—The branch, which is one mile long and has a rising gradient from the Viaduct to the Colliery of 1 in 100, is worked by Train Staff only.

The staff is red, lettered in black “Llay Main Colliery Branch,” and is kept in the Shunter’s cabin at Caergwrle Castle and Wells.

The staff only applies to the working from the Viaduct to the throw-off points situated at the Colliery end of the branch 50 yards from the points leading to the sidings. A train or engine may enter the sidings at Caergwrle Castle without the Driver being in possession of the staff.

A double faced stop board is fixed just ahead of the Caergwrle Castle Standage Sidings at the commencement of the Llay Main Colliery Branch. This board is lettered on the Caergwrle side “Drivers must not pass this board unless they are in possession of the Train Staff” and on the Colliery side “Drivers must not pass this board until authorised by the Shunter.”

Notice boards are also provided at the Colliery end of the branch fixed at a point near to the throw-off points, that facing the Colliery being lettered “Commencement of single line, Drivers must not pass this board unless in possession of the Train Staff” and that facing Caergwrle “End of single line. Drivers must not pass this board until authorised by the Shunter.”

Drivers on approaching the Colliery end of the branch, must give one long whistle when nearing the level crossing about 60 yards from the entrance to the siding. They must also see that the facing hand points are set for the empty wagon sidings and have their trains under control to be prepared to stop short of any obstruction.

The throw-off points must be held in position by the Guard for his train returning from the Colliery Sidings and Drivers must bring their trains to a stand as soon as the last vehicles has passed over them to enable the Guard to rejoin his train.

Trains or engines coming from the Colliery must be brought to a stand before entering upon the Viaduct and the Guard or Shunter must ascertain that the line is clear and the points are properly set before calling his train or engine forward. Should another engine be in the Caergwrle Sidings, a clear understanding must be reached between all concerned before any fouling movement is allowed to take place.

Before making a movement on to that portion of the line covered by the Staff the Driver of the N.C.B. engine must obtain the Staff from the B.R. Shunter. The Staff must be returned to the Railway Shunter immediately the N.C.B. engine returns to the Colliery.

CAERGWRLE CASTLE—Continued

B.R. trains worked over the branch must have the engine leading.

The N.C.B. engine may be allowed to propel its train over the branch from Llay Hall Junction to the Colliery Sidings but the engine must be leading when running in the reverse direction.

The N.C.B. Shunter must ride on the first vehicle when travelling from Llay Hall Junction to the Colliery and on the last vehicle in the reverse direction.

All engines working over the Llay Main Colliery branch must carry one white head light.

PENYFFORDD

Shunting in Exchange Sidings.—Before going down the junction Drivers must give two distinct crows, and Guards and Shunters must satisfy themselves that the lines are clear before commencing shunting operations.

Working of passenger trains to or from the Mold line.—See special instructions on page 312 under the heading **Hope Junction**.

Tunnel Portland Cement Company's Siding.—A siding for the Tunnel Portland Cement Company connects with the down main line at Hope (Exchange), 1,000 yards North of Penyffordd box, and is worked by a two-lever ground frame electrically controlled from the box. Telephones communicating with the box are provided at the ground frame and the down main starting signal.

Not more than 12 wagons with a brake van may be left on the running line whilst shunting operations are being performed in the siding.

BUCKLEY JUNCTION

All up branch trains must come to a stand clear of the facing points on Buckley branch. Engines of trains having work to perform at Buckley Junction must not, under any circumstances, be detached until all wagon brakes have been pinned down and train secured by Guard's brake.

All down trains for Buckley branch having work to perform at Buckley Junction must come to a stand clear of the main line facing points, for brakes of all wagons to be pinned down, and under no circumstances must the engine be detached until the train has been secured and brake van attached.

HAWARDEN STATION

Before an up freight train is shunted to the down line, the Guard must apply sufficient wagon brakes at the rear of the train to ensure it being brought to a stand after it has passed through the crossover road. After the train has been brought to a stand on the down line, these brakes must be taken off in readiness for the train to go forward on its journey.

SHOTTON HIGH LEVEL

Hawarden Bridge.—In the event of any failure of the electrical or mechanical locking apparatus in connection with the Hawarden Bridge, the Station Master or Person in charge at Shotton High Level Station is authorised to act as Pilotman. When so acting he will wear a blue badge with red letters " Bridge Pilotman " on his left arm. He is responsible for the working of traffic between Hawarden Bridge Junction and Dee Marsh Junction boxes, and will accompany every train over the bridge.

When the bridge is open to the river, telegraphic and telephonic communication between the North Wales stations, Shotton to Wrexham inclusive, and stations on the Manchester side of the bridge will be inoperative owing to the disconnection of the cables. The bridge is normally opened on Sundays for a period of approximately 45 minutes outside passenger train times for cleaning and maintenance purposes.

DEE MARSH JUNCTION

Coupling of engines.—When the Driver of a light engine receives instructions to couple to another light engine or train engine at the Dee Marsh Junction East end, he must, after the up inner home signal has been lowered, take his engine forward beyond the crossover road and disc signal. The Fireman must then communicate with the Dee Marsh Junction Signalman by the telephone fixed near the junction points, to obtain authority for the engine to set back, and when permission is received hand signal his Driver accordingly.

Rule 147.—Telephones.—All trains travelling in the direction from Chester to Birkenhead must stop at the Dee Marsh Junction home 2 signal, or in the case of short trains with, the brake opposite the telephone post, and the Guard must at once advise the Signalman, by means of the telephone provided on a post 250 yards in the rear of the signal concerned that the whole of the train, complete with tail lamp, has arrived. In the case of light engines the Fireman must advise the Signalman.

All trains travelling in the direction from Birkenhead to Chester must stop at the Dee Marsh Junction home 2 signal, or in the case of short trains, with the brake opposite the telephone post, and the Guard must at once advise the Signalman, by means of the telephone provided on a post 300 yards in the rear of the signal concerned, that the whole of the train, complete with tail lamp, has arrived. In the case of light engines the Fireman must advise the Signalman.

Guards of freight trains travelling in the direction from Chester or Birkenhead to Wrexham which are brought to a stand at the Dee Marsh Junction home 2 signals, must at once advise the Signalman, by means of the telephone provided 300 yards from the signals concerned, that the whole of the train, complete with tail lamp, has arrived.

DEE MARSH JUNCTION—*Continued*

Release of leading engine of double-headed trains.—Immediately double-headed trains from the direction of Chester to Birkenhead are brought to a stand at the Dee Marsh Junction home 3 signal, the Fireman of the leading engine must proceed to the telephone immediately opposite this signal, and fixed near the three-lever ground frame in Curve Sidings and communicate with the Signaller in order to obtain instructions respecting the release of the leading engine. If instructions are given for the leading engine to be released, the Fireman must inform the Driver of the second engine what is to take place, and the second engine must not move forward until the home 3 signal has been replaced to Danger after the departure of the leading engine, and again lowered.

SHOTWICK SIDINGS

An amber light is provided enabling Shunters to signal to Drivers engaged in shunting operations on sidings Nos. 21, 22 and 23 by means of the code laid down in Rule 117. The light is controlled by plunger situated on the post carrying the yard telephone adjacent to the points giving access to these sidings.

Use of Guards' telephone.—Telephones are provided between the down line and the Coal reception line, outside the Ore reception and departure line, also outside the Coal reception line at Shotwick Sidings, and the Guard (or Fireman in the case of a light engine) must inform the Signaller immediately their train, complete with tail lamp attached, has arrived and is clear of the main lines.

BUCKLEY BRANCH

All down trains must stop at Ewloe Hall bridge for the brakes of every wagon to be examined by the Guard, and a sufficient number pinned down to ensure the train being under control without the brake of the Guard's van being on.

When an engine is required to leave the train on the main line to perform shunting in the sidings, the Driver and Guard must be satisfied that the brakes have full control of the train before the engine is uncoupled. Wagons must not be shunted heavily against the standing train but must be coupled to the engine, and slowly backed to the main portion of the train.

The following are the principal gradients on the Buckley Branch:—

Knowle Lane to Old Ewloe—falling 1 in 40.

Ewloe Hall Bridge to below public level crossing at Castle Brick Works—falling 1 in 40.

Northop Hall to Connah's Quay—falling 1 in 30.

A notice board lettered "Drivers must not pass this board until authorised by the Guard or Shunter in charge" is fixed on the West side of Buckley Branch single line 40 yards above the catch points near Prince's Brick Works. The single line commences and terminates at this board.

Drury Brick Works Level Crossing.—Movements towards this crossing from either direction must be brought to a stand at the stop board positioned about 50 yards on the approach side, and the Guard or Shunter must satisfy himself the crossing is clear and the gates secured against road traffic before authorising the movement to proceed.

CONNAH'S QUAY DOCKS

High loads.—Wagons with loads which are or appear too high to pass under the bridges on the Buckley branch must be sent via Hawarden.

Shunting engine.—Engines working in or upon the dock roads and sidings must not exceed a speed of **4 miles per hour.**

Drivers must not proceed over the public level crossing near the Dock Office until they have received a green hand signal from the Crossing Keeper or Shunter. This hand signal must not be given until the gates have been placed across the roadway.

One long whistle must be given when approaching the level crossing in either direction and also when approaching the main line.

A main line engine must not pass the throw-off points leading from the loop line to main line except in charge of the Shunter. The engine must carry a white light at night on the smoke box front and tender.

HAWARDEN BRIDGE JUNCTION AND CONNAH'S QUAY DOCKS

The up line from Connah's Quay Docks to Hawarden Bridge Junction is used as a siding for traffic for Hawarden Bridge and Wrexham directions. The down line between Hawarden Bridge Junction Branch starting signal and Wepre Works Junction is worked as a single line and whilst the single line is occupied a second engine must not be allowed to pass beyond the branch starting signal, the Signaller at Hawarden Bridge Junction being responsible for seeing this instruction is strictly carried out.

The Guard or Shunter in charge must advise the Hawarden Bridge Junction Signaller by telephone immediately a train or engine arrives at Connah's Quay Docks, and on receipt of such advice the Signaller may, if necessary, allow another train or engine to proceed down the single line or to Connah's Quay Docks for the purpose of attaching or detaching vehicles. Such second train or engine must return to Hawarden Bridge Junction before the Signaller gives permission for a train to come from Connah's Quay Docks.

The Guard or Shunter in charge must obtain authority from the Signaller at Hawarden Bridge Junction before bringing a train or engine on to the single line.

Before empty passenger trains standing on the single line and requiring to set back to the down platform are allowed to do so, Guards must satisfy themselves that the catch points are in a proper position.

CARNFORTH, BARROW, WHITEHAVEN AND CARLISLE

CARK

The hand points leading to the down dock siding must always be kept padlocked for the refuge sidings, except when required to be unlocked to allow a train to pass to or from the dock. When not in use the key for the padlock must be kept in Cark box.

ULVERSTON

Branch passenger trains.—Guards will be responsible for shunting the train and for putting the van hand brake on before leaving the train in the siding.

Propelling on up lines.—When empty coaching stock vehicles are propelled in the up direction from Station box to the east end of the station, the vacuum brake must be connected up and in use.

Trains entering platform line already occupied for connectional purposes.—When necessary for connectional purposes only, a second train conveying passengers may be allowed to enter the down platform line in clear weather only.

BARROW-IN-FURNESS

Buccleuch St. C.E.A. Sidings.—A padlocked scotch block is provided at the entrance to the Buccleuch St. C.E.A. Sidings, keys to which are kept in the Yard Inspector's Office and in South box.

Before movements are made into the Sidings, arrangements must be made for the scotch block to be removed from the rail and, after completion of work in the Sidings, it must be replaced across the rail and secured in that position, the key being returned to the point from which it was obtained.

Roosecote C.E.A. siding and Dock siding.—The Guard of a train departing from either the C.E.A. sidings or the Dock siding must advise the Signalman at Salthouse Junction box of the destination and loading of the train by means of the telephone adjacent to the signal controlling the exit from C.E.A. sidings. The Fireman will similarly be responsible for advising the destination of a light engine.

A telephone is provided in a locked cabinet adjacent to the stop board at the entrance to the C.E.A. Sidings. Before movements are made past this stop board towards the sidings, the permission of the person in charge of the C.E.A. siding must be obtained by the Guard. The key to the telephone cabinet must be obtained from the Barrow Yard Inspector's Office, and returned to that point as soon as possible after completion of work at the sidings.

MILLOM

Immediately on arrival at the up home signal of the last up train having work to perform at Millom, the Guard must advise the Signalman that the train is complete with tail lamp attached.

Guards of down trains terminating at Millom must inform the Signalman, by the telephone provided at the Barrow end of the station, that the train has arrived, complete with tail lamp attached, and all the passengers have alighted.

SELLAFIELD

When a train has to be marshalled on the Egremont single line during the time Beckermert Mines Junction box is closed the Driver must be in possession of the token during the time his train is standing on the single line.

A telephone is provided at the Seascale end of the station and Guards of down trains which run into the "Up and down" loop must advise the Signalman immediately their train, complete with tail lamp attached, has arrived at the platform clear of the connection from the down main line.

LAKE SIDE WINDERMERE

Steam Yachts.—In fog or thick weather of any nature two vessels must not be allowed to leave lake stations on such courses that they are likely to meet, but one must be held up until the other has arrived and made known her presence.

BARDSEA BRANCH

Glaxo Laboratories Ltd. Sidings.—Before movements are made into or out of No. 2 siding at the Glaxo Laboratories Sidings, Guards must ascertain that no conflicting movement is being made or is about to be made by the Glaxo Locomotive in the sidings. Wagons must be left clear of the points leading to the firm's siding in order to afford access to No. 2 siding by the Glaxo Locomotive.

STANTON BRANCH

If it is found when drawing wagons out of the quarries that the top of the gradient cannot be reached, the train must be set back on to the level to detach a portion.

The exhibition of a red flag indicates that blasting is taking place, and Trainmen must not enter the quarries.

Trains to Stanton Yard must not pass the notice board lettered "Termination of single line" until the Guard has satisfied himself that the line beyond the notice board is clear for the passage of the train.

BARROW YARD AND DOCK

Buccleuch Dock box.—After sunset and during fog or falling snow, when a train or vehicles are left standing in Nos. 2, 3 or 4 sidings, a tail lamp must be placed on the rear vehicle.

Cornmill Crossing.—Trains for Hindpool must be drawn clear of the level crossing when waiting for the Hindpool South signals to be taken off. Drivers must whistle when approaching crossing.

Engines banking freight trains from Salthouse Loop must not commence propelling until they are clear of the curve leading from the loop to the main line.

STANK SIDING

Messrs. Fisher's Sand Wharf.—A scotch block is attached to the outside rail, 180 feet from the loading stage, and must be placed across the rail and padlocked by the Guard each time shunting has been completed.

Gas Works.—Engines must not pass over the Gas Works gantry bridge.

CONISTON BRANCH

Working of Level Crossing Gates.—The gates at Parkgate, Dalton Road, Woodland and Bush Green level crossings are normally locked across the railway and must be opened and closed by Trainmen for the passage of each train. The padlock key is attached to the train staff.

A telephone is provided adjacent to Woodland level crossing and Guards of up trains must, after locking the gates, inform the leading porter at Broughton that the train is about to depart.

HODBARROW BRANCH

Banking Bridge Ground Frame.—This ground frame must be worked by the Person in charge of a movement to or from the Hodbarrow Branch in accordance with the instructions exhibited at the frame.

Hodbarrow Sidings.—Trains proceeding in the Hodbarrow direction over the Pier Crossing must stop at Bridge No. 2. The Guard or Shunter, after satisfying himself that the Pier Crossing is clear must so advise the Person in charge at Ore Siding Ground Frame by means of the telephone provided at the bridge.

Trains from the Hodbarrow direction must also stop at Bridge No. 2 to enable the Guard or Shunter to inform the Person in charge at Ore Siding Ground Frame that the train has arrived and its destination. The train must not proceed until a green aspect is exhibited at the short range electric indicator at the Pier Crossing.

BECKERMET STATION

Except when assisted by an engine in rear, the rear portion of a down freight train having to attach or detach traffic at Beckermets, must be placed in one of the sidings there and the points in the single line must remain set for the sidings until the train has been drawn on to the single line complete.

EGREMONT

A padlocked wheel scotch is provided at the entrance to the siding leading to the Milk Marketing Board's premises, the key to which is kept at Egremont Station box.

Before movements are made into or out of the siding arrangements must be made by the Guard or Shunter for the wheel scotch to be removed from the rail and, after completion of the work in the siding, it must be replaced across the rail and secured in that position and the key returned to the box.

MOOR ROW

Reversing of trains.—Engines of trains from the South for Cleator Moor direction, which have been placed on the up line at No. 2 box to be run round via No. 1 box, may be set back on to the train standing on the up line on the driver being verbally instructed by the Signaller at No. 1 box.

Trains from Cleator Moor direction for the South will be brought to a stand on the down line opposite No. 2 box to be run round via No. 1 box, and the Driver of the engine may proceed from No. 1 box to the rear of the train on the verbal instructions of the Signaller at that box. The Guard must return towards No. 1 box to conduct the engine to the rear of the train and the Driver must keep a look-out for him. During fog or falling snow the Guard must return to No. 1 box to conduct the engine from that point.

CORKICKLE

A telephone is provided outside the up line from Preston Street Goods Yard, 50 yards on the Bransty side of Corkickle No. 2 box, and Guards of trains (or Firemen in the case of light engines) must advise the Signaller at Corkickle No. 2 box when their train has arrived, complete with tail lamp attached, on the up or down Preston Street Goods Yard line or one of the sidings leading therefrom, and is clear of the "down and up" goods line.

A loud sounding bell is provided at this telephone and will be rung by the Signaller at Corkickle No. 2 box when he wishes to speak to the Guard or Shunter at the carriage sidings.

PARTON

United Steel Co.'s No. 4 Pit siding.—Trains arriving at No. 4 pit siding must set back clear of the main line into No. 1 siding, or colliery siding, before shunting operations are commenced.

HARRINGTON

Trainmen are warned not to put their heads out when working through Harrington Station.

WORKINGTON MAIN

Prince of Wales Dock.—When movements are being made on to Prince of Wales Dock roads from the up and down main lines, Guards must leave their vans and place themselves between the Numbertaker and the Driver so that they can, as may be necessary, repeat any signals from the former, who is responsible for controlling the movement of trains on to the dock premises. The Numbertaker should place himself in the neighbourhood of the level crossing when the movement is being made, or in such other position as will enable him to give any necessary signal to the Trainmen.

WORKINGTON MAIN—Continued

N.C.B. engines may return in the wrong direction on the down goods line from Prince of Wales Dock to Derwent Junction box, provided permission has first been obtained from the Signalman at Derwent Junction box.

Up and Down Goods lines between No. 3 and Moss Bay Iron Works boxes can be utilised for the purpose of stabling vehicles when necessary.

Trains setting back on the down goods line between Workington Nos. 1 and 2 boxes must not foul the crossover road at No. 2 box.

No. 3 box.—Working on down platform line.—In order to make connection with a train standing at the platform ahead of the down main starting signal, or when the line in advance of the down main starting signal is occupied by an empty coaching stock train, a down train conveying passengers may be allowed to draw to the down main starting signal after being brought to a stand at the down main home signal.

During fog or falling snow such trains must be piloted by the Person in charge of the station from the down home signal to the platform.

Telephone communication between Workington Motive Power Depot and Workington No. 2 box.—Drivers requiring to leave the Workington Motive Power Depot must advise the Signalman at Workington No. 2 box, details of their engine number and the train required to work.

Telephone communication between Workington Motive Power Depot and Workington No. 1 box.—A telephone is provided at the shed outlet signal and Drivers requiring to leave the Motive Power Depot must advise the Signalman at No. 1 box, details of their engine number and train required to work.

Drivers of engines going on to the Motive Power Depot must advise the Signalman at No. 1 box when the engine is inside the controlling outlet signal and clear of the points, giving the engine number and the train from which released.

MARYPORT (EXCLUSIVE) AND CARLISLE

Troop trains working over this section may be composed of stock not exceeding 57 feet in length or 9 feet 2 inches over projections not fitted with horizontal bars across the doorlight openings and when such stock is used down trains must stop at Carlisle and up trains at Maryport, and the Officer in Charge of the train requested to warn the passengers not to put their heads out of the windows. In the case of trains starting from intermediate stations the warning must be given before departure.

The attention of Trainmen and others concerned is called to the restricted clearances between trains and walls of bridges, etc., on this section of line.

MARYPORT

Down passenger trains stopping at Maryport Station must come to a stand at the platform with the engine opposite the indicator (with a black cross on a white background) fixed on the platform, 32 yards on the approach side of the platform to down main inner home signal.

Dock inclines.—When propelling wagons down the dock inclines, during showery or frosty weather, or whenever the rails are in a greasy condition, a sufficient number of wagon brakes must be pinned down to ensure proper control of the wagons at all parts of the inclines.

ASPATRIA

Messrs. Hackney & Co.'s Sidings.—Before shunting movements are commenced at Messrs. Hackney & Co.'s sidings, the Guard or Shunter must contact the firm's representative, who will arrange for an employee of the firm to close the level crossing gates across the roadway.

The Guard or Shunter must also satisfy himself that the gates are in the proper position before making a movement over the roadway.

TROUTBECK

Freight trains attaching.—Wagons left standing on the up main line, whilst the engine is running round, must have the wagon brakes tightly pinned down, and a sprag or sprags applied, before the engine is detached.

Sprags must be used for securing trains on the down main line before the engine is detached, in addition to the Guard's hand brake and wagon brakes being applied.

Wagons to be attached to up trains must remain coupled to the engine until set back to the train.

BECKERMET MINES BRANCH

No. 2 pit extension is worked by one engine, and the Weighman at No. 1 pit is responsible for seeing that only one engine is allowed on the extension beyond the stop board, fixed about 100 yards from the junction with No. 1 pit sidings, at the same time.

Drivers must whistle when approaching the various level crossings, and run with Caution and be prepared to stop short of any obstruction. They must not pass the crossing gates at Winscales until they receive a signal from the Guard.

Trains leaving No. 2 pit must have the engine in front. The Driver must be prepared to bring his train to a stand, if necessary, on the extension at the stop board opposite the Weigh House, and must not proceed into No. 1 pit yard until he gets a signal from the Weighman to do so.

During shunting operations at No. 1 pit no vehicles must be left on the single line beyond the trap points. The engine must always be in front when shunting movements are being made on to the single line beyond the trap points.

BECKERMET MINES BRANCH—Continued

Trap points are provided on the branch extension 115 yards East of the Winscales level crossing, and no train going to No. 2 pit must pass over these points until the Guard has given the Driver a signal to do so.

During shunting operations, and before a train leaves No. 2 pit, the Guard must see that the Mining Co.'s man in charge of Winscales level crossing is in attendance at the trap points.

ULLCOATS BRANCH

Trains serving the Millom and Askam Iron Co.'s Siding through connections at Nos. 1 and 2 ground frames must be shunted clear of the single line so that no portion of the train is left standing on the single line.

Bell communication is provided between No. 1 Pit Siding and Ullcoats Level Crossing, and before a train leaves the mines for Egremont, the Shunter or Guard must obtain the permission of the Person in Charge of the crossing by means of the following Bell Code:—

Train ready to depart 2 rings

Will be acknowledged by repetition when the Person in Charge of the crossing has opened the level crossing gates for the passage of the train. If, after several attempts have been made to contact the crossing, a reply is not received within 5 minutes, the Shunter or Guard must proceed to the crossing on foot and obtain verbal permission for the train to proceed.

Cancel signal last sent..... 4 rings

Will be acknowledged by repetition.

WINDER

Shunting of wagons.—Trains from Moor Row to Rowrah having work to perform in the Quarry Sidings or the Station Siding must be placed on the loop line clear of the single line before shunting operations are commenced and the attaching and detaching of vehicles must be carried out on the loop line.

Trains from Rowrah to Moor Row must not be left on the single line without an engine in front unless the facing points are set for the loop line or the Station Siding and one or more sprags have been applied.

Wagons to be attached must remain coupled to the engine until they have been set back to the train.

MORESBY JUNCTION

Vehicles must not be allowed to gravitate from the down sidings to the down main line unless the engine is standing at the Moor Row end of the down siding points.

MORESBY PARKS

Wagons on up trains for station sidings must, when detached, be drawn clear of the south crossover road points, and brought to a stand on the up line before being uncoupled from the engine for running round. Wagons from the Workington direction for the south sidings must be brought to a stand on the down line in a similar manner, for running round.

Vehicles must not be run by gravitation over the south crossover road or down siding points except when it is necessary to let such vehicles on to a down train.

MOSS BAY BRANCH

The Numbertaker is in charge of all movements on the Works side of the notice board indicating the termination of the single line.

After the completion of work on the branch each night, the Train Staff for the Harrington Junction—Moss Bay Sidings branch will be deposited in the Yardsman's office at the Moss Bay Iron Works in order that it shall be available for the first train to Harrington Junction following morning.

ROWRAH

United Steel Company's Rowrah Hall Quarry.—Trains, when approaching the Rowrah end of the running loop, must whistle three crows for permission to enter the quarry, and, upon receiving a signal by green flag from the United Steel Co.'s Quarry Foreman, must proceed. If blasting operations are in progress, a red flag will be exhibited, when the train must stop.

No blasting will be done while the engine is working in the quarry, or on the adjacent sidings.

YEATHOUSE

Wagons must not be uncoupled from the engine, when on the single line, without at least one sprag being put in the wheels, nor must wagons be shunted from the single line to the coal depots or vice versa, without at least one sprag being applied, and the sprag must be kept in during shunting operations.

Brake vans must not be taken into the down siding.

LOWCA BRANCH

The Lowca Branch between Harrington Junction and Rosehill Junction is worked by Electric Key Token of the "No Signalman" type, in accordance with the special instructions exhibited in Harrington Junction box and in the key token hut at Rosehill. Pouches are provided in which the key tokens are placed before being handed to Drivers.

