B.R. 30002

PRIVATE AND NOT
FOR PUBLICATION

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BRITISH RAILWAYS

LONDON MIDLAND REGION

Sectional Appendix to Working Timetable
and books of Rules and Regulations

WESTERN LINES

CREWE AND SOUTH THEREOF

CREWE

1st October, 1960

BY ORDER
of the
GENERAL MANAGER

B.R. 30002

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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GENERAL MANAGER

CONTENTS

LIST OF LINES

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 speed 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:—

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

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).	
**These codes to be given when approaching signals at Danger or when necessary to indicate when ready to proceed on same line.*	
Approaching geographical junctions and requiring to proceed through junction:—	
†On Main Line and requiring to proceed to left	**1 long, 1 short.**
†On Main Line and requiring to proceed to right	**1 long, 2 short.**
†On Slow or Goods Line and requiring to proceed to left	**2 long, 1 short.**
†On Slow or Goods Line and requiring to proceed to right	**2 long, 2 short.**
†These codes to be given at signal box in rear of the box controlling the junction, unless otherwise shown in Table "A", but do not apply on the Southern Region.	
To or from Goods Line or Slow Line or Loop and Main Line	**5 short.**
To cross from Main to Main	**4 short.**
To or from Bay or Platform Lines	**1 crow, 1 long.**
Down Main or Fast, Slow or Goods or Loop to Down Sidings	**1 crow.**
Down Main or Fast, Slow or Goods or Loop to Up Sidings	**2 short, pause, 3 short.**
Up Main or Fast, Slow or Goods or Loop to Up Sidings	**3 short, pause, 1 short.**
Up Main or Fast, Slow or Goods or Loop to Down Sidings	**3 short, pause, 2 short.**
Up Sidings to Down Sidings or vice versa	**3 short, pause, 3 short.**
Train ready to leave Sidings	**2 short, pause, 1 short.**
Shunt from Sidings to Main Line	**2 short, pause, 2 short.**
To or from Loco.	**2 short.**
Express trains requiring fresh engine at next stopping place	**3 crows.**
‡Fire on line side	**1 crow, 1 long, 1 crow.**
‡To be repeated when passing next Permanent Way Men, Station, Signal Box or Crossing Keeper's Hut.	
Engine requiring water	**1 long, 3 short.**
To indicate light engine is clear of points which require to be turned	**1 short.**
To indicate that train or light engine has been shunted clear of points leading from one running line to another (Rule 69)	**1 crow, 1 short.**
To indicate that train or light engine has been shunted clear of all running lines (Rule 69)	**3 short.**
Before starting train assisted by engine in rear (Rule 133 (c))	**2 crows.**

TABLE A

LIST OF SIGNAL BOXES, RUNNING LINES, ETC.

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

Explanation of References :—

Passenger Line (Absolute Block unless otherwise shown)	..	—●————●—
Goods Line (Permissive Block unless otherwise shown)	..	..●........●..
Passenger Line signalled in both directions (No Token)	..	—●←——→●—
Goods Line signalled in both directions (No Token) ..	..	···●←·····→●···

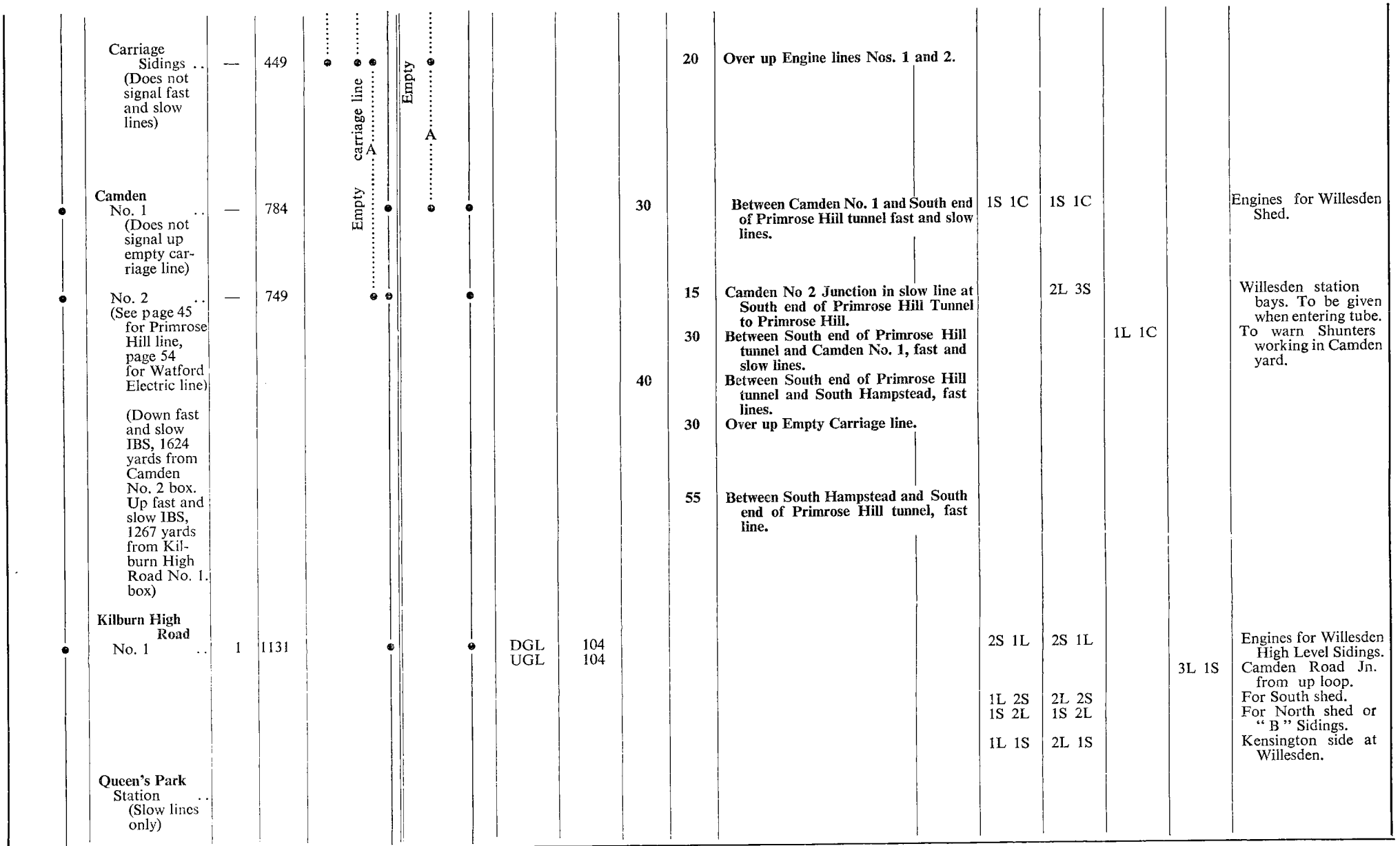
"A" —Absolute Block on Goods Line.
"P" —Permissive Block on Platform line for passenger trains.
"PF" —Permissive Block on Passenger line for freight trains.
"NB" —"No Block".

UPL —Up Passenger Loop.
UGL —Up Goods Loop.
DPL —Down Passenger Loop.
DGL —Down Goods Loop.
CL —Crossing Loop
URS —Up Refuge Siding.
DRS —Down Refuge Siding.
E & V —Engine and Brake van.

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

LONDON EUSTON TO CREWE, COPPENHALL 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				
												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	
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION															
	EUSTON TO WILLESDEN No. 7							75	75	MAXIMUM PERMISSIBLE SPEED ON FAST LINES						
	WILLESDEN No. 7 TO COPPENHALL JUNCTION							90	90	MAXIMUM PERMISSIBLE SPEED ON FAST LINES						
	EUSTON TO ROADE JUNCTION							60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES						
	RUGBY MIDLAND TO CREWE							45	45	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES						
	RUGBY MIDLAND TO STAFFORD No. 1							75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES						
	STAFFORD No. 1 TO COPPENHALL JUNCTION							70	70	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES						
●	**Euston** Station ..	—	—	Engine line No. 1; Engine line No. 2	caarrige line; A				20	**Trains entering station—South of ½ m.p.**						
								20		**Over down Empty Carriage line.**						



Carriage Sidings .. (Does not signal fast and slow lines)	—	449							20	**Over up Engine lines Nos. 1 and 2.**			
Camden													
No. 1 .. (Does not signal up empty carriage line)	—	784							30	**Between Camden No. 1 and South end of Primrose Hill tunnel fast and slow lines.**	1S 1C	1S 1C	Engines for Willesden Shed.
No. 2 .. (See page 45 for Primrose Hill line, page 54 for Watford Electric line)	—	749							15	**Camden No 2 Junction in slow line at South end of Primrose Hill Tunnel to Primrose Hill.**		2L 3S	Willesden station bays. To be given when entering tube.
									30	**Between South end of Primrose Hill tunnel and Camden No. 1, fast and slow lines.**		1L 1C	To warn Shunters working in Camden yard.
									40	**Between South end of Primrose Hill tunnel and South Hampstead, fast lines.**			
(Down fast and slow IBS, 1624 yards from Camden No. 2 box. Up fast and slow IBS, 1267 yards from Kilburn High Road No. 1. box)									30	**Over up Empty Carriage line.**			
									55	**Between South Hampstead and South end of Primrose Hill tunnel, fast line.**			
Kilburn High Road													
No. 1 ..	1	1131					DGL UGL	104 104			2S 1L	2S 1L	Engines for Willesden High Level Sidings.
													3L 1S Camden Road Jn. from up loop.
											1L 2S	2L 2S	For South shed.
											1S 2L	1S 2L	For North shed or "B" Sidings.
											1L 1S	2L 1S	Kensington side at Willesden.
Queen's Park Station .. (Slow lines 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		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	
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION—*cont.*															
	Queen's Park—*cont.*															
	(Down fast and slow IBS, 1 mile 385 yards from Kilburn High Road No. 1. Up fast and slow IBS, controlled by Kilburn High Road No. 1, 1473 yards from Willesden No. 1)															
•	**Willesden Junction** No. 1 .. (See page 47 for Kensington line, page 48 for Low Level Goods lines and Nos. 1, 2 & 3 platform lines at Willesden)	2	98		•		•	40		**Through junction, down slow to down slow line at Willesden No. 1 and over down slow line up to 5½ m.p.**			2S 2L	1C 2S 1C 3S	1C 2S 1C 3S	Engines for Euston. North London line.
									15	**Through junction to Kensington.**						Down slow to down local.
									35	**Over up slow line from 5½ m.p. up to and through junction up slow to up slow line at Willesden No. 1.**				2C 1S	2C 1S	Engines for Camden Yard.
														2C 2S	2C 2S	Engines for Camden Loco.
													1S 1L			From Mitre Milk Dock.
															3L 1S	Up slow from up local.
														2L 3S		Kensington.

Local line from Kensington.
Goods line from Kensington.
Up loop from sidings.
Engines for South Shed.
Down goods line.
Down empty carriage line.
Relief or pilot required.
Down Low Level through line.
Up City line.
Down arrival, Nos. 1 and 2.
Down City to down arrival, Nos. 1 & 2.
Down City to down slow.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION—*cont.*															
	Willesden Junction—*cont.*															
	Brent Jn. .. (Does not signal fast or slow lines) (See page 49 for Low Level Goods lines and Nos. 1, 2 & 3 platform lines at Willesden) (Down fast and slow IBS, 1712 yards from Willesden No. 7 box Up fast and slow IBS, 1595 yards from Sudbury Jn. box)	—	686													
•	**Wembley Central** Sudbury Jn. (See page 49 for Willesden High Level Sidings line)	1	0					50	50	**Through Sudbury Junction, slow line.** **Through Wembley Central Station, slow line.**				2L 3S 1L 1C	3L 2S 1L 2C	Up loop. Up arrival lines.

North Wembley ..	1	347												
Harrow & Wealdstone No. 1.. .. (See page 58 for Stanmore Village Branch)	2	624					20	20	Trains turned fast to slow or slow to fast.					
Hatch End Station ..	1	1615					20	20	Trains turned fast to slow or slow to fast.					
Bushey & Oxhey Station ..	2	887			DRS (slow)	54	80 50	80 50	Over curves between 16 and 17 m.p's., fast lines. Between 16 and 16¼ m.p's, slow lines.					
Watford Junction No. 1.. .. (See page 59 for St. Albans Abbey branch)	1	740					15 50		Through junction to St. Albans. Between Nos. 1 and 2 boxes, slow line.	2L 2C	2L 3C	1L 2C 1L 1C 1S, pause 1S	1S, pause 2S	St. Albans. Up fast or slow from No. 11 platfrom. Up fast or slow from No. 12 platform. Passenger trains not timed to stop at Willesden.
No. 2.. ..	—	640			URS	54		50	Between Nos. 2 and 1 boxes, slow line.					
King's Langley and Abbot's Langley Watford Tunnel (North End)	2	642												
Station .. (Down fast and slow IBS, 1 mile 1594 yards from King's Langley station box.)	—	1390												

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	
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION—*cont.*															
	King's Langley and Abbot's Langley—*cont.* Up fast and slow IBS, 1 mile 1251 yards from Hemel Hempstead & B. Station box).															
	Apsley Station															
•	**Hemel Hempstead and Boxmoor** Station ..	3	1085	•	•	DRS	43									
•	**Berkhamsted** Bourne End ..	1	1175	•	•			20	20	**Trains turned fast to slow or slow to fast.**		1L 3S	1L 3S			Water at Tring.
•	Station ..	1	1390	•	•			80	80	**Over curves, between 27½ and 28 m.p's, fast lines.**						
	(Down fast and slow IBS, 2 miles 24 yards from Berkham-sted station box.															

	Up fast and slow IBS, 1 mile 994 yards from Tring No. 1 box)													
	Tring													
●	No. 1 ..	3	1124	●	DRS (fast)	47								
					DRS (slow)	30 & 38								
●	No. 2 ..	—	482	●						3C	3C			Requiring assistant engine from Bletchley.
												3S 1L	3L 1S	Up loop.
	Cheddington													
●	Tring Cutting	2	284	●								1S 1C	1S 2C	Loop at Tring No. 2.
●	Station ..	2	336	●						1S 1L	1S 1L			Freight trains not requiring to stop at Bletchley.
	(See page 60 for Aylesbury High Street branch)											1S, pause 3S		Middle siding to branch and vice versa.
●	Sears Crossing	1	1640	●	UGL	97			S. Up slow line, 91 yards before reaching up slow starting signal. Normal lie for main line.	333				
	Leighton Buzzard													
●	No. 1 ..	2	31	●			**20**	**20**	**Trains turned fast to slow or slow to fast.**				1S, pause 3S	Branch to No. 1 siding.
													3L 2S	Branch to Nos. 2 and 3 sidings.
●	No. 2 ..	—	383	●				**15**	**Through junction to Dunstable.**					
	(See page 60 for Dunstable North branch)						**20**	**20**	**Trains turned fast to slow or slow to fast.**					
							80	**80**	**Over curves North of station, between 40½ and 42 m.p's, fast lines.**					
●	Chelmscote Bridge	1	1587	●										
	Bletchley													
●	Stoke Hammond	2	634	●										

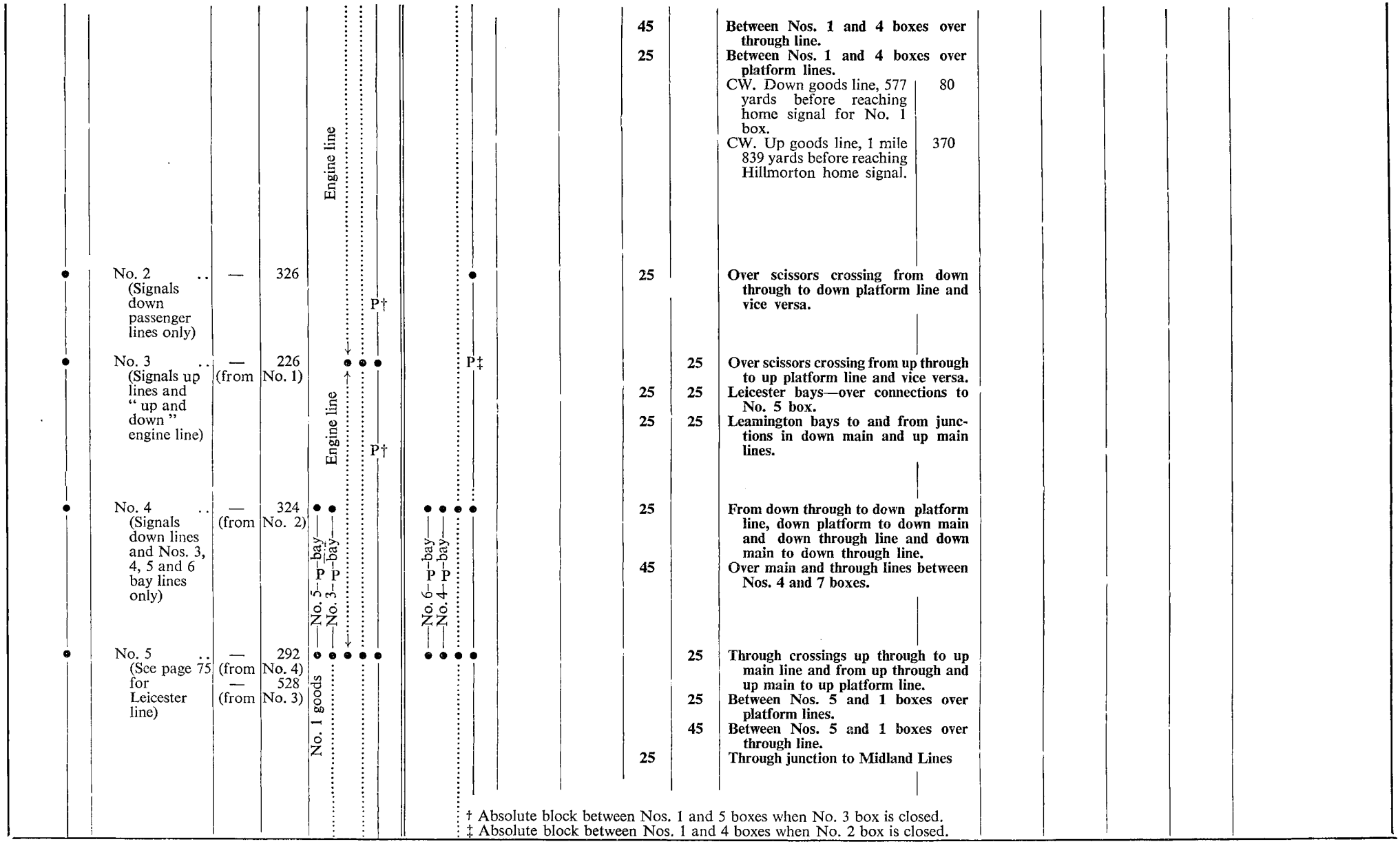
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long 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	
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION—*cont.*															
	Bletchley—*cont.*															
•	Lamb's Siding (Signals fast lines only)	—	1365													
•	No. 1 .. (See page 62 for Oxford Branch & page 65 for Cambridge Branch)	1	242		• • • •			15	10	**Through junction to Oxford.**						2C 1S — Up sidings to cripple sidings and vice versa.
										Through junction to Cambridge.						
								30	30	**Over Curves at South end of Bletchley station, slow lines.**						1C 5S — Up sidings to Oxford branch.
																2L 2C — Oxford branch from Oxford bay No. 2 and vice versa.
																1L 2C — Oxford branch from Oxford bay No. 1 and vice versa.
																3L 3S — Oxford line from No. 8 platform and vice versa.
																2L 1C — Fast line from No. 8 platform and vice versa.
																1C 2L — Slow line from No. 8 platform and vice versa.
																3L 2S — Oxford line from No. 7 platform and vice versa.
																1L 1C — Fast line from No. 7 platform and vice versa.
				P	PF PF											1C 1S — Slow line from No. 7 platform and vice versa.
				Bay line	Bay line											

	No. 5 .. (See page 65) (Signals Cambridge bay lines and up goods line only)	— (from No. 3)	552		P	Oxford PF	Oxford PF									
	No. 2 .. (Does not signal up goods line)	— (from No. 1)	526													
	No. 3 ..	—	589										1C 1L			Fast or slow from yard.
	Denbigh Hall	—	919													
	Wolverton Loughton Goods Sidings	2	320													
	No. 1 ..	2	124												1S 2L	Subway and vice versa.
	No. 2 .. (See page 67 for Newport Pagnell branch)	—	742					25 20 80	25 20 80	**Wolverton Subway North and South inclines and through connection leading to and from Goods yard.** **Trains turned fast to slow or slow to fast.** **Over curves between 52 and 53 m.p's, fast lines.**					1L 2C	Newport Pagnell bay to branch or vice versa.
	Castlethorpe Station ..	2	854													
	Hanslope ..	2	1089											1S 1L	1S 1L	Freight trains not requiring to stop at Bletchley.

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	
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION—*cont.*															
	Roade															
●	Ashton ..	1	203	●	●	●										
●	Junction .. (See page 67 for Northampton line)	1	328		●	●	DRS 58 URS 54 (Up) 43 (Down)	**25**	**25**	**Through all crossover junctions at Roade.**						
	Station (Down IBS, 1 mile 1135 yards from Roade Jn. box. Up IBS, 1 mile 470 yards from Blisworth Station box)											*Drivers must whistle when 1 mile distant from Milton Level Crossing.*				
	Blisworth															
●	Station .. (See page 70 for Northampton line)	3	248		●	●		**15**		**Through junction to Northampton.**						
●	Gayton ..	—	879		●	●										
●	Banbury Lane (Level Crossing)	1	292													

	(Down IBS, controlled by Heyford 2 miles 872 yards from Banbury Lane box. Up IBS, 1126 yards from Heyford box)								S. Up line, 60 yards after passing IB stop signal. Normal lie for main line.	800	*Drivers must whistle when 1 mile distant from Bugbrooke Level Crossing.*	
	Weedon											
•	Heyford ..	2	1402		DGL UGL	120 120						
•	Station .. (See page 74 for Daventry line)	2	839		URS	85	**15** **75**	**75**	**Through junction to Daventry. Weedon between 68¾ and 70½ m.p's.**			
	(Down IBS, 2 miles 1007 yards from Weedon Station box. Up IBS, 2 miles 970 yards from Welton station box)											
	Welton											
•	Station ..	5	657		URS	52					1S 1L 1S 2L 1S 3L	Trains for Trent Valley line, not timed to stop at Rugby Midland for traffic or examination. Trains for Birmingham line not timed to stop at Rugby Midland for traffic or examination. Freight trains for Leamington line, not timed to stop at Rugby Midland for traffic or examination.

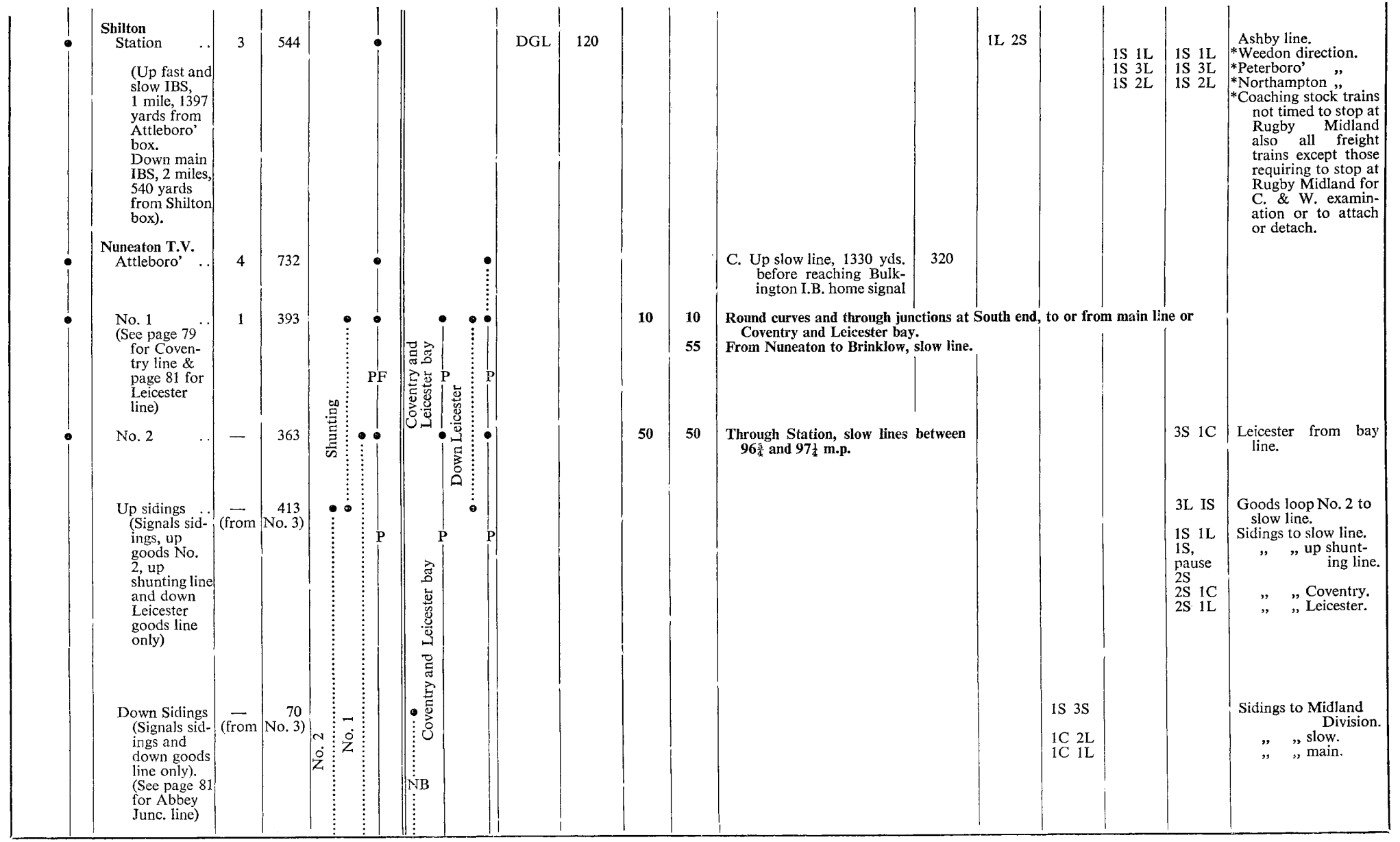
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION—*cont.*															
	Welton—*cont.*															
•	Kilsby Tunnel, South End	—	1758			DRS DGL* UGL* (*Absolute Block)	72 70 80			S. Up line, 466 yards South of box. (Normal lie for main line) S. Down line, 402 yards North of box. (Normal lie for main line)	640 Level					
•	Kilsby Tunnel, North End	2	956													
•	**Rugby Midland** Hillmorton Sidings (Down IBS, controlled by Rugby Midland No. 1. 1 mile 808 yards from Hillmorton Sidings box)	1	964	• Engine line		DRS	80									
•	No. 1 .. (See page 70 for Northampton line, page 73 for Peterboro' line)	2	55	• • • • P†	• • P‡			25 25	25 25 45	**On all goods lines except where otherwise shown.** **Through crossings from down London to down platform line, from up platform to up through line, up platform to up Northampton line.** **From up through to up London and up Northampton line.**						



				45	Between Nos. 1 and 4 boxes over through line.
				25	Between Nos. 1 and 4 boxes over platform lines.
					CW. Down goods line, 577 yards before reaching home signal for No. 1 box. — 80
					CW. Up goods line, 1 mile 839 yards before reaching Hillmorton home signal. — 370
No. 2 .. (Signals down passenger lines only)	—	326		25	Over scissors crossing from down through to down platform line and vice versa.
No. 3 .. (Signals up lines and "up and down" engine line)	— (from No. 1)	226		25	Over scissors crossing from up through to up platform line and vice versa.
				25	Leicester bays—over connections to No. 5 box.
				25	Leamington bays to and from junctions in down main and up main lines.
No. 4 .. (Signals down lines and Nos. 3, 4, 5 and 6 bay lines only)	— (from No. 2)	324		25	From down through to down platform line, down platform to down main and down through line and down main to down through line.
				45	Over main and through lines between Nos. 4 and 7 boxes.
No. 5 .. (See page 75 for Leicester line)	— (from No. 4)	292		25	Through crossings up through to up main line and from up through and up main to up platform line.
	— (from No. 3)	528		25	Between Nos. 5 and 1 boxes over platform lines.
				45	Between Nos. 5 and 1 boxes over through line.
				25	Through junction to Midland Lines

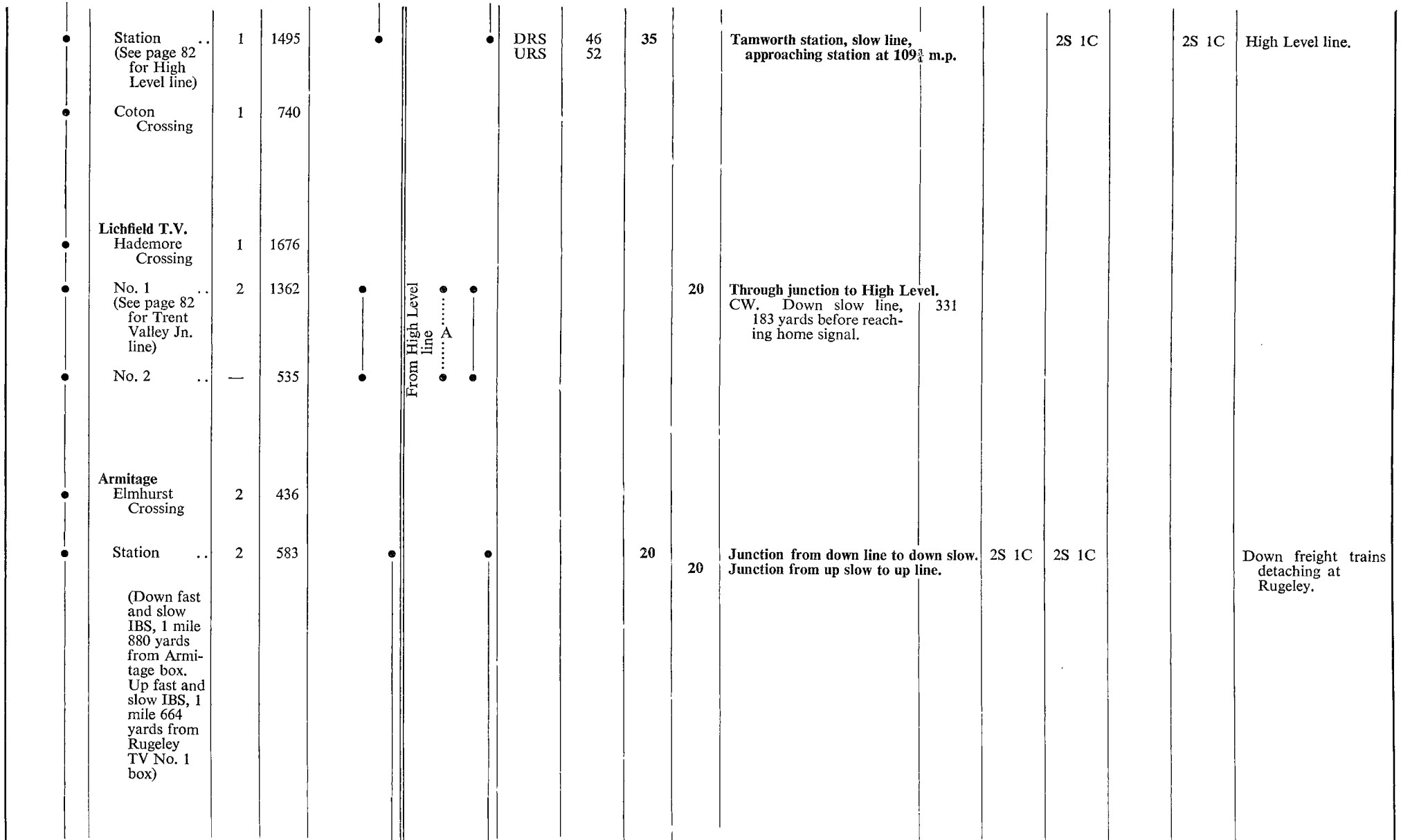
† Absolute block between Nos. 1 and 5 boxes when No. 3 box is closed.
‡ Absolute block between Nos. 1 and 4 boxes when No. 2 box is closed.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION—*cont.*															
	Rugby Midland—*cont.*															
•	No. 7 .. (See page 94 for Birmingham line, page 76 for Leamington line)	—	680	Goods ..... No. 1				25	25	**Through junctions to Leamington and through crossings up slow to up fast line, up main to up through line, up through to up main line, down main to down through line, and down main and down Birmingham to down slow line.**		2S 1L				Passenger trains not timed to stop at Coventry.
								45	45	**Over up main and up through lines between Nos. 7 and 5 boxes; also through junction at No. 7 box from down through to down main line and to Birmingham, and from down main to down fast line.**						
					PF			50	50	**Between Rugby Midland No. 7 and water troughs, down slow and up slow lines.**						
	Brinklow															
•	Newbold ..	1	1330		•											
					PF											
•	Station ..	2	1573		•			30		**Trains turned slow to main.**						
									50	**Through Station, slow line.**						
								80	80	**Over curve North of Station, between 89 and 89½ m.p's., fast lines.**						



Shilton Station ..	3	544			DGL	120				1L 2S		Ashby line. 1S 1L *Weedon direction. 1S 3L *Peterboro' ,, 1S 2L *Northampton ,, *Coaching stock trains not timed to stop at Rugby Midland also all freight trains except those requiring to stop at Rugby Midland for C. & W. examination or to attach or detach.
Nuneaton T.V. Attleboro' ..	4	732						C. Up slow line, 1330 yds. before reaching Bulkington I.B. home signal	320			
No. 1 .. (See page 79 for Coventry line & page 81 for Leicester line)	1	393					10	10	**Round curves and through junctions at South end, to or from main line or Coventry and Leicester bay.** 55 **From Nuneaton to Brinklow, slow line.**			
No. 2 ..	—	363					50	50	**Through Station, slow lines between $96\frac{3}{4}$ and $97\frac{1}{4}$ m.p.**		3S 1C	Leicester from bay line.
Up sidings .. (Signals sidings, up goods No. 2, up shunting line and down Leicester goods line only)	— (from No. 3)	413									3L IS 1S 1L 1S, pause 2S 2S 1C 2S 1L	Goods loop No. 2 to slow line. Sidings to slow line. ,, ,, up shunting line. ,, ,, Coventry. ,, ,, Leicester.
Down Sidings (Signals sidings and down goods line only). (See page 81 for Abbey Junc. line)	— (from No. 3)	70								1S 3S 1C 2L 1C 1L		Sidings to Midland Division. ,, ,, slow. ,, ,, main.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION—*cont.*															
	Nuneaton T.V.—*cont.*			No.2 / No.1	NB / P											
•	No. 3 ..	— (from No. 2)	493	• •	• •										1S 1L	Ashby line from Ashby bay.
•	Ashby Junction	—	689		•			**15**	**15**	**Through junction to and from Midland lines.**						
	Atherstone															
•	Hartshill Sidings	1	1346		•											
•	Station ..	2	1428		•	DRS URS	32 51	**70** **60**	**60** **60**	**Through station, between 102 and 102½ m.p's., fast lines.** **Between Atherstone and Tamworth, 102 m.p., slow lines.**				1L 1C	1L 1C 2S 1L	Stopping Nuneaton for traffic or water. (Freight trains and light engines only). Down slow from up sidings.
•	Baddesley Sidings	—	1324		•											
	Polesworth															
•	Station ..	3	755		•	DRS	51	**80**	**80**	**Over curve North of station, between 106½ and 108 m.p's., fast lines.**						
	Tamworth L.L.															
•	Marshall's Siding	1	609		•											
•	Amington Siding	—	863		•											

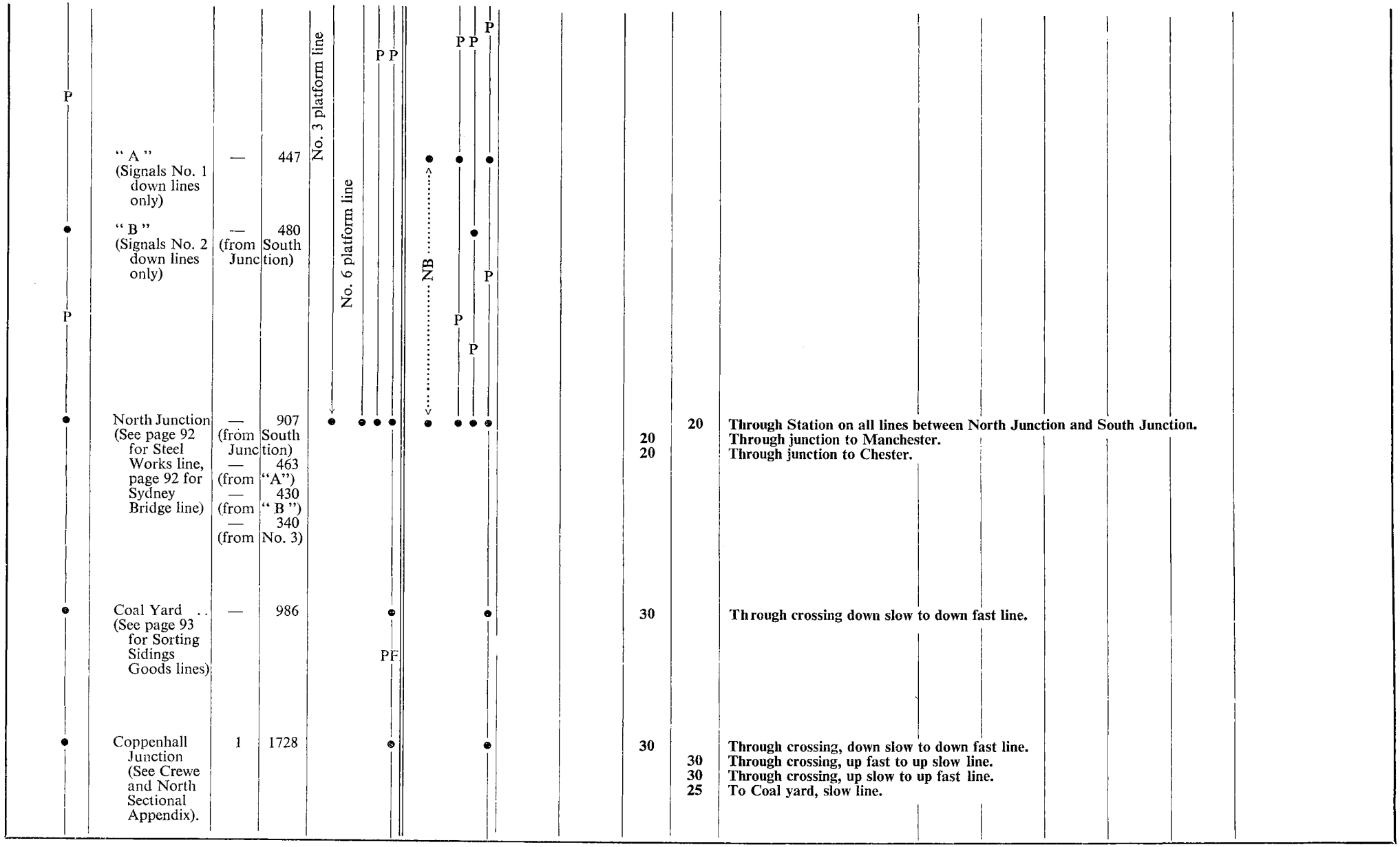

Station .. (See page 82 for High Level line)
1
1495
DRS 46
URS 52
35
Tamworth station, slow line, approaching station at 109¾ m.p.
2S 1C
2S 1C
High Level line.
Coton Crossing
1
740
Lichfield T.V.
Hademore Crossing
1
1676
No. 1 .. (See page 82 for Trent Valley Jn. line)
2
1362
20
Through junction to High Level.
CW. Down slow line, 331 183 yards before reaching home signal.
From High Level line
A
No. 2 ..
—
535
Armitage
Elmhurst Crossing
2
436
Station ..
2
583
20
Junction from down line to down slow.
20
Junction from up slow to up line.
2S 1C
2S 1C
Down freight trains detaching at Rugeley.
(Down fast and slow IBS, 1 mile 880 yards from Armitage box. Up fast and slow IBS, 1 mile 664 yards from Rugeley TV No. 1 box)

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION—*cont.*															
•	**Rugeley T.V.**															
•	No. 1 .. (See page 129 for Walsall line)	2	1546		Through Siding NB			20	25	**Junction from down fast to down slow.** **Through junction to Cannock.**			2S 1L			Loop line from Cannock line.
•	No. 2 .. (Down fast and slow IBS, 1 mile 786 yards from RugeleyT.V. No. 2 box. Up fast and slow IBS, 1 mile 695 yards from Colwich station box)	—	514			DRS URS	45 62									
•	Colwich .. (See Crewe and North Appendix for Stoke line)	2	1481					60	60	**Through junction to and from Stafford on fast lines.**						
								25		**Through junction, fast line to Stoke.**		2S 1L	2S 1L			Trains not timed to stop at Stafford.
									20	**Junction from up fast line to up slow.**						
								80		**Between Colwich and Queensville box, fast line.**						
•	Milford & Brocton Station	2	674	†					20	**Junction from up goods to up line.**				2S 1L	2S 1L	Freight trains having work to do at Rugeley.
								60		**Between Milford & Brocton and Queensville, slow line.**						
										CW. Down slow line 445 yards before reaching starting signal.	351					

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION—*cont.*															
	Stafford—*cont.*															
P	No. 6 .. (Signals up and down slow and No. 6 up and down platform line only)	—	390	No. 1 platform line P	P No. 6 platform line P No. 4 platform line P			**10**	**10**	**No. 6 box, trains entering or leaving No. 6 platform line.**						
•	No. 5 .. (See page 83 for Wellington line, page 82 for Air Ministry Sidings line) (Down fast and slow IBS, 1 mile 527 yards, from Stafford No. 5 box. Up fast and slow IBS, 1 mile 1,344 yards from Gt. Bridgeford box)	—	225	•	• • • •			**15** **20**	**25**	**Slow line between No. 5 and No. 4 boxes. Through junction to Wellington line. Through junction to Venables line.**						

	Norton Bridge														
•	Great Bridgeford	3	111	•	•										
•	Junction .. (See Crewe & North Sectional Appendix for Stoke line)	2	409	•	•	DRS	43	**70** **20**	**80**	**Between junction of lines to and from Stoke and the Station on fast lines.** **Through junction to Stoke.**			1L 4S 1L 5S	2L 4S 2L 5S	London trains not timed to stop at Stafford. Birmingham trains not timed to stop at Stafford.
	Standon Bridge														
•	Badnall Wharf	2	513	•	•										
•	Standon Bridge	2	0	•	•										
•	Stableford ..	2	297	•	•										
	Madeley														
•	Whitmore ..	2	323	•	•	DRS	100	**80** **55**	**80** **55**	**Fast lines between 147 and 148 m.p's.** **Slow lines between 147 and 148 m.p's.**					
•	Madeley .. (Down fast and slow IBS, 2 miles 248 yards from Madeley. Up fast and slow IBS, 1 mile 155 yards from Betley Road)	2	498	•	•			**55**	**55**	**Through station, slow lines.** C. Up fast line, 650 yards before reaching home signal.	177				
•	Betley Road	3	403	•	•					C. Up fast line, 700 yards before reaching I.B. home signal.	177	1L 3S 1L 4S	2L 3S 2L 4S		Chester line. } Not timed Liverpool line. } to Manchester line. } stop at Crewe.
					PF					C. Up fast line, 650 yards before reaching home signal. (Lever kept in signal box).	269	1L 5S 1L 6S	2L 5S 2L 6S		Passenger trains via Salop Goods 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				
												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	
	LONDON EUSTON TO CREWE, COPPENHALL JUNCTION—*cont.*															
	Madeley—*cont.* (No. 2 up fast and slow IBS, 1 mile 257 yards from Basford Hall Jn. No. 1 up fast and slow IBS, 817 yards from Basford Halt Jn.)				PF											
	Crewe															
•	Basford Hall Junction (See page 93 for Sorting Sidings Goods lines)	3	195		•			25		**Through junction to Sorting Sidings.**						
•	Basford Wood	—	1244		• •											
•	South Junction (See page 89 for Shrewsbury line, page 91 for N.S. Sidings line)	—	1367	•	• • •			20	20	**Through junction to Stoke.** **Through junction to Shrewsbury.** **Through Station on all lines between South Junction and North Junction.**						
P					P P											
					P P P											



"A" (Signals No. 1 down lines only)	—	447			
"B" (Signals No. 2 down lines only)	— (from Junction)	480 South			
North Junction (See page 92 for Steel Works line, page 92 for Sydney Bridge line)	— (from Junction)	907 South		20	Through Station on all lines between North Junction and South Junction.
	— (from "A")	463	20		Through junction to Manchester.
	— (from "B")	430	20		Through junction to Chester.
	— (from No. 3)	340			
Coal Yard .. (See page 93 for Sorting Sidings Goods lines)	—	986	30		Through crossing down slow to down fast line.
Coppenhall Junction (See Crewe and North Sectional Appendix).	1	1728	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.
			25		To Coal yard, slow line.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	BROAD STREET No. 2 TO SOUTH ACTON, BOLLO LANE JUNCTION.															
	BROAD STREET No. 2 TO CAMDEN ROAD JUNCTION							**60**	**60**	MAXIMUM PERMISSIBLE SPEED ON No. 2 LINES						
	BROAD STREET No. 2 TO CAMDEN ROAD JUNCTION							**60**	**60**	MAXIMUM PERMISSIBLE SPEED ON No. 1 LINES						
	CAMDEN ROAD JUNCTION TO BOLLO LANE JUNCTION							**60**	**60**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
		There are four running lines between Broad Street station and Camden Road Junction. The lines on the left-hand side are named No. 2 lines (or fast lines) and those on the right-hand side are named No. 1 lines (or slow lines).														
	Broad Street No. 2 ..	—	—													
	No. 1 ..	—	132					**10**	**10**	**Trains leaving and entering Broad Street passenger station passing No. 1 box.**					1S 4L	Ready on No. 4 coal stage.
															1S 3L	Ready on No. 3 coal stage.
								25		**Between Broad Street No. 1 box and ¾ m.p.**					1S 1L	Ready on No. 1 coal stage.
	Skinner Street Junction	—	187											1C		When detained (Electric trains only).
															1S 4L	No. 4 bay } Steam
															1S 3L	No. 3 „ } trains
															1S 2L	No. 2 „ } when
															1S 1L	No. 1 „ } detained or wrong signal taken off.
	New Inn Yard	—	231						**25**	**Between ¾ m.p. and Broad Street No. 1 box.**				1L 1S	1L 2S	Yard.
								35		**Between ¾ m.p. and Dalston Junction except where otherwise shown.**						

	Dalston Junction															
●	Dunloe Street (Nos. 1 and 2 Down IBS, 850 yards from Dunloe St. Nos. 1 and 2 Up IBS, 823 yards from Dalston Jn.)	—	1108	●	●			35	**Between Dalston Junction and ¾ m.p. except where otherwise shown.**			2L 1S			Canonbury.
								15	**Between 1½ and 1¼ m.p's., No. 1 line.**						
									C. No. 2 up line, 250 yds. before reaching I.B. distant signal.	60					
									C. No. 1 up line, 623 yds. before reaching I.B. home signal (Siding points).	60					
●	Junction .. (See page 52 for Eastern Junction line)	—	1626	●	●		15		**Through junction to Dalston Eastern Junction.**		1C				Carriage siding or vice versa.
							25		**Between Dalston Junction and Dalston Western Junction.**			2L 2S			Poplar.
●	Western Junction (See page 52 for Poplar line)	—	462	●	●			25	**Between Dalston Western Junction and Dalston Junction.**			2L 2S	1L 1S	2L 1S	Poplar. Finsbury Park.
							45		**Between Dalston Western Junction and Camden Road, over No. 2 line except where otherwise shown.**			2L 1S			Camden.
							40		**Between Dalston Western Junction and Camden Road, over No. 1 line except where otherwise shown.**						
	Down IBS, Nos. 1 and 2 lines, 515 yards from Dalston Western Junc, Up IBS, Nos. 1 and 2 lines, Controlled by Dalston Western Junc. box, 680 yards from Canonbury Station box)								C. No. 2 down line, 306 yards before reaching I. B. home signal.	155					
	Canonbury														
●	Station ..	—	1310	●	●				C. No. 2 down line, 421 yards before reaching home signal.	155			2L 1C		No. 2 siding to No. 2 line.
													1L 1C		No. 1 siding to Nos. 1 or 2 up lines.
									C. No. 1 down line, 332 yards before reaching home signal.	155					
									C. No. 2 down line, 204 yards before reaching starting signal.	155					

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	
	BROAD STREET No. 2 TO SOUTH ACTON, BOLLO LANE JUNCTION—*cont.*															
	Canonbury—*cont.*															
	Junction .. (Signals No. 1 lines only)	—	398	•	•			25	25	**Through junction to and from Finsbury Park.** CW. No. 1 down line, 264 yards before reaching home signal. Worked from Canonbury Station box.	91		2L 3S			Ferme Park.
•	**Highbury and Islington** Station ..	—	553	•	•					C. No. 2 down line, 371 yards before reaching home signal.	91					
										C. No. 2 down line, 271 yards before reaching starting signal.	91					
•	**Caledonian Road and Barnsbury** Station ..	—	822	•	•					CW. No. 2 down line, 455 yards before reaching home signal. Worked from Highbury Station box.	96					
										CW. No. 1 down line, 345 yards before reaching home signal. Worked from Highbury Station box.	87					
										C. No. 2 down line, 273 yards before reaching starting signal.	96					

	York Road Junction	—	701	Departure Road		Arrival Road						1L 1S 1L 2S	2L 1S 2L 2S		Camden line. Hampstead Jn. line.
	Camden Road St. Pancras Junction (Signals No. 2 lines and arrival and departure roads only) (See page 43 for North London Incline line)	—	407												
	Maiden Lane Junction	—	379					30	35	**Round curve through Maiden Lane, No. 2 line.**				3L 3S	Goods arrival line to St. Pancras Sidings
														3S, pause 2S	To and from St. Pancras Sidings.
												1L 2S	2L 2S		Engine and freight trains for Willesden
												2S 2L			Sidings 2, 3 and 4 to No. 2 down.
												2S 1L			No. 1 siding to No. 2 down.
									Speed indicators, illuminated at night, are fixed at Camden Road Bridge near Camden Road station for No. 1 down line and at Randolph Street Bridge (between Maiden Lane Junction and Camden Road station) for No. 2 down line to indicate where speed must be reduced.						
	Station							20		**Both lines through Camden Road Station and Camden Road Junction.**					
									45	**Between Camden Road and Dalston Western Junction, over No. 2 line except where otherwise shown.**					
									40	**Between Camden Road and Dalston Western Junction, over No. 1 line except where otherwise shown.**					
	Camden Road Junction (See page 44 for Primrose Hill line)	—	492					20		**Both lines through junction.**				2L	Hampstead Jn. and No. 2 line.
								20		**Between Camden Road Junction and Kentish Town West.** *A speed indicator, illuminated at night, is fixed at Gospel Oak end of Kentish Town West station, to indicate where speed must be reduced.*				1L	Hampstead Jn. and No. 1 line (Trains requiring to call at St. Pancras Sidings must whistle for No. 2 line if detained).

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	BROAD STREET No. 2 TO SOUTH ACTON, BOLLO LANE JUNCTION—*cont.*															
	Kentish Town West Station ..	—	878					45	20	**Between Kentish Town West and Camden Road Junction.** **Between Kentish Town West and Finchley Road, except through Gospel Oak Station.**						
	Gospel Oak Station .. (See page 43 for Highgate Road Jn. line)	—	1164					15 35	35	**Through junction to Highgate Road Jn.** **Through Station.** C. Down line, 530 yards before reaching home signal.	98			2L 3S 3L 1S 1L 2S 1L 1S		St. Pancras Sidings. Maiden Lane Sidings. No. 2 line at Camden Road Jn. or Broad Street line. No. 1 line at Camden Road Jn. or Poplar line.
	Hampstead Heath Station ..	—	764							C. Down line, 440 yards before reaching outer home signal.	98					
	Finchley Road and F. Station ..	1	288						45	**Between Finchley Road and Kentish Town West except through Gospel Oak Station.**		2C 1L 1L 2S 2S 1L		3S, pause 3S		Old Oak Sidings. City line. W.R. line. Sidings.

	Brondesbury West End Lane Station													
•	Station ..	—	1314							C. Up line, 685 yards, before reaching Finchley Road home signal.	204			
	Brondesbury Park Station													
•	Kensal Rise Station ..	1	100									1L 1S	1S 1L	Electric trains for Willesden Trains for Ferme Park via Harringay Junction.
	Willesden Junction													
•	Kensal Green Junction	—	1230			•		30		**Through junction to Willesden Junction Station.**		1L 1S 1L 2S		Electric line. City line.
	(See page 45 for Willesden Jn. line, page 48 for City lines)							35	35	**Through junction to and from Willesden High Level Junction.**		2S, pause		Down main from sidings.
								4	4	**Trains entering or leaving Kensal Green Sidings.**		2S		
								15		**Through junction to City lines.**				
								20	20	**Through Willesden High Level.**				
•	High Level Junction	—	745			•		15		**Through junction to Mitre Bridge Junction.**				
	(See page 45 for Mitre Bridge Jn. line)							30		**Between Willesden High Level and Old Oak Junction.**		1L	2L 2S	Richmond from down loop. Richmond line.
										C. Up line, 424 yards before reaching home signal.	162			
	Acton Central													
•	Old Oak Junction	—	579	•		A	A		30	**Between Old Oak Junction and Willesden High Level.**		1L 4S		Down goods loop.
								20	25	**Through junction.**				

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	BROAD STREET No. 2 TO SOUTH ACTON, BOLLO LANE JUNCTION–*cont.*															
	Acton Central—*cont.*				A A											
•	Acton Wells Junction	—	613	•	• •			25	25	**Through junction from and to Western Region.**		3L 4S		3L 4S		To and from Midland Lines and South Acton.
								30	30	**Through junction from and to Midland Lines.**			3L 3S			W.R. branch from goods loop No. 2.
								20	20	**Through junction to and from Old Oak Loop lines.**			3L 2S			W.R. branch from goods loop No. 1.
								35	35	**Through junction.**						
										CW. Up goods line, 340 yards before reaching Old Oak Jn., home signal.	510		3L 1S 2L 4S			Kew, from goods loop No. 2. Kew, from goods loop No. 1.
										C. Up line, 604 yards, before reaching outer home signal.	82	2L 3S		2L 3S 3S 1L 1S 2L		Midland Lines to and from W.R. Up goods loop, Old Oak from South Acton. Up goods loop, Old Oak, from W.R. branch.
												1S, pause 3S				W.R. branch.
	(Down IBS, 938 yards from Acton Wells Jn. box. Up IBS, Controlled by Acton Wells Jn. box, 823 yards from Acton Central station box)									C. Up line, 458 yards, before reaching Intermediate Block home signal.	132					

	Station (Level Crossing)	1	114			20		**Between Acton Central Station and South Acton Junction—2 and 2¼ m.p.'s**		2S, pause 3S			To and from Goods siding.
								C. Up line, 579 yards before reaching outer home signal.	96	1S, pause 3S	1S, pause 3S		To and from Carriage siding.
	South Acton Junction .. (See page 46 for Old Kew Jn. line, page 46 for Hammersmith Branch)	—	1363			25	25	**Through junction to and from Richmond.**		1S, pause 2S 2S 1L 1L 2S			Hammersmith branch. Kew Bridge. Richmond.
	Bollo Lane Junction (Level Crossing)	—	267							1L 2S 1S 1L			Kensington. Gunnersbury.
	ST. PANCRAS, NORTH LONDON INCLINE (MIDLAND LINES) TO CAMDEN ROAD, ST. PANCRAS JUNCTION												
	NORTH LONDON INCLINE TO ST. PANCRAS JUNCTION					5	5	MAXIMUM PERMISSIBLE SPEED					
Electric Token	**St. Pancras** North London Incline (Midland Lines)	—	—										
Electric Token	**Camden Road** St. Pancras Junction (See page 39)	—	1120										
	GOSPEL OAK STATION TO HIGHGATE ROAD JUNCTION (MIDLAND LINES)												
	GOSPEL OAK STATION TO HIGHGATE ROAD JUNCTION					15	15	MAXIMUM PERMISSIBLE SPEED					
	Gospel Oak Station (See page 40)	—	—				15	**Through junction.**					
	Highgate Road Junction (Midland Lines)	—	393										

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	CAMDEN ROAD JUNCTION TO CAMDEN No. 2															
	CAMDEN ROAD JUNCTION TO CAMDEN No. 2							**25**	**25**	MAXIMUM PERMISSIBLE SPEED						
	Camden Road															
•	Camden Road Junction (See page 39)	—	—						**20**	**Through junction.**						
•	Hampstead Road Junction	—	440		No. 2 Arrival line No. 1 Arrival line			**15**		**Between Hampstead Road Junction and junction with slow line at South end of Primrose Hill tunnel.** C. Down line, 275 yards before reaching home signal.	162	1C 2L 4L		1C 1L 3L 1S 1L 2S 1L 1S		Goods yard. Goods arrival line. *St. Pancras Sidings. *Maiden Lane Sidings. *No. 2 line at Kentish Town Jn. or Broad Street. *No. 1 line at Kentish Town Jn. or Poplar line.
	Primrose Hill Station														*To be given immediately after passing Primrose Hill Station	
	Camden															
•	No. 5 .. (Signals goods and down arrival lines only)	—	488													

No. 2 .. (See page 13)	—	349		20		**Between junction in North London line and junction in electric lines at South end of Primrose Hill tunnel.**	
					15	**Between junction with slow line at South end of Primrose Hill tunnel and Hampstead Road Junction.**	
						S. Down line, 274 yards before reaching Camden No. 2 S.H.7 signal. (Normal lie from Broad Street).	40
WILLESDEN JUNCTION, KENSAL GREEN JUNCTION TO WILLESDEN JUNCTION STATION							
KENSAL GREEN JUNCTION TO WILLESDEN JUNCTION STATION				30	30	MAXIMUM PERMISSIBLE SPEED	
Willesden Junction							
Kensal Green Junction (See page 41)	—	—			30	**Through junction.**	
Station .. (See page 55)	—	456		20		**Through Station.** *(Speed indicator, illuminated at night, on the down side of Kensal Green Jn. indicates where speed must be reduced).*	
						CW. Up line, 174 yards before reaching signal K.J.50.	70
WILLESDEN HIGH LEVEL JUNCTION TO MITRE BRIDGE JUNCTION							
WILLESDEN HIGH LEVEL JUNCTION TO MITRE BRIDGE JUNCTION				20	20	MAXIMUM PERMISSIBLE SPEED	
Willesden Junction							
High Level Junction (See page 41)	—	—			15	**Through junction.**	
Mitre Bridge Junction (See page 47)	—	829					

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	SOUTH ACTON JUNCTION TO HAMMERSMITH STATION															
	SOUTH ACTON JUNCTION TO HAMMERSMITH STATION							**20**	**20**	MAXIMUM PERMISSIBLE SPEED						
One engine in steam	**South Acton** Junction .. (See page 43)	—	—					**15**		**Through junction**						
										Drivers must whistle when 1 mile distant from Bath Road Level Crossing.						
	Hammersmith Station ..	1	926													
	SOUTH ACTON JUNCTION TO KEW BRIDGE, OLD KEW JUNCTION															
	SOUTH ACTON JUNCTION TO OLD KEW JUNCTION							**45**	**45**	MAXIMUM PERMISSIBLE SPEED						
•	**South Acton** Junction .. (See page 43)	—	—													
•	Bollo Lane Crossing	—	253													
•	Kew East Junction (See below for New Kew Jn. line)	—	1077					**15**		**Through junction.**				1C 2L		Depot to shunting neck.
														1S 3L		From depot.
														1L 1C		Kew Bridge station.
P												1S 2L		1S 1L		Old line.

	Kew Bridge Old Kew Jn. (S. Region)	—	700										

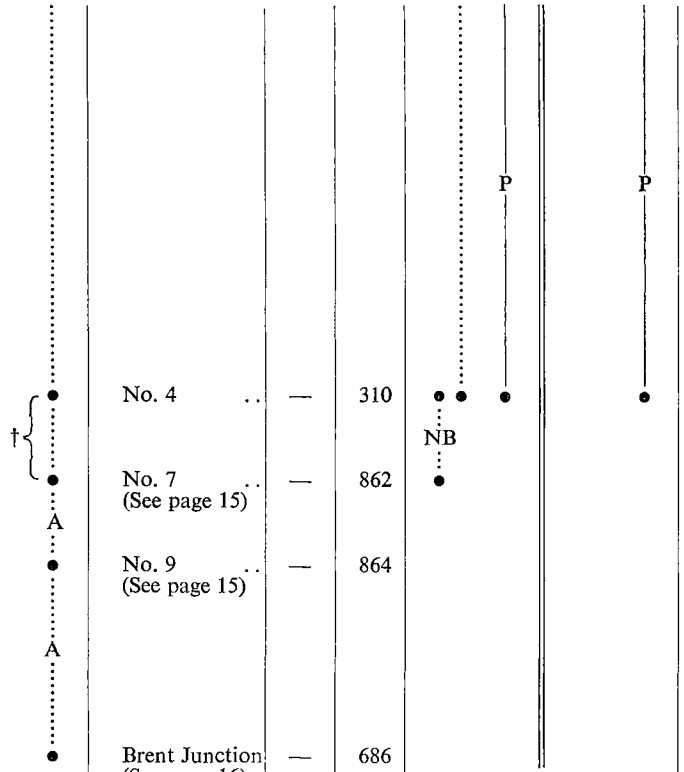
SOUTH ACTON, KEW EAST JUNCTION TO KEW BRIDGE, NEW KEW JUNCTION

	KEW EAST JUNCTION TO NEW KEW JUNCTION						**10**	**10**	MAXIMUM PERMISSIBLE SPEED				
	South Acton Kew East Junction (See above)	—	—										
	Kew Bridge Station (S. Region)												
	New Kew Junction	—	543										

UXBRIDGE ROAD, NORTH POLE JUNCTION TO WILLESDEN JUNCTION No. 1

	NORTH POLE JUNCTION TO WILLESDEN JUNCTION No. 1						**30**	**30**	MAXIMUM PERMISSIBLE SPEED				
	Uxbridge Road North Pole Junction (W. Region)	—	—									1L 4S	L.M.R. trains.
	Willesden Junction Mitre Bridge Junction (See page 45 for High Level Jn. line)	—	814				**20**		**Between Mitre Bridge Junction and Willesden Junction.** C. Down line, 633 yards before reaching home signal.	52		1L 2S 2S, pause 2S 2S, pause 1S 1S 2L	High Level. Milk dock to main. P-way siding to main. From up loop.
	No. 1 .. (See page 14)	—	484				**15**	**20**	**Through junction. Between Willesden Junction and Mitre Bridge Junction.**		2L 1C 1S 1L		To local line. From Mitre milk dock.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistle L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	WILLESDEN JUNCTION, KENSAL GREEN JUNCTION TO WILLESDEN JUNCTION No. 7 (CITY LINES)															
	KENSAL GREEN JUNCTION TO WILLESDEN JUNCTION No. 7							**30**	**30**	MAXIMUM PERMISSIBLE SPEED						
†	**Willesden Junction** Kensal Green Junction (See page 41)	—	—						**15**	**Through junction.**						
	No. 6 .. (see page 15)	—	1734									2L 3L 1S				To down slow. To down arrival Nos. 1 and 2.
	No. 7 .. (See page 15)	— (from Kensal Green Jn.)	1645													
	† PF on down line.															
	WILLESDEN JUNCTION No. 1 TO BRENT JUNCTION—LOW LEVEL GOODS LINES AND Nos. 1, 2 AND 3 PLATFORM LINES—WILLESDEN JUNCTION STATION															
	WILLESDEN JUNCTION No. 1 TO BRENT JUNCTION							**20**	**20**	MAXIMUM PERMISSIBLE SPEED (For all lines shown above.)						
	Willesden Junction No. 1 .. (See page 14)	—	—												3L 1S	Up local to up slow.
	No. 3 ..	—	274									1C 4S				Nos. 1, 2 & 3 platforms from down local.
						P	P					1C 3S 1C 2S				From No. 1 platform. From Nos. 2 and 3 platforms.
															3L 1S	Camden from up goods loop.



								2L 4S	Kensington from up goods loop.
								1L 5S	Camden.
								1L 4S	Kensington.
							2L 3S		South West Sidings from down goods line.
							1S 3L		Down goods line.
							1L 4S		Down goods line from down local.
								1S, pause 1S	Kensington from South West Sidings.
								1S 2L	Camden from South West Sidings.
†	No. 4 ..	—	310				1S 1L	1S 1L	Through on goods lines.
							1S 2L	1S 2L	Up goods loop.
	No. 7 .. (See page 15)	—	862						
	No. 9 .. (See page 15)	—	864				1S 2L		Down High Level goods loop.
							1S 1L		Down High Level goods line.
							3L 1S		"F" sidings.
							2S 1L		Loco. to Sudbury Sidings.
							1S 1S		"Creep up" if detained at signal.
	Brent Junction (See page 16)	—	686		C. Down line, 459 yards before reaching home signal.	120			

†Permissive Block on down line. No Block on up line.

WEMBLEY CENTRAL, SUDBURY JUNCTION TO WILLESDEN HIGH LEVEL SIDINGS (UP GOODS LINE)

	SUDBURY JUNCTION TO WILLESDEN HIGH LEVEL SIDINGS			15	15	MAXIMUM PERMISSIBLE SPEED			
	Wembley Central Sudbury Junction (See page 16)	—	—						
NB	**Willesden Junction** High Level Sidings	1	561						

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	WILLESDEN JUNCTION No. 6 TO WILLESDEN CARRIAGE SHED NORTH—CARRIAGE LINES															
	WILLESDEN JUNCTION No. 6 TO CARRIAGE SHED NORTH							15	15	MAXIMUM PERMISSIBLE SPEED						
NB	**Willesden Junction** No. 6 .. (See page 15)	—	—	NB	NB											
	No. 8 Frame															
†	Carriage Shed South	—	1647													
	Carriage Shed North	—	1107													
	†Permissive Block on up line only.															
	POPLAR CENTRAL TO DALSTON WESTERN JUNCTION AND DALSTON JUNCTION															
	POPLAR CENTRAL TO DALSTON WESTERN JUNCTION AND DALSTON JUNCTION							35	35	MAXIMUM PERMISSIBLE SPEED						
	Poplar Central (See page 53 for Preston Road line, page 53 for Poplar Loop Line Jn. line)	—	—											2S 2L 2S 1L		Preston Road. Carriage Sidings.

	Bow											
•	Devons Road	—	1624					C. Down line, 1006 yards before reaching home signal.	133			
•	Junction .. (See page 54 (for Gas Factory Jn. line)	—	685			15	**Through junction to Gas Factory Jn.**					
•	Tilbury Junction	—	330	URS	29					1C	2S, pause 4S 2S, pause 3S	Fairfield Road siding and vice versa. Tredegar Road siding and vice versa. Long shed.
•	Old Ford ..	—	605									
	Victoria Park											
•	Station ..	—	1224					C. Down line, 814 yards before reaching home signal.	99		1S 1L 1S 2L 1S 3L 1L 4S 1L 5S 2S 1L 2S 2L	Channelsea. Canning Town, Victoria Dock and Thames Wharf. Temple Mills. Goodmayes. Plaistow. Devons Road Sidings Fenchurch Street
	(Up IBS No. 2, controlled by Victoria Park, 1533 yards from Graham Road box. Down IBS, 538 yards from Victoria Park Station box									1L 2S 1L 4S 1L 1S		Eastern Region via Canonbury St. Pancras. Camden.

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	
	POPLAR CENTRAL TO DALSTON WESTERN JUNCTION AND DALSTON JUNCTION—*cont.*															
	Victoria Park—*cont.* (Up I.B.S. No. 1, 745 yards from Graham Road box)															
•	**Dalston Junction** Graham Road	1	687											1L 1C		Hackney Wick Sidings.
														2S 2L		Depot and from depot (Eastern Jn. end).
														2S 1L		Depot and from depot (Hackney end).
† •	Eastern Jn.	—	726					15	15	**Through junction.**				1L 1S		Eastern Region via Victoria Park.
† •	Western Jn. (See page 37)	—	512													
	†Permissive Block when Dalston Western Junction box is open.															
	Dalston Junction															
•	Eastern Jn.	—	—					15		**Between Dalston Eastern Junction and Dalston Junction.**						
								15	15	**Through Dalston Eastern junction, Bridge No. 283 to centre of platform.**						
•	Junction .. (See page 37)	—	548					15		**Through junction.**						
									15	**Between Dalston Junction and Dalston Eastern Junction.**						

POPLAR LOOP LINE JUNCTION TO POPLAR CENTRAL (GOODS LINES)

POPLAR LOOP LINE JUNCTION TO POPLAR CENTRAL			10	10	MAXIMUM PERMISSIBLE SPEED
Poplar					
Loop Line Junction (See below for West India Dock line)	—	—			
Blackwall Bridge (See below)	—	332			
Central .. (See page 50)	—	157			

WEST INDIA DOCK TO POPLAR LOOP LINE JUNCTION (HIGH LEVEL GOODS LINES)

WEST INDIA DOCK TO POPLAR LOOP LINE JUNCTION			10	10	MAXIMUM PERMISSIBLE SPEED
Port of London Authority					
West India Dock	—	—			
Poplar					
Blackwall Bridge (See above)	—	178			
Loop Line Junction (See above)	—	332			

†Single line block. Worked as an up and down line.

POPLAR, PRESTON ROAD TO POPLAR CENTRAL (GOODS LINES)

PRESTON ROAD TO POPLAR CENTRAL			10	10	MAXIMUM PERMISSIBLE SPEED
Poplar					
Preston Road (Level Crossing)	—	—			
Central .. (See page 50)	—	443			

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	BURDETT ROAD, GAS FACTORY JUNCTION TO BOW JUNCTION															
	GAS FACTORY JUNCTION TO BOW JUNCTION							**45**	**45**	MAXIMUM PERMISSIBLE SPEED						
•	**Burdett Road** Gas Factory Junction (E. Region)	—	—							C. Up line, 422 yards before reaching home signal.	82					
										C. Up line, 582 yards before reaching home signal.	82					
•	**Bow** Junction (See page 51)	—	764					**15**		**Through junction.**						
	CAMDEN No. 2 TO WATFORD JUNCTION No. 4 (ELECTRIC LINES)															
	CAMDEN No. 2 TO WATFORD JUNCTION No. 4							**60**	**60**	MAXIMUM PERMISSIBLE SPEED						
•	**Camden** No. 2 .. (See page 13)	—	—					**30**		**Between junction in slow line at Camden No. 2 and North end of Primrose Hill tunnel.**						
									20	**Between junction in electric line at South end of Primrose Hill tunnel and junction in North London line.**						
									30	**Between North End of Primrose Hill tunnel and junction in slow line at Camden No. 2.**						
	South Hampstead No. 2 Ground Frame	—	1624													
	Kilburn High Road No. 2 Ground Frame	—	1086													

	Queen's Park Station L.T. (Auto. Elec.)	—	1401			45	From Queen's Park to Kilburn High Road.			
					40		From Queen's Park to Kensal Green.			
•	No. 3 ..	—	320						1L 2S	London Transport line.
	Kensal Green Station ..	—	1057		30		Between North End of Kensal Green tunnel and Willesden Junction Station.			
					Speed indicators, illuminated at night, on the down side of Kensal Green Junction for the down direction, and on the up side of line between Harlesden and Willesden Station for the up direction, indicate where speed must be reduced.					
	Willesden Junction									
•	Station New (See page 45 for Kensal Green Jn. line)	—	1640			30	Between Willesden Junction Station and North End of Kensal Green tunnel.		1L 1S	Kensal Green Jn.
					20	20	Through Willesden Junction Station.			
	Harlesden Station ..	—	1177							
	Stonebridge Park Station ..	—	1614							
	Power House Ground Frame	—	698		40	40	Round curve on the North side of tunnel under main line between Stonebridge Park and Wembley Stations.			
					Speed indicators, illuminated at night, are fixed for the down direction at a point about 100 *yards South of the tunnel and for the up direction at a point about* 100 *yards before the commencement of the curve.*					
	Wembley Central Station Ground Frame	—	1266							
	North Wembley Station ..	—	1231							
	South Kenton Station ..	—	1009							

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	
	CAMDEN No. 2 TO WATFORD JUNCTION No. 4 (ELECTRIC LINES)—*cont.*															
Automatic and Semi-Automatic Signalling	**Kenton** Station ..	—	1523													
	Harrow and Wealdstone No. 2 Ground Frame	1	201					**30**	**30**	**North of Harrow Station.**						
	Headstone Lane Station ..	1	300													
	Hatch End Station Ground Frame	—	1288													
	Carpenders Park Station ..	1	832													
	Bushey & Oxhey Station ..	1	444					**30**	**30**	**Through Station.**						
•	Colne Junction (See below for Croxley Green Jn. line)	—	694					**20** **15**		**Through Junction to Croxley Green Junction.** **Between Colne Junction and Watford High Street.**						

	Station									Remarks							
	Watford High Street Station .. (See page 58 for Croxley Green Jn. line)	—	519					35	15 25	**Between Watford High Street and Colne Junction.** **Through junction at Watford High Street to Croxley Green Junction.** **Between Watford High Street and Watford Junction.** C. Up line, 12 yards before reaching signal R.C.J. 4. Also controlled from box (Siding points).	66						
	Watford Junction No. 4 ..	—	1500						35	**Between Watford Junction and Watford High Street.** C. Down line, 170 yards before reaching signal W.F.5. C. Down line, 165 yards before reaching signal R.W.F.7.	84 84						

WATFORD HIGH STREET, CROXLEY GREEN JUNCTION TO RICKMANSWORTH STATION (SINGLE GOODS LINE)

	Station									Remarks							
	CROXLEY GREEN JUNCTION TO RICKMANSWORTH STATION							35	35	MAXIMUM PERMISSIBLE SPEED							
One engine in steam	**Watford High Street** Croxley Green Junction (See page 58 for Croxley Green Branch)	—	—						15	**Through junction** CW. Down line, 150 yards before reaching starting signal.	100						
	Rickmansworth Station ..	2	1728														

Drivers must whistle when 1 mile distant from Moor Park Level Crossing.

BUSHEY & OXHEY, COLNE JUNCTION TO WATFORD HIGH STREET, CROXLEY GREEN JUNCTION

	Station									Remarks							
	COLNE JUNCTION TO CROXLEY GREEN JUNCTION							50	50	MAXIMUM PERMISSIBLE SPEED							
	Bushey & Oxhey Colne Junction (See above)	—	—						20	**Through junction.** C. Up line, 40 yards before reaching signal R.C.J.B.4.							
	Watford High Street Croxley Green Junction (see page 58)	—	720					20		**Through junction.**		2S 1L					Croxley Green from Bushey & Oxhey

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	WATFORD HIGH STREET STATION TO CROXLEY GREEN STATION															
	WATFORD HIGH STREET STATION TO CROXLEY GREEN STATION							35	35	MAXIMUM PERMISSIBLE SPEED						
	Watford High Street Station .. (See page 57)	—	—						25	**Through junction at Watford High Street.** CW. Down line, 168 yards before reaching signal H.S.10.	122					
										Drivers must whistle when 1 mile distant from Moor Park Level Crossing.						
Electric Token	Croxley Green Junction (See page 57)	—	863					20	20	**Through junction to and from Croxley Green.**				2S 1L		Croxley Green to Bushey & Oxhey.
									20	**Through junction to Colne Junction.** CW. Down line, 112 yards before reaching starting signal.	100	1S 1L		1S 1L		Croxley Green from and to Watford High Street.
	Watford West Station ..															
	Croxley Green Station ..	1	748													
	HARROW & WEALDSTONE No. 1 TO STANMORE VILLAGE STATION															
	HARROW & WEALDSTONE No. 1 TO STANMORE VILLAGE STATION							45	45	MAXIMUM PERMISSIBLE SPEED						
	Harrow & Wealdstone No. 1 .. (See page 17)	—	—													
One engine in steam	**Belmont** Station ..							25	25	**Between Belmont and Stanmore**						
	Stanmore Village Station ..	2	191													

WATFORD JUNCTION No 1 TO ST. ALBANS ABBEY STATION

WATFORD JUNCTION No. 1 TO ST. ALBANS ABBEY STATION — 50 — 50 — MAXIMUM PERMISSIBLE SPEED

	Watford Junction No. 1 .. (See page 17)	—	—					15	**Through junction.**			
Electric Token	No. 3 ..	—	465								1S 3L 1S 2L 1L 3S	Carriage shed to No. 12. Carriage shed to No. 11. Yard.
Electric Token	Watford North Halt (Level Crossing)	—	1302									
Electric Token	**Bricket Wood** Station ..	2	840		CL	48		15	**Single line to down loop and down loop to single line**			
	Park Street & Frogmore Station								*Drivers must whistle when* 1 *mile distant from Park Street (Hyde Lane) Level Crossing.*			
Electric Token	**St. Albans Abbey** Station .. (See below)	2	1703									

HATFIELD No. 3 (E. REGION) TO ST. ALBANS ABBEY STATION

HATFIELD No. 3 TO ST. ALBANS ABBEY STATION — 30 — 30 — MAXIMUM PERMISSIBLE SPEED

One engine in Steam	**Hatfield (E. Region** No. 3.. ..	—	—									
	Nast Hyde Halt (E. Region)											
	Smallford (E. Region)											
	Hill End ..									1S 1L	1S 1L	Approaching Level Crossing at Sander's Siding
	St. Albans London Road											
	St. Albans Abbey Station ..	6	283									

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	CHEDDINGTON STATION TO AYLESBURY HIGH STREET STATION															
	CHEDDINGTON STATION TO AYLESBURY HIGH STREET STATION							30	30	MAXIMUM PERMISSIBLE SPEED						
Train Staff and ticket	**Cheddington** Station .. (See page 19)	—	—						15	**Through junction.**				1S, pause 3S		Branch to Middle Siding.
										Drivers must whistle when 1 *mile distant from Mentmore Level Crossing. Marston Gate Level Crossing.*						
	Marston Gate (Level Crossing)	2	1210							*Drivers must whistle when* 1 *mile distant from Broughton Level Crossing.*						
	Aylesbury High Street Station (Level Crossing)	4	225													
	LEIGHTON BUZZARD No. 2 TO DUNSTABLE NORTH STATION															
	LEIGHTON BUZZARD No. 2 TO DUNSTABLE NORTH STATION							45	45	MAXIMUM PERMISSIBLE SPEED						
	Leighton Buzzard No. 2 .. (See page 19)	—	—						15	**Through junction.**						
								35	35	**Between Leighton Buzzard and Wing Level Crossing.**						
	No. 1 ..	—	383											3L 2S 1S, pause 3S		Nos. 2 or 3 sidings. No 1 siding.
														Drivers must whistle when 1 *mile distant from Wing Level Crossing. Ledburn Level Crossing.*		

	Grovebury Crossing	—	1684						*Drivers must whistle when 1 mile distant from Billington Level Crossing. Stanbridge Level Crossing.*
	Stanbridgeford Station (Level Crossing)	3	68						
	De Berenger and Gower's Siding	—	553						
	Dunstable North Station (Level Crossing)	2	280					15	**From Dunstable North to Stanbridgeford, descending incline.**

AYOT (E. REGION) TO DUNSTABLE NORTH STATION

AYOT TO DUNSTABLE NORTH STATION					40	40	MAXIMUM PERMISSIBLE SPEED	
Welwyn Garden City (E. Region) Ayot Station	—	—		CL	35	15	**Ayot Embankment between Ayot and Wheathampstead.**	
						20	**Round curve between Ayot and Welwyn Garden City.**	
						10	**Freight trains at top of incline between Ayot and Welwyn Garden City.**	
Electric Token							C. Up loop, 232 yards before reaching starting signal.	139
Wheat-hampstead (E. Region)								
Harpenden Central East Station	5	214		CL	35		CW. Down loop, 334 yards before reaching starting signal.	Level
Electric Token							CW. Up Loop, 333 yards before reaching starting signal.	214
Luton, Bute Street Luton Hoo (Level Crossing)								
East	5	473						
P								
Yard	—	390						
Electric Token West	—	913						
Chaul End ..	1	533						
Electric Token **Dunstable** Town Station								
North Station	3	863						

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	BLETCHLEY No. 1 TO FLETTON'S SIDING (DOWN GOODS CONNECTING LINE)															
	BLETCHLEY No. 1 TO FLETTON'S SIDING							15	—	MAXIMUM PERMISSIBLE SPEED						
•	**Bletchley** No. 1 .. (See page 20)	—	—													
A																
•	Fletton's Siding (See below)	—	801													
	BLETCHLEY No. 1 TO BICESTER LONDON ROAD No. 1 (W. REGION)															
	BLETCHLEY No. 1 TO BICESTER LONDON ROAD No. 1							60	60	**Not applicable to diesel multiple unit trains.** } MAXIMUM PERMISSIBLE SPEEDS						
								65	65	**Applicable to diesel multiple unit trains only.** } MAXIMUM PERMISSIBLE SPEEDS						
•	**Bletchley** No. 1 .. (See page 20)	—	—					10	10	**Through junction and round the curve on the Oxford Branch near No. 1 box** CW. Down line (Siding points). 150				2L 2C		Oxford bay No. 2.
														1L 2C		Oxford bay No. 1.
														3L 3S		No. 8 platform.
														3L 2S		No. 7 „
•	Fletton's Siding (See above)	—	690													
•	Newton Longville	—	1429													

Swanbourne Swanbourne Sidings	1	1184					C. Down line, 50 yards before reaching distant signal.	150		
Station ..	2	420					S. Up line, 124 yards after passing starting signal. (Normal lie for main line).	150		
Winslow Station ..	1	1669		URS	53		C. Up line, 508 yards before reaching home signal.	149		
Verney Junction Station .. (See page 64 for Banbury branch)	2	513				**15**	**Through junction to Banbury.**		1S 2L	Midland Lines at Claydon, L.N.E. Jn.
Claydon Station (Level Crossing)	1	1339					*Drivers must whistle when* 1 *mile distant from Claydon Level Crossing.*			
L.N.E. Junction	1	876							1L 2S	Princes Risboro' direction.
Marsh Gibbon & Poundon Station ..	2	599								
Launton Station (Level Crossing)	2	186					*Drivers must whistle when* 1 *mile distant from Launton Station Level Crossing.*			
Bicester London Road No. 1 (Level Crossing) (W. Region)	2	390					*Drivers must whistle when* 1 *mile distant from Launton Crossing Level Crossing. Tubbs Lane Level Crossing.*			

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	VERNEY JUNCTION STATION TO BANBURY MERTON STREET STATION (W. REGION)															
	VERNEY JUNCTION STATION TO BANBURY MERTON STREET STATION							45 50	45 50	**Not applicable to diesel multiple unit trains** **Applicable to diesel multiple unit trains only**		MAXIMUM PERMISSIBLE SPEEDS				
	Verney Junction Station .. (See page 63)	—	—						15	**Through junction.**						
Electric Token	**Padbury** Station ..															
	Buckingham Station ..	4	862			CL DRS	27 88	20		**Single line to down loop and down loop to single line (applies to diesel multiple unit trains only).**						
Electric Token	Radclive Halt Water Stratford Halt									*Drivers must whistle when 1 mile distant from Radclive Level Crossing.* *Bacon's House Level Crossing.*						
	Fulwell & Westbury Station ..									*Drivers must whistle when 1 mile distant from Fulwell and Westbury Level Crossing.*						
	Brackley Station ..	7	519			CL	28	20		**Single line to down loop and down loop to single line (applies to diesel multiple unit trains only).**						
Electric Token									20	**Single line to up loop (applies to diesel multiple unit trains only).**						
										Drivers must whistle when 1 mile distant from Workworth Level Crossing.						
	Banbury Merton Street Station .. (W. Region)	9	763									2C 2L				Bays to turntable and vice versa.

BLETCHLEY No. 1 TO WILLINGTON STATION

					60	60	MAXIMUM PERMISSIBLE SPEED				
	Bletchley										
●	No. 1 .. (See page 20)	—	—		25	15	**Through junction. From Bletchley to ½ m.p.**		3L 3S		No. 8 platform to Oxford line.
									2L 1C		No. 8 platform to fast line.
									1C 2L		No. 8 platform to slow line
PF									3L 2S		No. 7 platform to Oxford line.
									1L 1C		No. 7 platform to fast line.
									1C 1S		No. 7 platform to slow line.
○	No. 5 .. (See page 21)	—	572	●				1L 2C			Top yard sidings and vice versa.
									1L 1C		P-way depot and vice versa.
●	No. 4 ..	—	692	●						2L 3S	Up goods loop to up slow.
	Fenny Stratford										
●	Station (Level Crossing)	—	1008					1L 3S			Requiring water at Woburn Sands.
	Bow Brickhill Halt						*Drivers must whistle when 1 mile distant from Bow Brickhill Level Crossing.*				
	Woburn Sands										
●	Station (Level Crossing)	2	1718								
	Aspley Guise Halt						*Drivers must whistle when 1 mile distant from Aspley Guise Level Crossing. Berry Lane Level Crossing.*				
	Ridgmont										
●	Station (Level Crossing)	2	1102				C. Up line, 338 yards before reaching distant signal.	129	1L 3S		Requiring water at Woburn Sands.
	Lidlington Station						*Drivers must whistle when 1 mile distant from Lidlington Level Crossing. Marston Level Crossing.*				

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	BLETCHLEY No. 1 TO WILLINGTON STATION (E. REGION)—*continued*															
	Millbrook Station (Level Crossing)	3	436							C. Up line, 950 yards before reaching home signal for Marston Level Crossing.	129		*Drivers must whistle when* 1 *mile distant from Millbrook Level Crossing.*			
	Stewartby Halt															
	Forder's Sidings	1	1595							*Drivers must whistle when* 1 *mile distant from Green Lane Level Crossing.*						
	Wootton Broadmead Halt									*Drivers must whistle when* 1 *mile distant from Wootton Broadmead Level Crossing.*						
	Kempston Hardwick Halt									*Drivers must whistle when* 1 *mile distant from Kempston Hardwick Level Crossing.*						
	Eastwood's Siding	1	405							C. Up line, 650 yards before reaching home signal.	163					
	Bedford St. Johns Kempston and Elstow Halt															
	No. 1 ..	2	1350					**25**	**25**	**Round curve and over L.N.W. crossing between 15¾ and 16 m.p's.**						
Electric Token	No. 2 ..	—	1546							*Drivers must whistle when* 1 *mile distant from Goldington Level Crossing.*						
	Willington Station .. (E. Region)	3	188													

WOLVERTON No. 2 TO NEWPORT PAGNELL STATION

	WOLVERTON No. 2 TO NEWPORT PAGNELL STATION				45	45	MAXIMUM PERMISSIBLE SPEED		
One engine in steam	**Wolverton No. 2** (See page 21)	—	—			10	**Curve leading from Newport Pagnell line to slow main line.**	1L 2C	To Newport Pagnell bay.
	Bradwell Station								
	Newport Pagnell Great Linford Station								
	Station	4	0		20	20	**At Newport Pagnell, round curves between ¼ and ¾ m.p's.**		

ROADE JUNCTION TO RUGBY MIDLAND No. 1 (VIA NORTHAMPTON)

	ROADE JUNCTION TO RUGBY MIDLAND No. 1				75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN OR FAST LINES		
	Roade Junction (See page 22)	—	—						
	Station (Down IBS, 1616 yards from Roade Jn. Box. Up IBS, 1363 yards from Middleton box).						C. Up line, 800 yards before reaching I.B. home signal.	200	
	Middleton	2	1465				C. Up line, 1485 yards before reaching Roade Junction distant signal.	200	2S 1L 2S 2L
	Duston West (See pages 70 and 71)	2	963						

Rugby direction. } †
Market Harboro' direction } †

†Freight trains except those requiring to stop at Northampton for C. & W. examination or to attach or detach.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	ROADE JUNCTION TO RUGBY MIDLAND No. 1 (VIA NORTHAMPTON)—*cont.*															
	Northampton Castle															
•	No. 1 .. (See page 71 for Blisworth line)	—	986	•	•	•	•	**35**	**35**	**Between 65¼ m.p. and Northampton No. 1 box, round curve.**						
								20	**20**	**Through junction from and to Roade.**						
									20	**From up platform line to up Roade and Rugby line.**						
								30		**All lines through Northampton Castle between Nos. 1 and 3 boxes.**						
										C. Up line, 730 yards before reaching Duston West home signal.	200					
										CW. Down passenger loop line, 412 yards before reaching home 2 signal.	400					
•	No. 2 ..	—	561	•	•	•	•									
•	No. 3 ..	—	369	•	•	•	•		**30**	**All lines through Northampton Castle between Nos. 3 and 1 boxes.**						
								50	**50**	**Between Northampton No. 3 box and 67½ m.p.**						
•	No. 4 ..	—	877	•	•	•	•	**50**		**Between No. 4 and No. 5 boxes, slow line.**						
•	No. 5 .. (See page 72 for Market Harboro' line)	—	1094	•	•		•		**50**	**Between No. 5 and No. 4 boxes, slow line.**						

	(Up IBS, 3 miles, 1022 yards from Althorp Park box. Down IBS, 1 mile, 742 yards from Northampton C No. 5 box)							C. Down line, 167 yards before reaching Intermediate Block distant signal.	230			
								C. Down line, 350 yards after passing Intermediate Block home signal.	230			
•	**Althorp Park** Station ..	4	1332		DRS 42 URS 43			C. Down line, 607 yards before reaching home signal.	230			
	(Down IBS, 744 yards from Althorp Park box)							C. Down line, 740 yards before reaching Intermediate Block home signal (siding points, also worked from box).	230			
•	**Long Buckby** Station ..	3	1074		DRS 38 URS 54	70	70	**Round curves between 75 and**	**76 m.p's.**	1S 1L		Trains for Trent Valley line, not timed to stop at Rugby Midland for traffic or examination.
								C. Down line, 780 yards before reaching home signal.	230			
								C. Down line, 2 mile 649 yards before reaching distant signal.	230	1S 2L		Trains for Birmingham line, not timed to stop at Rugby Midland for traffic or examination.
										1S 3L		Freight trains for Leamington line, not timed to stop at Rugby Midland for traffic or examination.
											2S 1L	Coaching stock trains not timed to stop at Northampton; also freight trains, except those requiring to stop at Northampton for C. & W. examination or to attach or detach.
•	Watford Lodge	2	1498		UPL 99							
						60	60	**Through Crick tunnel.**				

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	
	ROADE JUNCTION TO RUGBY MIDLAND No. 1 (via NORTHAMPTON)—*cont.*															
	Kilsby & Crick Station ..	2	1078			URS	42									
	Rugby Midland Hillmorton Sidings (Down IBS, controlled by Rugby Midland No. 1 box, 1 mile, 805 yards from Hillmorton Sidings box)	1	726						40	**Between 84¼ m.p. and Rugby Midland No. 1 box.**						
	Rugby Midland No. 1 .. (See page 24)	2	55					25		**Through crossing to down through line.**						
	BLISWORTH STATION TO NORTHAMPTON CASTLE No. 1															
	BLISWORTH STATION TO NORTHAMPTON CASTLE No. 1							75	75	MAXIMUM PERMISSIBLE SPEED						
	Blisworth Station .. (See page 22)	—	—					15		**Through junction.** C. Up line, 1 mile, 972 yards before reaching home signal.	103					
	Northampton **Bridge Street**							15	15	**Between No. 1 bridge and Blisworth Junction.**						
	Rothersthorpe Crossing	2	628					40	40	*Drivers must whistle when 1 mile distant from Rothersthorpe Level Crossing.* **Round curve between 3 and 4 m.p's.**						
	Duston Sidings	—	1554													
	Duston West (See below and page 67)	—	1282					20		**Between Duston West and Duston Jn. North.**						

	Duston Jn. North (See below)	—	606					20	Between Duston Jn. North and Duston West.
	Northampton Castle No. 1 .. (See page 68)	—	558						

NORTHAMPTON BRIDGE STREET, DUSTON WEST AND DUSTON JUNCTION NORTH TO WELLINGBORO' LONDON ROAD LEVEL CROSSING (MIDLAND LINES)

DUSTON WEST AND DUSTON JUNCTION NORTH TO WELLINGBORO' LONDON ROAD LEVEL CROSSING						60	60	MAXIMUM PERMISSIBLE SPEED
Northampton Bridge Street Duston West (See above and page 67)	—	—				30	30	**Between Duston West and Bridge Street Junction.**
Junction (See below)	—	560						CW. Up line, 533 yards before reaching Duston West home signal. 332
Duston Jn. North (See above for Blisworth line)	—	—				20		**Between Duston Junction North and Bridge Street Junction.** CW. Down line, 285 yards before reaching Bridge Street Junction Home signal. 85
Junction .. (See above for Duston West line)	—	342					20	**Between Bridge Street Junction and Duston Junction North.** CW. Up line, 245 yards before reaching Duston Jn. North home signal. 60
Level Crossing	—	684						
Hardingstone Junction (Level Crossing)	—	782				25 40	25 40	**Through junction from and to Midland Lines.** **Through junction from and to Bridge Street.**
								Drivers must whistle when 1 *mile distant from Bedford Road Level Crossing. Little Houghton Level Crossing.*
Billing Station (Level Crossing)	3	992						
								Drivers must whistle when 1 *mile distant from Cogenhoe Level Crossing.*
Castle Ashby and Earls B Station (Level Crossing)	2	1466		URS	59			
Hardwater Crossing	1	1201						*Drivers must whistle when* 1 *mile distant from Hardwater Level Crossing.*
								Drivers must whistle when 1 *mile distant from Dodorington Level Crossing.*
Wellingboro' London Road Level Crossing (Midland Lines)	2	587				50	50	**Between Wellingboro' and Thorpe (E. Region), except where otherwise shown.**

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	NORTHAMPTON CASTLE No. 5 TO CLIPSTON & OXENDON STATION (MIDLAND LINES)															
	NORTHAMPTON CASTLE No. 5 TO CLIPSTON & OXENDON STATION							**50**	**50**	MAXIMUM PERMISSIBLE SPEED						
	Northampton Castle															
•	No. 5 .. (See page 68)	—	—													
	Pitsford & Brampton															
•	Boughton Crossing	1	1034													
•	Pitsford Ironstone Sidings	—	957							C. Down line, 732 yards before reaching home signal.	204					
•	Station ..	—	817							*Drivers must whistle when* 1 *mile distant from Merry Tom Level Crossing.*						
•	Spratton Station (Level Crossing)	2	827											2S 1L		All freight trains except those requiring to stop at Northampton for C. & W. examination or to attach or detach.
	Brixworth															
•	Station ..	—	1399							*Drivers must whistle when* 1 *mile distant from Hanging-Houghton Level Crossing. Isham's Level Crossing.*						
•	Lamport Ironstone Siding	—	1305													

•	**Lamport** Station (Level Crossing)	1	748			URS	77			C. Down line, 625 yards before reaching home signal for Draughton level crossing.	130	1S 1L	Train calling at Pitsford Ironstone Sidings.
										Drivers must whistle when 1 *mile distant from Draughton Level Crossing.* *Green Lane Level Crossing.*			
•	**Kelmarsh** Station ..	3	1153			URS	21						
•	**Clipston & Oxendon** Station (Level Crossing) (Midland Lines)	1	385									2S 1L	Leicester, at Market Harboro' No 3.

RUGBY MIDLAND No. 1 TO THEDDINGWORTH STATION (MIDLAND LINES)

	RUGBY MIDLAND No. 1 TO THEDDINGWORTH STATION							50	50	MAXIMUM PERMISSIBLE SPEED		
•	**Rugby Midland** No. 1 .. (See page 24)	—	—					25	25	**From Rugby Midland No. 1 to ½ m.p.** **Through crossing to down Northampton.**		
	(Up Peterboro' IBS, controlled by Rugby Midland No. 1 box, 1323 yards from Clifton Mill box)									C. Up line, 140 yards before reaching Intermediate Block distant signal.	126	
•	**Clifton Mill** Station (Level Crossing)	— (via down line)	1291					40	25 40	*Drivers must whistle when* 1 *mile distant from Clifton Mill Level Crossing.* **From Clifton Mill to Rugby Midland No. 1.** **Through Station.**		
		1 (via up line)	282									
	Lilbourne Station ..									*Drivers must whistle when* 1 *mile distant from Lilbourne Level Crossing.*		

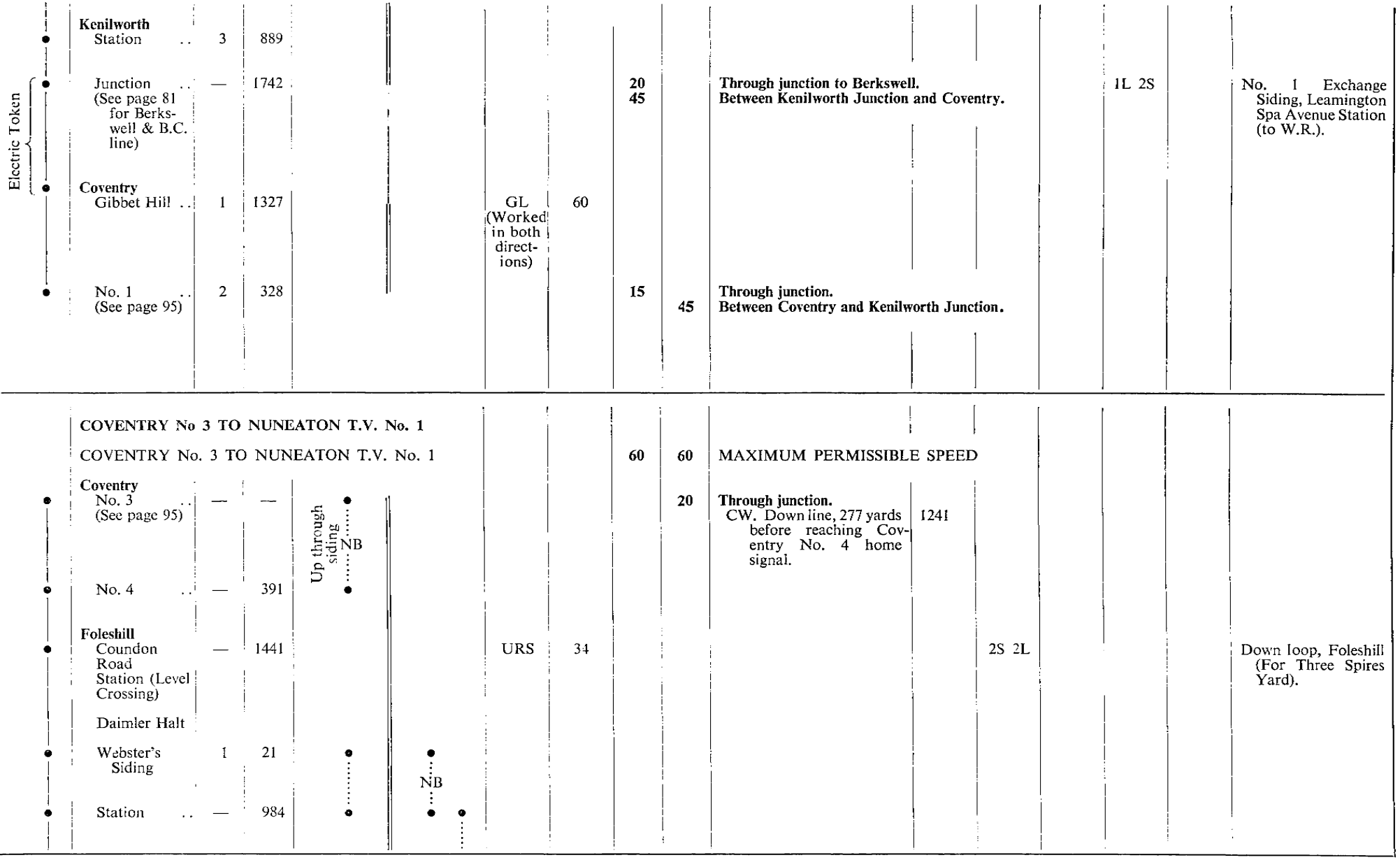
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	RUGBY MIDLAND NO. 1 TO THEDDINGWORTH STATION (MIDLAND LINES)—*cont.*															
	Yelvertoft & S. Park Station (Level Crossing)	4	702													
										Drivers must whistle when 1 mile distant from South Kilworth Level Crossing.						
	Welford & Kilworth Station (Level Crossing)	4	24			URS	43							1S 1L		Trains for Trent Valley line, not timed to stop at Rugby for traffic or examination.
														1S 2L		Trains for Birmingham line, not timed to stop at Rugby for traffic or examination.
														1S 3L		Freight trains for Leamington line, not timed to stop at Rugby for traffic or examination.
										Drivers must whistle when 1 mile distant from Husbands-Bosworth Level Crossing.						
	Lubenham Theddingworth Station (Level Crossing) (Midland Lines)	3	223							C. Up line, 613 yards before reaching home signal.	131					
	WEEDON STATION TO MARTON JUNCTION															
	WEEDON STATION TO MARTON JUNCTION							**45**	**45**	MAXIMUM PERMISSIBLE SPEED						
Electric Token	**Weedon** Station .. (See page 23)	—	—						**15**	**Through junction.** C.W. Single line, 192 yards on Daventry side of box. Siding points.	80					

Electric Token	**Daventry** Station ..	3	1506			CL	31			CW. Up loop, 232 yards before reaching starting signal.	80		
Electric Token	**Braunston** Station .. (Both lines through station are worked as "up and down" line)	3	327			CL	36						
Electric Token	**Napton & Stockton** Flecknoe Station ..	6	48			CL	27	40		**Between Napton & Stockton and Southam & Long Itchington.**			
Electric Token	**Southam & Long Itchington** Station ..	2	200			CL	30		40	**Between Southam & Long Itchington and Napton & Stockton.**			
Electric Token	**Marton** Junction .. (See page 76)	2	1140					15		**Through junction.**			

RUGBY MIDLAND AND No. 5 TO ULLESTHORPE, WILLEY CROSSING (MIDLAND LINES)

	RUGBY MIDLAND No. 5 TO WILLEY CROSSING							50	50	MAXIMUM PERMISSIBLE SPEED			
	Rugby Midland No. 5.. .. (See page 25)	—	—						25	**Through junction.**			
	Wharf ..	—	1293										
	Ullesthorpe Willey Crossing (Level Crossing) Midland Lines	5	461									2L 1C 3L 1S	Weedon } † Northampton } †All freight trains except those requiring to stop at Rugby for examination or 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				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	RUGBY MIDLAND No. 7 TO COVENTRY No. 1 (VIA LEAMINGTON SPA AVENUE)															
	RUGBY MIDLAND No. 7 TO COVENTRY No. 1.							60	60	MAXIMUM PERMISSIBLE SPEED						
●	**Rugby Midland** No. 7.. .. (See page 26)	—	—						25	**Through junction.**						
●	Bilton Siding	—	1317													
●	**Dunchurch** Station ..	3	17													
●	**Marton** Station ..	3	1270													
●	Junction .. (See page 75 for Weedon line)	2	310					50	15	**Through junction to Weedon.** **Through junction from Rugby Midland.** C. Down line, 577 yards before reaching outer home signal.	100					
●	**Leamington Spa Avenue** G.W. Junction (W. Region)	3	1638					15 30	15	**Through junction to and from Western Region line.** **Between G.W. Junction and Leamington Spa Avenue Station.**						
●	Station .. (W. Region)	—	1266					40	30	**Between Leamington Spa Avenue and Leamington Spa Milverton** **Between Leamington Spa Avenue Station and G.W. Junction.**				1S 2C		Shunting neck from down sidings.
●	**Leamington Spa Milverton** Station .. (W. Region)	—	1542						40	**Between Leamington Spa Milverton and Leamington Spa Avenue.**					2S 1L 1C 2S 2C 1S	Carriage Sidings to up main. Loco. to down main. Loco. to carriage sidings.


Kenilworth
Station .. 3 889
Junction .. — 1742
(See page 81 for Berkswell & B.C. line)
Electric Token
Coventry
Gibbet Hill .. 1 1327
GL (Worked in both directions)
60
No. 1 .. 2 328
(See page 95)
20
45
Through junction to Berkswell.
Between Kenilworth Junction and Coventry.
1L 2S
No. 1 Exchange Siding, Leamington Spa Avenue Station (to W.R.).
15
45
Through junction.
Between Coventry and Kenilworth Junction.
COVENTRY No 3 TO NUNEATON T.V. No. 1
COVENTRY No. 3 TO NUNEATON T.V. No. 1
60
60
MAXIMUM PERMISSIBLE SPEED
Coventry
No. 3 .. — —
(See page 95)
Up through siding
NB
20
Through junction.
CW. Down line, 277 yards before reaching Coventry No. 4 home signal.
1241
No. 4 .. — 391
Foleshill
Coundon Road Station (Level Crossing)
Daimler Halt
— 1441
URS
34
2S 2L
Down loop, Foleshill (For Three Spires Yard).
Webster's Siding 1 21
NB
Station .. — 984

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	
	COVENTRY NO. 3 TO NUNEATON T.V. NO. 1—*cont.*															
	Hawkesbury Lane															
•	Three Spires Junction (See page 79 for Coventry Avoiding line)	—	1124		•			**15**		**Through junction to Humber Road Jn.**						
•	Bedlam Gates Crossing	—	422													
•	Foleshill Gas Works Siding	—	506													
•	Longford & Exhall Station	—	988			DGL	55									
•	Station (Level Crossing)	—	962													
	Bedworth															
•	Newdigates Siding	1	155													

	Station ..	—	880									
	Griff Junction (See page 80 for Griff Branch)	1	976			15		**Through junction to Griff branch.**	1S 1C		2S 1C	Trains not stopping at Hawkesbury Lane. Freight trains having no work to do at Nuneaton.
	(Up IBS, 1 mile 58 yards from Nuneaton No. 1 box)											
	Chilvers Coton Station											
	Nuneaton T.V. No. 1 .. (See page 27)	1	1100			10		**Through junction**				

COVENTRY, HUMBER ROAD JUNCTION TO HAWKESBURY LANE, THREE SPIRES JUNCTION (GOODS LINES)

	HUMBER ROAD JUNCTION TO THREE SPIRES JUNCTION					30	30	MAXIMUM PERMISSIBLE SPEED				
	Coventry Humber Road Junction (See page 95)	—	—				15	**Through junction.** CW. Down line, 518 yards before reaching starting signal.	149			
	Gosford Green	—	720									
NB	Ordnance Siding	1	942									
	Hawkesbury Lane Bell Green ..	—	1483									
	Three Spires Junction (See page 78)	—	1182			15		**Through junction.** CW. Up line, 442 yards before reaching starting signal.	177			

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	WYKEN BRANCH, HAWKESBURY LANE TO END OF BRANCH (SINGLE GOODS LINE).															
	HAWKESBURY LANE TO END OF BRANCH							15	15	MAXIMUM PERMISSIBLE SPEED						
One engine in steam	Hawkesbury Lane Yard	—	—													
										Drivers must whistle when 1 *mile distant from Black Horse Road Level Crossing*.						
	End of Branch	1	66													
	GRIFF BRANCH, CHILVERS COTON, GRIFF JUNCTION TO STANLEY'S SIDING (GOODS LINES)															
	GRIFF JUNCTION TO STANLEY'S SIDING							15	15	MAXIMUM PERMISSIBLE SPEED						
	Chilvers Coton															
No block	Griff Junction (See page **00**)	—	—										1S 3C			Down home signal
See special Instr'n page 215	Griff Level Crossing	—	—							*Drivers must whistle when* 1 *mile distant from Griff Level Crossing*.						
One engine in steam	Griff Old Colliery	—	1149													
	Stanley's Siding	—	1564													

KENILWORTH JUNCTION TO BERKSWELL STATION

KENILWORTH JUNCTION TO BERKSWELL STATION — 60 — 60 — MAXIMUM PERMISSIBLE SPEED

Kenilworth Junction .. (See page 77)	—	—		20	**Through junction.** CW. Down line, 592 yards before reaching starting signal. — 362
Berkswell Station .. (See page 95)	4	707		25	**Through junction.** C. Up line, 142 yards before reaching starting signal. — 100

NUNEATON T.V., MIDLAND JUNCTION (MIDLAND LINES) TO NUNEATON T.V. No. 1

NUNEATON, MIDLAND JUNCTION TO NUNEATON T.V. No. 1 — 20 — 20 — MAXIMUM PERMISSIBLE SPEED

Nuneaton T.V. Midland Junction (Midland Lines)	—	—			S. Down line, 270 yards on Nuneaton side of box. (Normal lie for down line). — 369
No. 1 .. (See page 27)	—	1190		10	**Through junction.**

NUNEATON T.V., DOWN SIDINGS TO ABBEY JUNCTION (MIDLAND LINES) (GOODS LINES)

NUNEATON, DOWN SIDINGS TO ABBEY JUNCTION — 20 — 20 — MAXIMUM PERMISSIBLE SPEED

Nuneaton T.V. Down Sidings (See page 27)	—	—			
Abbey Junction .. (Midland Lines)	—	1010		20	20 **Through junction to and from Ashby.**

† Absolute Block on up line.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	TAMWORTH HIGH LEVEL (MIDLAND LINES) TO TAMWORTH LOW LEVEL (SINGLE GOODS LINE)															
	TAMWORTH HIGH LEVEL TO TAMWORTH LOW LEVEL							15	15	MAXIMUM PERMISSIBLE SPEED						
● NB ●	**Tamworth L.L.** High Level (Midland Lines)	—	—													
	Low Level (See page 29)	—	1080													
	LICHFIELD TRENT VALLEY JUNCTION TO LICHFIELD T.V. No. 1															
	LICHFIELD TRENT VALLEY JUNCTION TO LICHFIELD T.V. No. 1							20	20	MAXIMUM PERMISSIBLE SPEED						
●	**Lichfield T.V.** Trent Valley Junction (See page 120)	—	—						20	**Through junction.**						
●	No. 1 (See page 29)	—	375					20		**Through junction.**						
	STAFFORD No. 5 TO AIR MINISTRY (16 M.U.) SIDINGS															
	STAFFORD No. 5 TO AIR MINISTRY (16 M.U.) SIDINGS							20	20	MAXIMUM PERMISSIBLE SPEED						
Up & down thro. Sdgs. ●	**Stafford** No. 5 (See page 32)	—	—						20	**Through junction.**						

One engine in steam	Venables Ground Frame	—	371								
	Air Ministry (16 M.U.) Sidings	—	—								
	STAFFORD No. 5 TO HADLEY JUNCTION (W. REGION)										
	STAFFORD No. 5 TO HADLEY JUNCTION (W. REGION)						60	60	MAXIMUM PERMISSIBLE SPEED		
	Stafford No. 5 .. (See page 32)	—	—					15	**Through junction.**		
	Gnosall Station ..	6	137						*Drivers must whistle when* 1 *mile distant from Derrington Level Crossing.* C. Down line, 692 yards before reaching Haughton G.F.	159	
	Newport Station ..	4	1743		DRS	32	50	50	**Through Newport, round curve.**		
	Donnington No. 1 (Level Crossing)	3	1318		URS	44			*Drivers must whistle when* 1 *mile distant from Donnington Level Crossing.*	4C	Express and through freight trains not requiring to stop at Hadley Jn. or Wellington.
	No. 2 ..	—	270								
	No. 3 ..	1	420								
	Trench Crossing Station								*Drivers must whistle when* 1 *mile distant from Trench Level Crossing.*		
	Hadley Trench Sidings	—	999								
	Junction .. (W. Region)	—	640								

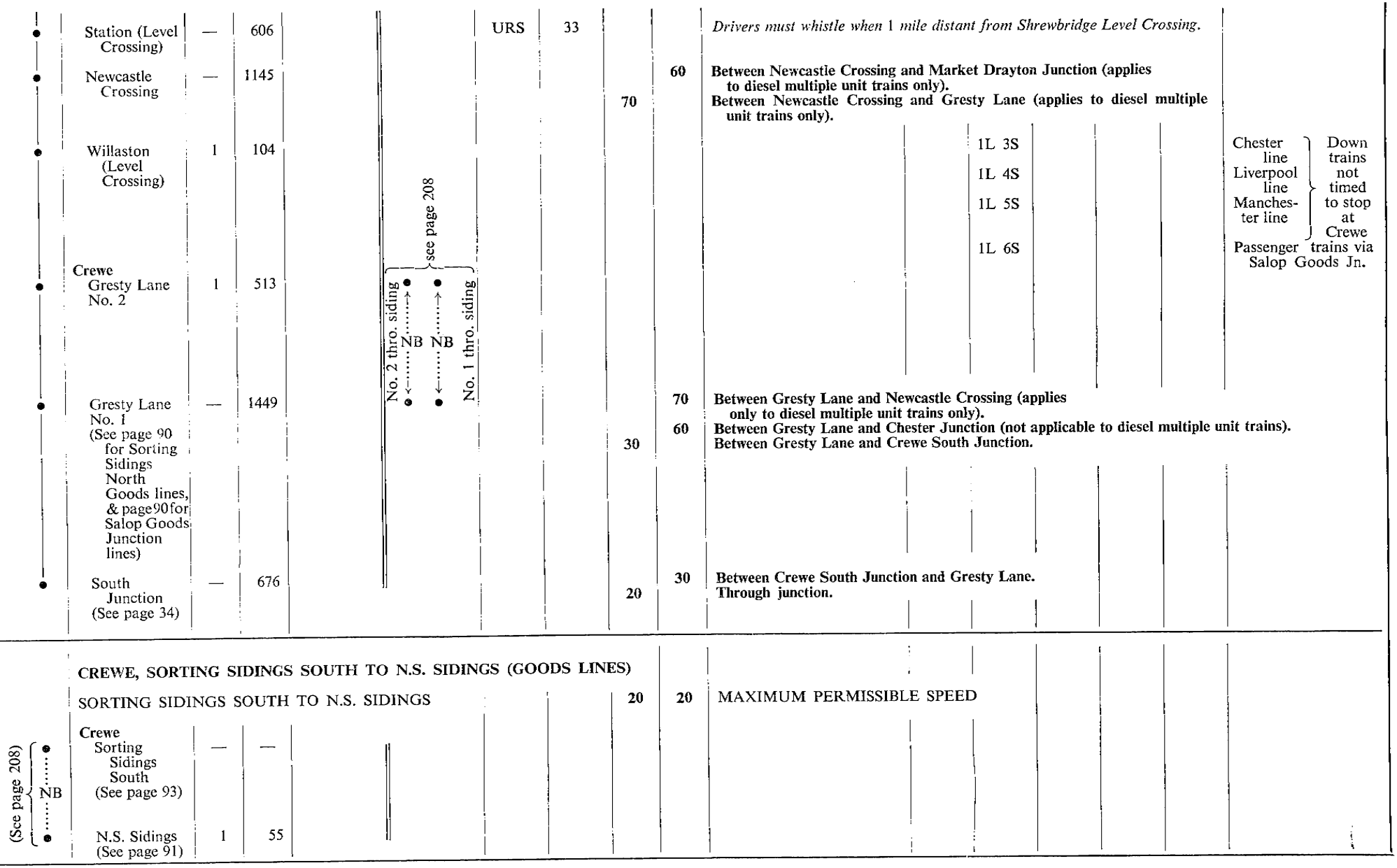
Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long 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	
	WELLINGTON No. 4, MARKET DRAYTON JUNCTION (W. REGION) TO NANTWICH, MARKET DRAYTON JUNCTION															
	WELLINGTON No. 4, MARKET DRAYTON JUNCTION TO NANTWICH, MARKET DRAYTON JUNCTION							**60**	**60**	MAXIMUM PERMISSIBLE SPEED						
•	**Wellington** No. 4, Market Drayton Junction (W. Region)					URS	36	**15** **55**	**15**	**Through junction.** **Between Wellington No. 4, Market Drayton Junction and 178½ m.p. near Market Drayton, Silverdale Junction.** C. Up line, 600 yards before reaching home signal.	104	1L 2S				Crewe line.
	Crudgington Longdon Halt															
•	Station ..	4	242			URS	39					1L 3S				Water at Market Drayton. Signalman to advise Station box, or Silverdale Junction when former closed.
														1C 3S		Train not requiring to stop at Wellington. Signalman to advise Wellington No. 4, Market Drayton Junction.
	Rowton Halt															
	Peplow Ellerdine Halt															

	Station ..	4	264	DRS	50							
	Tern Hill Hodnet Station	2	308	DRS URS	35 42						1L 3S	Water at Wellington. Signalman to advise Wellington No. 4 Market Drayton Junction.
	Wollerton Halt											
	Station ..	2	1210					C. Down line, 585 yards before reaching home signal.	228			
	Market Drayton Station ..	2	1672									
	Silverdale Junction (See Crewe and North Appendix)	—	370	DRS URS	44 44		55 15	**Between 178½ m.p. near Market Drayton, Silverdale Junction and Wellington No. 4, Market Drayton Junction.** **Through junction to and from Stoke branch.**				
								CW. Up branch, 456 yards before reaching starting signal.	100			
								C. Up branch, 10 yards after passing starting signal.	122			
	Audlem Adderley Station	3	510					C. Up line, 465 yards before reaching home signal.	131			
	Coxbank Halt											
	Station											
	Coole Pilate Halt											

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	WELLINGTON No. 4, MARKET DRAYTON JUNCTION (W. REGION) TO NANTWICH, MARKET DRAYTON JUNCTION—*cont.*															
•	**Audlem**—*cont.* Hack Green	5	660											1C 3S		Freight trains not requiring to stop at Market Drayton for either traffic purposes or water. Signalman to advise Silverdale Junction and Station box.
•	**Nantwich** Market Drayton Junction (See page 88)	1	1672					**30**		**Through junction.** CW. Up line, 102 yards after passing main home signals.	400					
	SHREWSBURY, No. 2 CREWE BANK (W. REGION) TO CREWE SOUTH JUNCTION															
	No. 2 CREWE BANK TO CREWE SOUTH JUNCTION							75	75	MAXIMUM PERMISSIBLE SPEED						
•	**Shrewsbury** No. 2 Crewe Bank (W. Region)	—	—			UGL	103	60		**Between No. 2 Crewe Bank and Hadnall (applies to diesel multiple unit trains only).**						
								60		**Between No. 2 Crewe Bank and Wem (not applicable to diesel multiple unit trains).**						
•	Harlescott Crossing (W. Region)	1	1090							C. Down line, 600 yards before reaching outer home signal.	142			1S 1C		Freight trains not requiring to stop at Coleham.

	Hadnall Station ..	2	1144			URS	58	70		**Between Hadnall and Wem (applies to diesel multiple unit trains only).**	
								60		**Between Hadnall and No. 2 Crewe Bank (applies to diesel multiple unit trains only).**	
	Yorton Station ..	2	887							*Drivers must whistle when* 1 *mile distant from Tilley Level Crossing.*	
	Wem Station (Level Crossing)	3	999			DRS	53		60	**Between Wem and No. 2 Crewe Bank (not applicable to diesel multiple unit trains).** 4C	Passenger trains for Crewe not stopping at Whitchurch.
									70	**Between Wem and Hadnall (applies to diesel multiple unit trains only).** 4C 1S	Passenger trains for Chester not stopping at Whitchurch.
	Prees Station (Level Crossing)	3	227								
	(Down IBS, 2 miles 147 yards from Prees Station box. Up IBS, 2 miles 354 yards from Cambrian Junction box)									C. Down line, 689 yards before reaching down Intermediate Block home signal. 216	
										Drivers must whistle when 1 *mile distant from Heath Lane Level Crossing.*	
	Whitchurch Cambrian Junction	4	1542					60		**Between Cambrian Junction and Chester Junction.**	

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	SHREWSBURY No. 2 CREWE BANK (W. REGION) TO CREWE SOUTH JUNCTION—*cont.*															
	Whitchurch—*cont.* Goods Yard	—	308													
	Chester Junction (See Crewe & North Sectional Appendix for Chester line)	—	408			DRS	57	~~15~~ 60	60	**Through junction to Chester.**						
										Between Chester Junction and Cambrian Junction.						
										Between Chester Junction and Gresty Lane (not applicable to diesel multiple unit trains).						
										Between Chester Junction and Market Drayton Junction (applies to diesel multiple unit trains only).						
										Drivers must whistle when 1 *mile distant from Brick Kiln Lane Level Crossing. Marley Green Crossing.*						
	Wrenbury Station (Level Crossing)	4	975			URS	39									
	Nantwich Market Drayton Junction (See page 86 for Market Drayton Line)	4	138					60	70	**Between Market Drayton Junction and Chester Junction (applies to diesel multiple unit trains only).**						
									30	**Through junction to Market Drayton.**						
										Between Market Drayton Junction and Newcastle Crossing (applies to diesel multiple unit trains only).						
										CW. Up line, 350 yards before reaching starting signal.	97			1S, pause 2S		Passenger trains not stopping at Whitchurch.


Station (Level Crossing) — 606
Newcastle Crossing — 1145
Willaston (Level Crossing) 1 104
Crewe
Gresty Lane No. 2 1 513
Gresty Lane No. 1 (See page 90 for Sorting Sidings North Goods lines, & page 90 for Salop Goods Junction lines) — 1449
South Junction (See page 34) — 676
URS 33
see page 208
No. 2 thro. siding
No. 1 thro. siding
NB NB
70
30
20
60 Between Newcastle Crossing and Market Drayton Junction (applies to diesel multiple unit trains only).
Between Newcastle Crossing and Gresty Lane (applies to diesel multiple unit trains only).
1L 3S
1L 4S
1L 5S
1L 6S
Chester line
Liverpool line
Manchester line
Down trains not timed to stop at Crewe
Passenger trains via Salop Goods Jn.
Drivers must whistle when 1 mile distant from Shrewbridge Level Crossing.
70 Between Gresty Lane and Newcastle Crossing (applies only to diesel multiple unit trains only).
60 Between Gresty Lane and Chester Junction (not applicable to diesel multiple unit trains).
Between Gresty Lane and Crewe South Junction.
30 Between Crewe South Junction and Gresty Lane.
Through junction.
CREWE, SORTING SIDINGS SOUTH TO N.S. SIDINGS (GOODS LINES)
SORTING SIDINGS SOUTH TO N.S. SIDINGS
20
20 MAXIMUM PERMISSIBLE SPEED
Crewe
Sorting Sidings South (See page 93) — —
N.S. Sidings (See page 91) 1 55
(See page 208) NB

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	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 Sidings North (See page 93)	—	—													
•	Gresty Lane No. 1 (See page 89)	—	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 page 89)	—	—													
P																
•	Salop Goods Junction (See below and page 93)	—	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 below and page 93)	—	—													

	Sydney Bridge Junction (controlled from Sandbach Station box) (See page 92) (See Crewe & North Sectional Appendix)	1	181				

‡ 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.

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 above and page 93)	—	—				
●	North Junction (See page 92)	—	760				

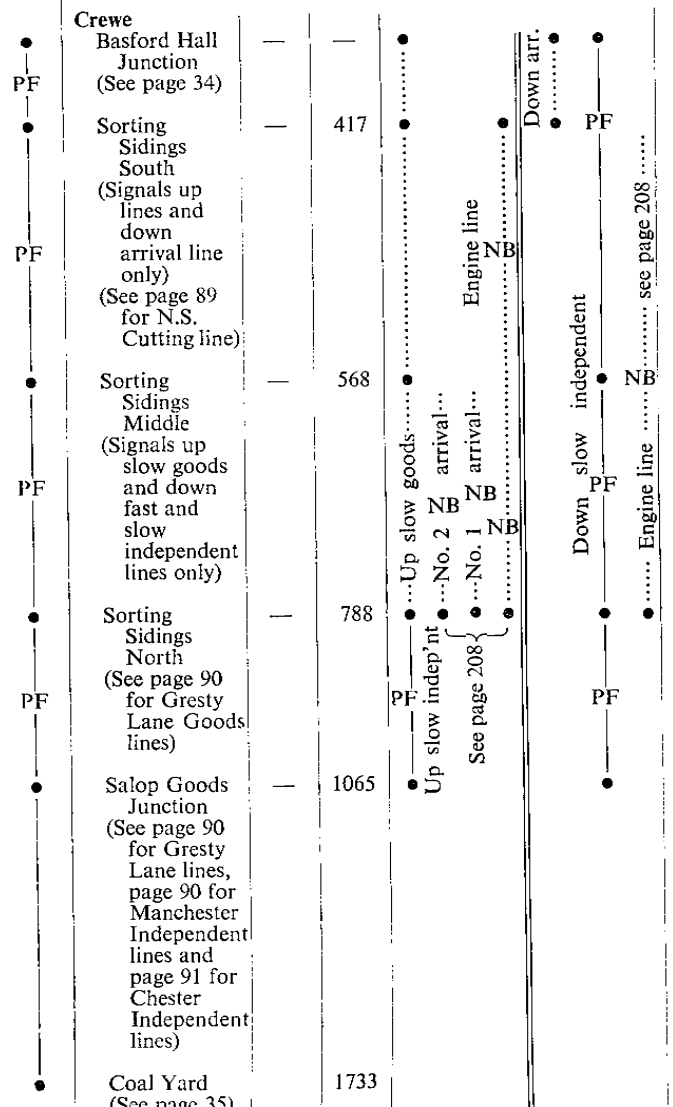
CREWE, N.S. SIDINGS TO CREWE SOUTH JUNCTION

	N.S. SIDINGS TO CREWE SOUTH JUNCTION			60	60	MAXIMUM PERMISSIBLE SPEED
	Crewe					
●	N.S. Sidings (See page 89) (See Crewe & North Sectional Appendix for Stoke line)	—	—			
●	South Junction (See page 34)	—	550	20		**Through junction.**

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	CREWE NORTH JUNCTION TO STEEL WORKS															
	CREWE NORTH JUNCTION TO STEEL WORKS							75	75	MAXIMUM PERMISSIBLE SPEED						
•	**Crewe** North Junction (See page 35) (See page 91 for Chester Independent lines)	—	—						20	**Through junction.**						
•	Steel Works (See Crewe & North Sectional Appendix for Chester line)	1	421													
	CREWE NORTH JUNCTION TO SYDNEY BRIDGE JUNCTION (CONTROLLED FROM SANDBACH STATION BOX)															
	CREWE NORTH JUNCTION TO SYDNEY BRIDGE JUNCTION.							60	60	MAXIMUM PERMISSIBLE SPEED						
‡ •	**Crewe** North Junction (See page 35)	—	—						20	**Through junction.**						
‡	Sydney Bridge Junction (controlled from Sandbach Station Box) (See page 91) (See Crewe & North Sectional Appendix)	—	1168													

‡ 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.

BASFORD HALL JUNCTION TO COAL YARD



25	25	MAXIMUM PERMISSIBLE SPEED
	15	**Through junction.**

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	RUGBY MIDLAND No. 7 TO STAFFORD No. 1 (VIA BIRMINGHAM)															
	RUGBY MIDLAND No. 7 TO STAFFORD No. 1							75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES						
	RUGBY MIDLAND No. 7 TO STAFFORD No. 1							45	45	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES						
•	**Rugby Midland** No. 7 .. (See page 26)	—	—						45	**Through junction at No. 7 box to up main and up through line.**						
	(Down IBS, 1 mile 1739 yards from Rugby No. 7 box. Up IBS, 2 miles 1490 yards from Brandon & Wolston Station box)															
•	**Brandon & Wolston** Station ..	5	1469													
•	Brandon Ballast Pit	1	970			URS DGL	66 59			S. Down line, 609 yards North of box. (Normal lie for main line)	Level			1S 1L 1S 2L 1S 3L		*Weedon direction. *Northampton direction. *Peterborough direction.

* Coaching Stock trains not timed to stop at Rugby Midland also all freight trains except those requiring to stop at Rugby Midland for C. & W. Examination or to attach or detach. To be given at Coventry No. 1 box when Brandon Ballast Pit box is closed.

	Coventry Humber Road Junction (See page 79 for Three Spires Junction line)	2	245				**15**		**Through junction to Three Spires Jn.**	1L 2S	Avoiding line.
	Whitley Wharf	—	900								
PF	No. 1 .. (See page 77 for Leamington line)	—	919	Platform Line P	Platform Line P		**15**		**Through junction to Leamington.**		
	No. 2 ..	—	396	Up thro. siding NB							
	No. 3 .. (See page 77 for Nuneaton T.V. line)	—	324			DRS	53	**20**	**Through junction to Nuneaton T.V.**		
	Tile Hill Canley Gates Halt (Level Crossing)	1	300								
	Station (Level Crossing)	2	202						*Drivers must whistle when* 1 *mile distant from Wakefield Level Crossing.* *Drivers must whistle when* 1 *mile distant from Tile Hill Level Crossing.*		
	Berkswell Station (Level Crossing) (See page 81 for Leamington line)	1	1605			DRS	65	**25**	*Drivers must whistle when* 1 *mile distant from Berkswell Level Crossing.* **Through junction to Kenilworth.**	1L 1C	Passenger trains not timed to stop at Coventry.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	RUGBY MIDLAND No. 7 TO STAFFORD No. 1 (VIA BIRMINGHAM)—*cont.*															
	Hampton-in-Arden Station ..	3	429			DRS	72									
	Hampton ..	—	815													
	Marston Green Station (Level Crossing)	3	426			DRS	44					1L 2S				Aston line at Stechford.
										Drivers must whistle when 1 mile distant from Marston Green Level Crossing.						
	Lea Hall Station															
	Stechford No. 1 ..	2	1062	Passenger loop	Platform loop P											
	No. 2 Junction (See page 110 for Aston line)	—	385					**20**		**Through junction to Aston.** CW. Up passenger line, 282 yards before reaching home signal for Stechford No. 1.	660					
	Adderley Park Station ..	1	1321													

Curzon Street Exchange Sidings	—	1095							
Grand Junction (See page 103 for goods lines to Curzon St. No. 1 & page 103 for Midland Lines)	—	637			30		**Between Grand Junction box and the North end of New Street Tunnel.**		
Proof House Junction (See page 115 for Vauxhall line and page 103 for Midland Lines)	—	512				**20** **15**	**Through junction to Overhead line.** **Through junction to Midland Line.**		
Birmingham New Street No. 1 ‡ ..	—	971	P	P		**30**	**Between the North End of New Street Tunnel and Grand Junction box.**		
					10		**All lines between the North end of New Street Tunnel and the South end of the North Tunnel.**	2L 1C 1L 1C	Midland Side, when entering tunnel. Western Side, when entering tunnel. *Drivers of trains departing from New Street Station must not whistle for the signal. The Inspector on duty will indicate on the electric bell to the signalmen when trains are ready to depart.*
No. 5 .. (See page 105 for platforms 1A & 2A and page 104 for Midland Lines)	—	455			**10**		**All lines between the South end of the North Tunnel and the North end of New Street Tunnel.**	2L 1C 1L 1C	Midland Side when entering tunnel. Western Side when entering tunnel.

No. 4 platform line

No. 5 platform line

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

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	RUGBY MIDLAND No. 7 TO STAFFORD No. 1 (VIA BIRMINGHAM)—*cont.*															
•	**Monument Lane** Sheepcote Lane	—	1203	• NB	• NB					C. Down line, 180 yards before reaching home signal.	100		2S 1L 1L 1C		2S 1C	Engines, Malt House Siding to loco. Monument Lane from loco. New St. Station from loco.
•	Station ..	—	414	•	•			**40**	**30**	**Through Station.**					1S 1L 1L 1C 3S 1L 2S 1L	Light Engines, Carriage Sidings to Sheepcote Lane Sidings. Empty coaches, Carriage Sidings to Sheepcote Lane Sidings. Light Engines, Carriage Sidings to New St. Empty coaches Carriage Sidings to New St.
•	Harborne Junction (See page 106 for Soho Road line and page 105 for Harborne Branch)	—	486	•	•			**40** **10** **20** **20**	**45** **10**	**Through junction from and to Birmingham.** **Through junction to and from down and up goods lines.** **Through junction to Harborne.** **Through junction to and from Soho Road.**			2L 2S			Soho Road line from down goods line.
	Winson Green Station ..							**50**		**Between Winson Green and Smethwick.**						

	Soho												
•	Winson Green Junction	—	1367		Thro. Siding NB								
•	Soap Works (See page 107 for Soho Road line)	—	608		Thro. Siding NB				10	**Through junction to Perry Barr.**	1L 1S	1L 2S	Goods line at Harborne Junction. W.R. line at Galton Jn.
•	Soho ..	—	533										
	Smethwick												
•	Station ..	—	1198						50	**Between Smethwick and Winson Green.**			
•	Galton Junction	—	648	•			20	20	**Through junction to and from Western Region.**				
							55		**Between Galton Junction and Oldbury.**				
	Spon Lane												
•	Spon Lane ..	—	996	•									
	Station (Up IBS, 698 yards from Oldbury box)												
	Oldbury and Bromford Lane												
•	Oldbury ..	—	1398			DRS	25	45	55	**Between Oldbury and Galton Junction.** **Between Oldbury and Albion.** 149 CW. Up line, 70 yards after passing starting signal.		1L 1S	Soho Road line at Soho Soap Works Junction.
	Station (Down IBS, 533 yards from Oldbury box)												

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	RUGBY MIDLAND No. 7 TO STAFFORD No. 1 (VIA BIRMINGHAM)—*cont.*															
	Albion															
•	West Bromwich Gas Siding	—	1291													
•	Station (Level Crossing)	—	476						45	**Between Albion and Oldbury**		1L 2S 1L 1C				Princes End line. Approaching level crossing when passing over the Siding at back of station.
	Dudley Port															
•	Junction .. (See page 107 for Dudley line)	1	437	•	•			**10**		**Through junction to Dudley.**						
•	Mond Gas Co's Siding	—	411	•	•											
	Tipton Owen Street															
•	Watery Lane (Level Crossing)	—	495	•	•											
•	Station (Level Crossing) (See page 108 for Tipton Curve)	—	358					**45** **15**	**45**	**Through Station.** **Through junction to Tipton curve.**						
•	Bloomfield Junction (See page 108 for Princes End line)	—	1006			DRS	47	**60**	**15**	**Through junction to Wednesbury.** **Between Bloomfield Junction and Ettingshall Road.**						
	Coseley Deepfields Station															

	Spring Vale Deepfields ..	1	421						CW. Up line, 660 yards before reaching starting signal. (Siding points)	174		
	Spring Vale Sidings	—	1070			DRS	29				1L 1S	Princes End line at Bloomfield Jn.
	Ettingshall Road and Bilston Station							60	**Between Ettingshall Road and Bloomfield Junction.**			
	Catchem's Corner	—	1474									
	Wolverhampton H.L. Monmore Green	—	1021									
	No. 1 .. (See page 110 for Heath Town Junction line)	—	1323					15	**Through junction to Heath Town Junction.**			
								60	**Between Wolverhampton and Bushbury.**			
								15	**Between No. 1 and No. 4 boxes.**			
	No. 2 ..	—	227									
P					P							
	No. 3 ..	—	282									
	No. 4 ..	—	264					15	**Between No. 4 and No. 1 boxes.**			
	Bushbury No. 1 .. (See page 115 for Bescot line)	1	662		Reception line			50	**Between Bushbury and Wolverhampton.**			
								45	**Through junction from and to Wolverhampton.**			
								30	**Through junction to Bescot.**			
	No. 2 ..	—	515			DGL	58		S. Down line 1818 yards before reaching Ford Houses distant signal. (Normal lie for main line)	336		

Drivers of trains on the down main line must whistle when approaching Bushbury No. 2 box to warn Shunters and others of their approach.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	RUGBY MIDLAND No. 7 TO STAFFORD No. 1 (VIA BIRMINGHAM)—*cont.*															
	Bushbury—*cont.*															
•	Ford Houses Station	2	938			PL (Worked in both directions)	31									
						PL (Worked in both directions)	32									
	Penkridge															
•	Four Ashes Station	1	1117			UGL	60							1L 1S		Bescot line at Bushbury No. 1.
•	Littleton Colliery Station	3	80													
•	Goods	1	106			DRS	63					1S 1L				Trains not timed to stop at Stafford.
	(Down IBS, 2 miles 359 yards from Penkridge Goods box.													2S 1L		Passenger trains via Soho Road requiring assistant engine at Perry Barr North Junction.
	Up IBS, 2 miles 585 yards from Stafford No. 1 box)															
	(Down IBS, controlled by Stafford No. 1 box, 3 miles 1464 yards from Penkridge Goods box.															

	Up IBS, 795 yards from Stafford No. 1 box)									
●	**Stafford** No. 1 .. (See page 31)	4	970		UGL	120	**30** **25**		**Through junction to down fast line.** **Through junction to down slow line.** S. Down Birmingham line, 1159 yards South of box. (Siding points). (Normal lie for Siding).	642 (falling)
									S. Up Birmingham line, 1131 yards South of box. (Loop points). (Normal lie for Main Line).	642
	CURZON STREET, GRAND JUNCTION TO CURZON STREET No. 1 (GOODS LINES)									
	GRAND JUNCTION TO CURZON STREET No. 1						**10**	**10**	MAXIMUM PERMISSIBLE SPEED	
●	**Curzon Street** Grand Junction (See page 97)	—	—							
●	No. 1 .. (See page 116)	—	333							
	CURZON STREET, GRAND JUNCTION TO BIRMINGHAM NEW STREET No. 5 (MIDLAND LINES)									
	GRAND JUNCTION TO BIRMINGHAM NEW ST. No. 5						**30**	**30**	MAXIMUM PERMISSIBLE SPEED	
●	**Curzon Street** Grand Junction (See page 97)	—	—					**25**	**Through junction to St. Andrew's Junction.**	
●	Proof House Junction (See page 97)	—	512				**15**		**Through junction to Western line.**	

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	CURZON STREET, GRAND JUNCTION TO BIRMINGHAM NEW STREET No. 5 (MIDLAND LINES)—*cont.*															
	Birmingham New Street															
•	No. 2 ‡ ..	—	1064	•	•			10		**All lines between the North end of New St. Tunnel and the South end of the North Tunnel.**		2L 1C				When entering tunnel at Midland Side. *Drivers of trains departing from New Street station must not whistle for the signal. The Inspector on duty will indicate on the electric bell to the signalmen when trains are ready to depart.*
P				P	P											
•	No. 4 ..	—	180	•	•											
P																
•	No. 5 .. (See page 97)	—	214						10	**All lines between the South end of the North Tunnel and the North end of New Street Tunnel.**				2L 1C 1L 1C		Midland side when entering tunnel. Western side when entering tunnel.

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

BIRMINGHAM NEW STREET No. 6 TO BIRMINGHAM NEW STREET No. 5—PLATFORMS 1A AND 2A

BIRMINGHAM NEW STREET No. 6 TO NEW STREET No. 5				10	10	MAXIMUM PERMISSIBLE SPEED	
Birmingham New Street No. 6 ..	—	—					
P							
No. 5 .. (See page 97)	—	146					*Drivers of trains departing from New Street station must not whistle for the signal. The Inspector on duty will indicate on the electric bell to the signalmen when trains are ready to depart.*

MONUMENT LANE, HARBORNE JUNCTION TO HARBORNE STATION

HARBORNE JUNCTION TO HARBORNE STATION				20	20	MAXIMUM PERMISSIBLE SPEED	
One engine in steam							
Monument Lane Harborne Junction (See page 98)	—	—			20	**Through junction.**	
Harborne Station ..	2	657				C. Down line, 720 yards before reaching Hagley Road G.F. (See special instructions, page 00).	66

SOHO POOL WHARF TO SOHO ROAD STATION (SINGLE GOODS LINE)

SOHO POOL WHARF AND SOHO ROAD STATION				10	10	MAXIMUM PERMISSIBLE SPEED	
One engine in steam							
Soho Soho Pool Wharf	—	—					
Soho Road Station (See page 106)	—	554		15		**Through junction.**	

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	MONUMENT LANE, HARBORNE JUNCTION TO PERRY BARR STATION JUNCTION AND PERRY BARR NORTH JUNCTION															
	HARBORNE JUNCTION TO PERRY BARR STATION JUNCTION AND PERRY BARR NORTH JUNCTION							60	60	MAXIMUM PERMISSIBLE SPEED						
•	**Monument Lane** Harborne Junction (See page 98)	—	—						20	**Through junction.**						
	Winson Green Station ..															
•	**Soho** Winson Green Junction	—	1367													
•	East Junction (See page 107 for Soho Soap Works Junction line)	—	511					20	20	**Through junction.** C. Up line, 340 yards before reaching home signal.	75	1L 1S 1L 2S		1L 5S		Goods line at Harborne Jn. Bescot at Handsworth Junction. Aston at Handsworth Junction.
•	Soho Road .. (See page 105 for Soho Pool Wharf line)	—	1437						15	**Through junction to Soho Pool.**						
								45	30	**Between 1½ and 2 m.p's.**						
								45	45	**Between ¾ and 1 m.p's.**						

	Perry Barr											
•	Handsworth Junction	1	480				20	20	**Through junction to and from Perry Barr.**			
							30		**Between Handsworth Junction and Perry Barr Station Junction.**			Birmingham at Soho East Junction.
											1L 1S	Soho at Soho East Junction.
											1L 2S	Soho Pool Wharf at Soho Road.
											1L 4S	
•	Station Junction (See page 111)	—	857				20	30	**Between Perry Barr Station Junction and Handsworth Junction.** **Through junction.**			
									CW. Up line, 580 yards before reaching Handsworth Jn. home signal.	75		
•	Handsworth Junction	—	—				45		**Between Handsworth Junction and Perry Barr North Junction.**			
									C. Up line, 356 yards before reaching home signal from Bescot.	75		
•	North Junction (See page 111)	—	447				20	45	**Between Perry Barr North Junction and Handsworth Junction.** **Through junction.**			
	SOHO EAST JUNCTION TO SOHO SOAP WORKS											
	SOHO EAST JUNCTION TO SOHO SOAP WORKS						20	20	MAXIMUM PERMISSIBLE SPEED			
	Soho											
•	East Junction (See page 106)	—	—					20	**Through junction.**			
									CW. Up line, 308 yards before reaching Soho East Junction home signal.	145		
•	Soap Works (See page 99)	—	380				10		**Through junction.**			
	DUDLEY PORT, SEDGELEY JUNCTION TO DUDLEY PORT JUNCTION											
	SEDGELEY JUNCTION TO DUDLEY PORT JUNCTION						30	30	MAXIMUM PERMISSIBLE SPEED			
	Dudley Port											
•	Sedgeley Junction (See page 121)	—	—					30	**Through junction.**			
•	Junction .. (See page 100)	—	757				10		**Through junction.**			

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	TIPTON OWEN STREET STATION TO TIPTON CURVE															
	TIPTON OWEN STREET STATION TO TIPTON CURVE							**20**	**20**	MAXIMUM PERMISSIBLE SPEED						
●	**Tipton Owen Street** Station .. (See page 100)	—	—						**15**	**Through junction.**						
●	Curve .. (See below)	—	610					**20**		**Through junction.** C. Down line, 172 yards before reaching home signal.	110					
	WEDNESBURY No. 1 TO TIPTON OWEN STREET, BLOOMFIELD JUNCTION															
	WEDNESBURY No. 1 TO BLOOMFIELD JUNCTION							**40**	**40**	MAXIMUM PERMISSIBLE SPEED						
●	**Wednesbury** No. 1 (Level Crossing) (See page 122) ..	—	—						**20**	**Through junction.** CW. Down line, 523 yards before reaching starting signal.	85					
●	**Tipton Owen Street** Princes End (Level Crossing)	1	1462					**30**	**30**	**Through Station.**						
●	Curve .. (See above for Tipton line)	—	1305					**20**	**20**	**Through junction in each direction.**						
●	Bloomfield Junction (See page 100)	—	555					**15**		**Through junction.**						

WOLVERHAMPTON H.L., HEATH TOWN JUNCTION TO WOLVERHAMPTON SOUTH (W. REGION)														
HEATH TOWN JN. TO WOLVERHAMPTON SOUTH							**20**	**20**	MAXIMUM PERMISSIBLE SPEED					
Wolverhampton H.L. Heath Town Junction (See page 110)	—	—						**20**	**Through junction.**					
Wolverhampton South (W. Region)	—	728												
WALSALL, LICHFIELD ROAD JUNCTION TO WOLVERHAMPTON H.L. No. 1														
LICHFIELD ROAD JUNCTION TO WOLVERHAMPTON H.L. No. 1							**45**	**45**	MAXIMUM PERMISSIBLE SPEED					
Walsall Lichfield Road Junction (See page 123 for Walsall line)	—	—					**20**		**Through junction to Walsall.** C. Up line (to Aldridge), 1 mile 260 yards before reaching Aldridge distant signal.	176				
North Walsall Junction (See page 124 for Walsall line)	—	1417					 **25** **40**	**30** **25**	**Through junction to Ryecroft Junction.** **Through junction from and to Water Orton.** **Between North Walsall Junction and Heath Town Junction.**					
Birchills Power Sidings	—	1298							C. Down line, 420 yards before reaching down main home 1 signal.	100				
Short Heath Station														
Willenhall Stafford Street Station ..	2	725									1S 2L 1S 1L		1L 2S		Midland Goods Yard Wolverhampton. Western Region Wolverhampton. Ryecroft Junction at North Walsall Jn.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	WALSALL, LICHFIELD ROAD JUNCTION TO WOLVERHAMPTON H.L. No. 1—*cont.*															
	Wolverhampton H.L.															
•	Wednesfield ..	1	393													
•	Heath Town Junction (See page 109 for Wolverhampton South W. Region line. Page 131 for Portobello Jn. line)	1	349					15	15	**Through junction to and from Wolverhampton.**						
									40	**Between Heath Town Junction and North Walsall Junction.**						
								25		**Between Heath Town Junction and Wolverhampton No. 1, except where otherwise shown.**						
								20		**Through junction to Western Region.**						
										CW. Up line, 250 yards before reaching starting signal.	100					
•	No. 1 .. (See page 101)	—	642						25	**Between Wolverhampton No. 1 and Heath Town Junction, except where otherwise shown.**						
								15		**Through junction.**						
	STECHFORD No. 2 JUNCTION TO BUSHBURY No. 1															
	STECHFORD No. 2 JUNCTION TO BUSHBURY No. 1							75	75	MAXIMUM PERMISSIBLE SPEED						
	Stechford															
•	No. 2 Junction (See page 96)	—	—						20	**Through junction.**						
								50		**Between Stechford and Aston, except where otherwise shown.**						
	Aston															
•	Washwood Heath	1	1718						50	**Between Aston and Stechford, except where otherwise shown.**						

	No. 1 .. (See page 116 for Vauxhall line. Page 115 for Windsor Street Goods line)	—	1294			20	20	**Through junction from and to Stechford.**			
							45	**Through junction to Vauxhall.**			
						30	30	**Round curves between junction at Aston No. 1 and 2½ m.p.**			
							15	**Through junction to Windsor Street.**			
	No. 2 .. (See page 117 for Sutton Coldfield line)	—	397			20		**Through junction to Sutton Coldfield.**	1L 1S		Soho line at Perry Barr Station Junc.
						45	45	**Through junction to and from Bescot.**			
	Witton Station										
	Perry Barr Witton Goods	1	81		DGL 55 (For special instruction see page 00)			S. Down line, 330 yards before reaching Perry Barr Station Jn. down home 1 signal. (Normal lie for main line).	Level		
	Station					60		**Between Perry Barr and Great Barr 3¼—5 m.p's.**			
	Station Junction (See page 107 for Soho Road line)	—	925			20		**Through junction to Handsworth Junction.**		2S 1L 2C 1L 2S 1L 1S 1L 1C 1S 1L	Loco at Aston. Windsor St. Branch at Aston. Slow line to Vauxhall at Aston. Stechford line at Aston. Sutton Coldfield line at Aston. Fast line to Vauxhall at Aston.
	North Junction (See page 107 for Handsworth Junc. line)	—	977				20	**Through junction to Handsworth Junction.**			
	Great Barr Station ..	—	1647				60	**Between Great Barr and Perry Barr 5—3¼m.p's.**	1L 1S 1L 2S		*Dudley line at Bescot. *Walsall. *Coaching stock trains only. To be given at Newton Road when this 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				
												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	
	STECHFORD No. 2 JUNCTION TO BUSHBURY No. 1—*cont.*															
	Bescot															
•	Newton Road (Level Crossing)	1	1593											2S		Loco at Aston.
														1L 2C		Slow line to Vauxhall at Aston.
														1L 2S		Stechford line at Aston.
														1L 1S		Sutton Coldfield line at Aston.
														1L 1C		Fast line to Vauxhall at Aston.
																When intermediate signal boxes are closed.
														1S 1L		Soho Road line at Perry Barr North Junction.
														1L 2S		Main line at Perry Barr North Junc.
												1C				Goods lines at Bescot.
												1L 2S				Walsall line (not for coaching stock trains).
												2S				Loco at Bescot.
												1L 3S				Dudley line at Bescot (not for passenger trains).
												1L				
														2S 1L		Windsor Street at Aston.

Bescot
Newton Junction
—
1432
No. 1 ..
—
746
No. 4 ..
(Signals up goods only)
(See page 131)
—
329
(from No. 1 via up goods lines)
No. 5 ..
(Signals down goods only)
—
488
(from No. 1 via down goods lines)
No. 2 ..
(Does not signal Nos. 2 and 3 down goods)
—
621
(from No. 1 via Main line)
—
296
(from No. 4 via up goods lines)
—
128
(from No. 5 via down goods lines)
No. 1
No. 2
NB
No. 2
N.B. When No. 1 Box is closed
No. 1
No. 2
No. 3
No. 1
Bay
Drivers of trains on the up main line must whistle when passing No. 4 box to warn shunters and others of their approach.
2S 1L
1S 1L
Walsall line.
Dudley line.
Drivers of trains on the up main line must whistle when passing No. 2 box to warn shunters and others of their approach.

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in.	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	STECHFORD No. 2 JUNCTION TO BUSHBURY No. 1—*cont.*															
					• No. 2 • No. 3 • No. 1 • Bay											
	Bescot—*cont.*															
•	No. 3 ..	—	228					45	45	**Through junction to and from Wolverhampton.**						
	(See page 126 for Walsall line and page 123 for Dudley line)							30		**Through junction to Walsall.**						
								15		**Through junction to Bescot curve.**		2S, pause 2S, pause 2S				Darlaston Branch.
												6S 1L				Slow line at Pleck Junction.
												5S 1L				Midland Yard at Walsall.
												4S 1L				Loco at Ryecroft.
												3S 1L				Lichfield Road Jn.
												2S 1L				Lichfield line.
												1S 1L				Cannock line.
																Not for passenger trains.
	Darlaston															
•	Junction ..	1	607					60	60	**Through junction from and to Bescot.**				1S 1L		Fast line at Pleck Jn.
	(See page 130 for Darlaston Branch and page 123 for Walsall line)								15	**Through junction to Pleck.**				1L 1S		Slow line at Pleck Jn.
								15		**Through junction to Wednesbury.**				3S 1S		Freight trains for goods line at Bescot.
												1L 1S				Wolverhampton line Portobello Junction
														1S 2L	1S 2L	Down sidings at Bescot.
														1S 1L 1S	1S 1L 1S	Bescot loco.
•	Darlaston Green	—	1192													
	Willenhall															
•	**Bilston Street** Crescent ..	—	749							*Drivers must whistle when 1 mile distant from Vaughan's Level Crossing.*						

	Station ..	—	1104									
	Portobello Junction (Level Crossing) (See page 131 for Wolverhampton line)	—	1559			30		Through junction to Heath Town Junction.		1L 1S	1L 1S	Trains not timed to stop at Bushbury. Walsall line at Darlaston Junction.
	Bushbury Wednesfield Heath	1	954									
	No. 1 .. (See page 101)	1	504			40		Through junction.				
	ASTON, WINDSOR STREET GOODS TO ASTON No. 1 (GOODS LINES)											
	WINDSOR STREET GOODS TO ASTON No. 1					20	20	MAXIMUM PERMISSIBLE SPEED				
NB	**Aston** Rocky Lane Bridge (Windsor Street Goods)	—	—								1S 1L	Up freight trains approaching signal.
	No. 1 .. (See page 111)	—	778			15		Through junction. C. Up line, 644 yards before reaching Aston goods yard stop signal.	90			
								C. Up line, 23 yards Aston side of No. 2 (Rocky Lane) bridge (Siding points).	90			
	CURZON STREET, PROOF HOUSE JUNCTION TO ASTON No. 1											
	PROOF HOUSE JUNCTION TO ASTON No. 1					75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES				
	PROOF HOUSE JUNCTION TO VAUXHALL					20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES				
	VAUXHALL TO ASTON No. 1					50	50	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES				
	Curzon Street Proof House Junction (See page 97)	—	—			50	20	Through junction. Between Proof House Junction and Vauxhall main lines. C. Down fast (Overhead line), 287 yards before reaching down Walsall starting signal. (Also worked from box).	60			
								CW. Down goods line, 183 yards, before reaching Curzon Street No. 1 home signal.	183			

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	
	CURZON STREET, PROOF HOUSE JUNCTION TO ASTON No. 1—*cont.*															
	Curzon Street—*cont.*															
	No. 1 .. (Signals goods lines only) (See page 103)	—	223													
	No. 2 .. (Signals goods lines only)	—	186													
	Vauxhall and Duddeston															
•	Vauxhall ..	—	623						50	**Between Vauxhall and Proof House Junction main lines.**						
										CW. Up fast (overhead line), 514 yards before reaching Proof House Junction, up Walsall outer home signal.	60	2S 1L 2C 1L 1C 1L 2S 1L 1S				Loco at Aston. Windsor Street Branch at Aston. Stechford line at Aston. Sutton Coldfield line at Aston. Main line at Aston.
	Station (Up fast and slow IBS, 870 yards from Aston No. 1 box)															
	Aston															
•	No. 1 .. (See page 111)	1	396					45		**Through junction.**						

Location	Miles	Yards					Speed	Speed	Remarks						
ASTON No. 2 TO LICHFIELD CITY No. 1															
ASTON No. 2 TO LICHFIELD CITY No. 1							**60**	**60**	MAXIMUM PERMISSIBLE SPEED						
Aston No. 2 . . (See page 111)	—	—					 **35** **45**	**20** **35**	**Through junction.** **Between Aston No. 2 and $0\frac{3}{8}$ m.p.** **Between Aston and Gravelly Hill, except where otherwise shown.**						
(Up IBS, 1 mile 71 yards from Erdington box)															
Gravelly Hill Station								**45**	**Between Gravelly Hill and Aston, except where otherwise shown.**						
(Down IBS, 1 mile 533 yards from Aston No. 2 box)									C. Down line, 553 yards before reaching Intermediate Block home signal.	95					
Erdington Erdington . .	2	288							C. Down line, 245 yards before reaching distant signal.	95			2S 1L 2C 1L 2S 2L 1S		Loco at Aston. Windsor Street Branch at Aston. Slow line to Vauxhall at Aston. Fast line to Vauxhall at Aston.
											1L 1C				Trains terminating at Sutton Coldfield.
											1S 1L				Trains beyond Sutton Coldfield.
Station															
Chester Road Station (Up IBS, 1 mile 580 yards from Sutton Coldfield Station box)							**50**	**50**	**Through Station.**						
Wylde Green Station (Down IBS, 1 mile 980 yards from Erdington box)															

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	ASTON No. 2 TO LICHFIELD CITY No. 1—*cont.*															
	Sutton Coldfield Station ..	2	1266					30	30	**Through Station.**						
								40		**Between Sutton Coldfield and Four Oaks.**						
	Four Oaks Station ..	1	617						40	**Between Four Oaks and Sutton Coldfield.**						
	Butlers Lane Halt									C. Down line, 481 yards before reaching home signal.	100					
	Blake Street Station ..	1	1394					50	50	**Through Station.**						
										C. Up line, 512 yards before reaching home signal.	100					
	Shenstone Station ..	2	790			DRS URS	39 41	50		**Between Shenstone and Lichfield City, round curve between 12¼ and 12½ m.p's.**						
	Lichfield City No. 1 .. (See page 120)	3	130						50	**Between Lichfield City and Shenstone, round curve between 12½ and 12¼ m.p's.**						
								40	40	**Approaching and leaving Lichfield City Station and round curves to and from Aston.**						
								20		**Through junction.**						
	LEIGHSWOOD BRANCH (SINGLE GOODS LINE)															
	LEIGHSWOOD BRANCH							20	20	MAXIMUM PERMISSIBLE SPEED						
One engine in steam	**Norton Junction Pelsall** Leighswood Sidings (See page 119)	—	—													
One engine in steam	Aldridge Brick Works	2	242									1S 1L		1S 1L		When approaching Brick Yard Row level crossing.

WALSALL, RYECROFT JUNCTION TO BARTON & WALTON, WICHNOR JUNCTION (MIDLAND LINES)

RYECROFT JUNCTION TO WICHNOR JUNCTION

							60	60	MAXIMUM PERMISSIBLE SPEED			
Walsall Ryecroft Junction (See page 127)	—	—						50	**Through junction to slow lines.**			
									Drivers must whistle when 1 mile distant from Cartbridge Level Crossing.			
Norton Junction Pelsall Rushall (Level Crossing)	1	218									2S 1L	Trains for up sidings at Norton Jn.
											1S 1L 1S	Trains for down sidings at Norton Jn.
											1L 1S	Norton Branch at Norton Jn.
												3S 2L Wolverhampton, not stopping at Walsall.
												3S 1L Wednesbury, not stopping at Walsall.
												2S 2L Bescot, not stopping at Walsall.
												2S 1L Slow line, Walsall No. 1.
												1S 1L Walsall Midland Yard.
												2S Loco at Ryecroft.
Leighswood Sidings (See page 118 for Leighswood Branch)	—	1650							C. Down line, 607 yards before reaching home signal.	202		
Pelsall Station												
Norton Junction No. 1 (See page 125 for Norton Branch)	1	241					15		**Through junction to Norton branch.**			
Brownhills Station ..	1	498										
Anglesea Sidings	1	238		URS	41							
Hammerwich Station ..	1	260							C. Up line, 546 yards before reaching home signal.	146		

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	
	WALSALL, RYECROFT JUNCTION TO BARTON & WALTON, WICHNOR JUNCTION (MIDLAND LINES)—*cont.*															
	Lichfield City															
•	Fossway Road Crossing	1	1400							*Drivers must whistle when* 1 *mile distant from Fossway Road Level Crossing.*						
•	No. 1 .. (See page 118 for Sutton Coldfield line)	1	600	•	•			20	20	**Through Station and junction to Sutton Coldfield.**						
•	No. 2 ..	—	359	•	•					C. Up line, 470 yards before reaching home signal.	145					
	Lichfield T.V.									*Drivers must whistle when* 1 *mile distant from Burton Road Level Crossing.*						
•	Trent Valley Junction (Level Crossing) (See page 82 for Lichfield T.V. No. 1 line)	1	400			URS	36		20	**Through junction to Low Level.** C. Up line, 466 yards before reaching home signal.	145					
										Drivers must whistle when 1 *mile distant from Streethay Level Crossing.*						
	Alrewas															
•	Brookhay Crossing	1	1282							*Drivers must whistle when* 1 *mile distant from Brookhay Level Crossing.*						
										Drivers must whistle when 1 *mile distant from Fine Lane Level Crossing. Rodidge Level Crossing. Rigett's Level Crossing.*						
•	Station (Level Crossing)	2	338											1L 1S 1L 2S		Sutton line. Trent Valley line.

Wichnor Sidings (Midland Lines)	1	239				
Barton and Walton						*Drivers must whistle when 1 mile distant from Stretton's Level Crossing.*
Wichnor Junction (Midland Lines)	—	646	15	15		**Through junction to and from Midland lines.**
DUDLEY SOUTH (W. REGION) TO WALSALL, PLECK JUNCTION						
DUDLEY SOUTH TO PLECK JUNCTION			60	60		MAXIMUM PERMISSIBLE SPEED
Dudley						
South (W. Region)	—	—	15	15		**Through Station, all L.M.R. lines.**
P						
East (W. Region)	—	310			CW. Up L.M.R. line, 273 yards before reaching South box home signal.	75
					C. Up goods line, 647 yards before reaching home signal.	58
Dudley Port						
Sedgeley Junction (See page 107 for Dudley Port line)	—	1334	30 45	30		**Through junction.** **Between Sedgeley Junction and Horsley Fields Junction.**
Low Level Station						
Great Bridge						
Horsley Fields Junction	—	1614		45 15		**Between Horsley Fields Junction and Sedgeley Junction.** **Through junction to and from Western Region.**
Great Bridge	—	545				
Station			25	25		**Through Station.**
Eagle Crossing	—	402				
Golds Hill Crossing	—	786				

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	
	DUDLEY SOUTH (W. REGION) TO WALSALL, PLECK JUNCTION—*cont.*															
	Wednesbury															
•	No. 1 (Level Crossing) (See page 108 for Princes End Branch)	—	1030					**20**	**20**	**Through junction to Princes End.** **Through Wednesbury No. 1 and Wednesbury Station.**				1L 2S		Bloomfield at Tipton Curve Junction.
•	No. 2 .. (See page 131 for Darlaston Branch)	—	190						**20**	**North end of Wednesbury Station.**		1L 2S				Bescot line at Bescot Curve Junction.
•	Mestycroft ..	—	1402							C. Up line, 553 yards before reaching home signal.	209					
	Bescot															
•	Curve Junction (See below)	—	1210					**15**		**Through junction to Bescot.**				3L 3S		Princes End line, not stopping at Wednesbury.
														2L 3S		Main line, not stopping at Wednesbury.
														2L 2S		Middle Road at Wednesbury.
														1S 1L		Princes End line at Wednesbury.
												3S 2L				Bescot No. 2, up goods line No. 1.
												3S 1L				Bescot No. 3, up through Sidings.
												2S 2L				Walsall, Midland Yard.
												2S 1L				Slow line at Walsall.
												1S 2L				Down Sidings at Bescot.
												1S 1L 1S				Bescot Loco.

	Walsall						
•	Pleck Junction (See page 127)	—	1119				
	BESCOT CURVE JUNCTION TO BESCOT No. 3						
	BESCOT CURVE JUNCTION TO BESCOT No. 3			20	20	MAXIMUM PERMISSIBLE SPEED	
	Bescot						
•	Curve Junction (See above)	—	—		15	**Through junction.**	
•	No. 3 .. (See page 114)	—	766	15		**Through junction.**	
	WALSALL, PLECK JUNCTION TO DARLASTON JUNCTION						
	PLECK JUNCTION TO DARLASTON JUNCTION			40	40	MAXIMUM PERMISSIBLE SPEED	
	Walsall						
•	Pleck Junction (See page 127)	—	—		20	**Through junction.**	
•	**Darlaston** Junction .. (See page 114)	1	297	15		**Through junction.** CW. Up line, 459 yards before reaching starting signal.	400
	WALSALL, LICHFIELD ROAD JUNCTION TO RYECROFT JUNCTION						
	LICHFIELD ROAD JUNCTION TO RYECROFT JUNCTION			60	60	MAXIMUM PERMISSIBLE SPEED	
	Walsall						
•	Lichfield Road Junction (See page 109)	—	—	20	20	**Through junction.** C. Up line, 464 yards before reaching home signal.	100
•	Ryecroft Junction (See page 127)	—	1164	15		**Through junction.**	

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	WALSALL, RYECROFT JUNCTION TO NORTH WALSALL JUNCTION															
	RYECROFT JUNCTION TO NORTH WALSALL JUNCTION							**45**	**45**	MAXIMUM PERMISSIBLE SPEED						
	Walsall															
•	Ryecroft Junction (See page 127)	—	—						**15**	**Through junction.**						
•	North Walsall Junction (See page 109)	—	834					**30**		**Through junction.** C. Down line, 392 yards before reaching home signal.	100					
	BLOXWICH, LEWIS' TILERIES AND HOLLY BANK COLLIERY TO ESSINGTON WOOD SIDINGS (SINGLE GOODS LINE)															
	LEWIS' TILERIES AND HOLLY BANK COLLIERY TO ESSINGTON WOOD SIDINGS							**15**	**15**	MAXIMUM PERMISSIBLE SPEED						
One engine in steam	**Bloxwich**															
	Lewis' Tileries	—	—													
	Holly Bank Colliery															
•	Essington Wood Sidings (See page 128)	1 from Bank — from Tileries	310 Holly Colliery 1012 Lewis'													

WYRLEY & CHESLYN HAY, CHURCHBRIDGE SIDINGS TO HAWKINS COLLIERY (SINGLE GOODS LINE)

CHURCHBRIDGE SIDINGS TO HAWKINS COLLIERY				15	15	MAXIMUM PERMISSIBLE SPEED
Wyrley & Cheslyn Hay						
NB	Churchbridge Sidings (See page 129)	—	—			C. Up direction, 213 yards before reaching up home signal. 50
						Drivers must whistle when 1 mile distant from Station Road Level Crossing.
NB	Hawkins Colliery	—	1082			

NORTON JUNCTION, CONDUIT JUNCTION TO FIVE WAYS COLLIERY (SINGLE GOODS LINE)

CONDUIT JUNCTION TO FIVE WAYS COLLIERY				15	15	MAXIMUM PERMISSIBLE SPEED
Norton Junction Pelsall						
NB	Conduit Junction (See page 126)	—	—			
One engine in steam	Conduit New Sidings Stop Board					
	Five Ways Colliery	1	75			

NORTON JUNCTION No. 1 TO LITTLEWORTH JUNCTION (GOODS LINES)

NORTON JUNCTION No. 1 TO LITTLEWORTH JUNCTION				20	20	MAXIMUM PERMISSIBLE SPEED
Norton Junction Pelsall						
Up and down through sidings	Norton Junction No. 1 (See page 119)	—	—		15	**Through junction.**
NB	Norton Junction No. 3	—	570	5	5	**Over Highbridge Level Crossing.** *Drivers must whistle when 1 mile distant from Highbridge Level Crossing.*
NB	Harrison's Siding	—	1273			

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	
	NORTON JUNCTION No. 1 TO LITTLEWORTH JUNCTION (GOODS LINES)—*cont.*															
NB	**Norton Junction Pelsall**—*cont.*															
	Conduit Junction (See page 125 for Five Ways Colliery line)	1	563													
NB																
Electric Token	Norton Crossing Junction (Level Crossing)	—	433													
	Hednesford															
	Littleworth Junction Shunter's Cabin (" No Signal-men " type instrument)	2	667													
	BESCOT No. 3 TO RUGELEY T.V. No. 1															
	BESCOT No. 3 TO RUGELEY T.V. No. 1							60	60	MAXIMUM PERMISSIBLE SPEED						
	Bescot															
	No. 3 .. (See page 123 for Bescot Curve Line, page 114 for Grand Junction line)	—	—					45	30	**Through junction. Between Bescot and Pleck Junction.**						

	Walsall																
●	Pleck Junction (See page 123 for Dudley line and page 123 for Darlaston line)	—	1467	●		●					**45**	**Between Pleck Junction and Bescot.**					
											20	**Through junction to Darlaston Junction.**					
													4S 1L				*North Walsall line.
													2S				*Loco at Ryecroft.
													3S 1L				*Lichfield Road Jn.
													2S 1L				*Lichfield line.
													1S 1L				*Cannock line.
														2S 2L			Darlaston Branch.
														2S			Loco at Bescot.
														3S 2L			Goods line at Bescot.
														1S 2L	1S 2L		Down Sidings at Bescot.
																	*From Dudley and Wolverhampton line *Not* Passenger trains.
●	No. 1 ..	—	677	●		●											
●	No. 2 ..	—	565	●	●	●	●								1S 1L	1S 1L	Permanent Way Sidings at Pleck Jn.
P				P	P	P	P				**20**	**20**	**Through Station, all lines.**				
												5	**Through junction up fast line to up platform loop.**				
●	No. 3 ..	—	302	●	●	●	●						CW. Up loop, 208 yards before reaching Walsall No. 2 home signal.	215			
●	Ryecroft Junction (See page 119 for Wichnor Jn. line, page 123 for Lichfield Road Junc. line & page 124 for North Walsall Jn. line)	—	943	●		●					**20**	**20**	**Through junction to and from Cannock.**				
											50		**Through junction to Lichfield on slow lines.**				
											15		**Through junction to North Walsall and Lichfield Road Junctions.**				
													CW. Down line, 1195 yards before reaching Birchills distant signal.	76			

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	
	BESCOT No. 3 TO RUGELEY T.V. No. 1—*cont.*															
	Bloxwich															
•	Birchills Siding	1	472					45		**Between Birchills Siding and Bloxwich.** C. Down line, 656 yards before reaching home signal.	76					
•	Station (Level Crossing)	—	1453							C. Down line, 729 yards before reaching home signal.	86			3S 2L 2S 2L 1S 2L 2S 1L 1S 1L 2S		Wolverhampton, not stopping at Walsall. Wednesbury, not stopping at Walsall. Bescot, not stopping at Walsall. Slow line at Walsall No. 1. Walsall, Midland Yard. Loco at Ryecroft.
	Station ..							25	45 25	**Between Bloxwich and Birchills Siding. Through Station.**						
•	Essington Wood Sidings (See page 124 for Holly Bank Colliery and Lewis' Tileries line)	1	977			URS	82			C. Up line, 346 yards before reaching distant signal.	104					

	Wyrley & Cheslyn Hay													
•	Churchbridge Sidings (See page 125 for Hawkins Colliery Branch)	1	1599											
	Station ..													
	Cannock													
•	Station ..	1	1151		URS	42	30 40	25	**Between Cannock and Hednesford 8¼ m.p. to 8½ m.p. Through Station.**					
	Hednesford													
•	East Cannock Junction	1	113											
•	No. 1 ..	—	1576					30	**Between Hednesford and Cannock 8½—8¼ m.p.** C. Down line, 596 yards before reaching home signal.	109				
•	No. 2 ..	—	375											
•	No. 3 ..	—	551						C. Up line, 542 yards before reaching home signal.	114				
	Moors Gorse Level Crossing								*Drivers must whistle when* **1** *mile distant from Moors Gorse Level Crossing.*					
	Rugeley Town													
•	Brereton Siding	3	1009						C. Up line, 590 yards before reaching home 1 signal.	80				
	Station ..													
	Rugeley T.V.													
•	No. 1 .. (See page 30)	1	179				25		**Through junction.** CW. Up line, 310 yards before reaching advanced starting signal.	600	2S 1L			To Loop.

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	
	DARLASTON JUNCTION TO WEDNESBURY No. 2 (GOODS LINES)															
	DARLASTON JUNCTION TO WEDNESBURY No. 2							15	15	MAXIMUM PERMISSIBLE SPEED						
•	**Darlaston** Junction (See page 114)	—	—						15	**Through junction.** CW. Down line, 369 yards before reaching Fallings Heath Crossing home signal.	86					
† •	Fallings Heath Crossing (Ground Frame)	—	422							*Drivers must whistle when* 1 *mile distant from Fallings Heath Level Crossing.*						
NB																
•	Steel and Iron Works Stop board No. 3	—	626													
NB																
•	**Wednesbury** Patent Shaft Sidings Stop board No. 2	—	1540													
NB																

NB	Patent Shaft Sidings Stop board No. 1	—	1203				
	No. 2 .. (See page 122)	—	596		15		Through junction.

† "No Block" on down line only. Absolute Block on up line.

WILLENHALL BILSTON STREET, PORTOBELLO JUNCTION TO WOLVERHAMPTON H.L., HEATH TOWN JUNCTION

	PORTOBELLO JUNCTION TO HEATH TOWN JUNCTION				50	50	MAXIMUM PERMISSIBLE SPEED
	Willenhall Bilston Street Portobello Junction Level Crossing (See page 115)	—	—			30	**Through junction.** S. Up line, 363 yards before reaching starting signal (junction trailing points). (Normal lie from Bushbury). 80 C. Down line, 1265 yards before reaching distant signal for Heath Town Junction. 80
	Wolverhampton H.L. Heath Town Junction (See page 110)	1	906		25	25	**Between Heath Town Junction and 1 m.p. round curves.**
						15	**Through junction.** CW. Up line to Bescot, 187 yards before reaching starting signal. 66

BESCOT No. 4 TO BESCOT No. 3 (GOODS LINES)

	BESCOT No. 4 TO BESCOT No. 3				20	20	MAXIMUM PERMISSIBLE SPEED
Nos. 2 and 3 up goods lines only	**Bescot** No. 4 .. (See page 113)	—	—				
	No. 3 .. (See page 114)	—	544				

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.	
Stafford, through No. 1 up platform	Former G.W. engines ..	15	
Broad St., into Worship St. Yard	Former L.N.E. B1, N2 ..	15	
Broad St. and Shoreditch, between ¼ and ¾ m.p.	Former L.N.E. B1, N2 ..	15	
Dalston Western Jn. and Canonbury	Former L.N.E. L1	30	
Canonbury and Kentish Town West	Former L.N.E. D11 ..	25	
Through Hampstead Tunnel ..	Former L.N.E. L1	10	
Willesden H.L., Down platform line	Former S.R. N1	Caution	
Willesden H. L. Jn. and Kensal Green	7P, 8P	5	Single engines only are permitted.
Bow, up platform line	Former L.N.E. K2	Caution	
Victoria Park and Dalston Western Jn.	Former L.N.E. L1 ..	30	
Hackney, over bridge 164 (2¾–3 m.p.) and on crossover roads in station	Former L.N.E. engines ..	Caution	
Watford Jn. to St. Albans Abbey	—	—	Only tank engines to work trains into St. Albans Abbey
Leighton Buzzard and Stanbridgeford over bridge 2 (¾–1 m.p.)	8F, 9F, 350 H.P., Diesel shunting locomotives	20	
Verney Jn., through crossover in up platform line	7P, 8P	Caution	
Bedford St. Johns, L.N.W. Jn. to No. 1 and Station, also through middle road and connections to platform line	All engines class 5 and upwards. All diesel locomotives	Caution	
Newport station, up line, Donnington station, up line, Trench Crossing station, down line	Former G.W. engines ..	15	
Harlescott Crossing to Crewe South Jn.—Over loops and sidings	Former L.N.E. B1, WD 8F	10	
Birmingham New St., through South Tunnel	—	—	Side windscreens must be folded back out of use.
Dudley Port and Tipton, over down loop over bridge 50	8P, D10000, D10001, D10201, D10202, D10203	20	
Wolverhampton No. 1 and Heath Town Jn., over bridge 115B (53¼–53½ m.p.)	D10000, D10001, D10201, D10202, D10203	10	
Harborne Jn. and Harborne Station	3 (2-6-0), 3 MT Tank ..	—	Must not be coupled to any other locomotive.

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
Birmingham New St. No. 5 ..	Birmingham New St. No. 1	—	No. 1 Up Siding (Single stroke bell)
Birmingham New St. No. 5 ..	Birmingham New St. No. 1	—	No. 2 Up Siding (Single stroke bell)

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
Euston Station	Euston Carriage Sidings	Backing out roads	
At Willesden Jn., Brent Jn.			Up engine to High Level Sidings
At Wembley, Sudbury Jn.			Arrival
Rugby Midland No. 4	Rugby Midland No. 5	Through Siding	
Stafford No. 1	"Stop—Await Instructions" boards, down Salop sidings	Nos. 1 and 2 through sidings	
At Badnall Wharf Station		"Up & down" reception and down reception	
At Maiden Lane Jn.		Single to and from Maiden Lane Sidings	
Hampstead Road Jn.	Camden No. 5	Goods	
At Willesden Jn. No. 9		To and from "F" Sidings	
At Bow, Devons Road		Arrival and Departure	
At Norton Jn. No. 1		Goods loop	
Wednesbury No. 2	Wednesbury No. 1	Middle Siding	
Newton Jn.	Bescot No. 5	No. 3 goods	
Brook Sidings ground frame	Newton Jn.		Nos. 1, 2 and 3 departure
Newton Jn. ground frame	Old Yard Hump ground frame	Nos. 1, 2, 3 and 4 reception and Old Yard shunting neck	
Newton Jn. ground frame	Down side ground frame	Nos. 1 and 2 ground frame	
Newton Jn. ground frame	New Yard Hump ground frame	Nos. 5, 6 and 7 reception and New Yard shunting neck	
Newton Jn.	Bescot No. 1	No. 2 goods	
Bescot No. 4	Brook Sidings ground frame		No. 1 reception
Bescot No. 5	Bescot No. 2	Cyprus Siding	
Bescot No. 3	Bescot No. 4		Nos. 5, 6, 7 and 8 sidings
Bescot No. 3	Down side ground frame	Dudley Siding	
North end of New Yard	Bescot No. 3	Departure	
Bushbury No. 2	Bushbury No. 1		Nos. 1 and 2 reception
At Essington Wood Sidings		Sidings at Essington end of Holly Bank Colliery and Lewis Tileries branch	
East Cannock Jn.	Littleworth Jn.		*Through sidings Long siding
Cross Keys Jn.	Littleworth Jn.	*Through siding	

TABLE D1

ELECTRIC TOKEN RECEIVING AND DELIVERING APPARATUS

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

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

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

(3) The speed of the train must not exceed **15 miles per hour** when carrying out the above operations.

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

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

TABLE D1—*continued*

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
.. .. ..	.. NIL	.. .. ..	

TABLE D2

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

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

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
St. Pancras Jn. and North London Incline	St. Pancras Jn.	Worked in accordance with Special Instructions
Croxley Green Branch	Croxley Green Jn.	*Guard of 3 car train standing at starting signal
Croxley Green Branch	Croxley Green Station	Guard or Fireman. See special instructions for working branch on page 212
Stanmore Branch	Harrow No. 1	*Foreman or Porter and also Fireman in the case of a light engine
Aylesbury Branch	Cheddington	*Station Master or Foreman
Dunstable Branch	Dunstable North	Station Master or Porter
Newport Pagnell Branch	Wolverton No. 2	*Station Master or Foreman
Newport Pagnell Branch	Newport Pagnell..	Person in charge (Train staff kept in booking office, Newport Pagnell)
Weedon and Marton Jn.	Weedon Station	*Senior Porter
Weedon and Marton Jn.	Braunston..	*Station Master
Wyken Branch	Hawkesbury Lane	Yardmaster or Foreman (Staff kept in Yardmaster's Office, Hawkesbury Lane)
Griff Old Colliery and Stanley's Siding	Griff Old Colliery Siding ..	Foreman or Shunter (Staff kept in Shunter's cabin)
Venables ground frame and Air Ministry (16 M.U.) Siding	Venables ground frame.. ..	Guard, Foreman (or Fireman in case of light engine). (See instructions exhibited at ground frame)
Harborne Branch	Monument Lane Station (Staff to be shown by Drivers to Signalman when passing Harborne Jn. box)	Yard Foreman or Shunter (Staff kept in Yard Foreman's Office, Monument Lane Station)
Five Ways Branch..	Conduit Jn.	Pointsman (Staff kept at Conduit Jn.)
Norton Crossing Jn. and Stopboards, Littleworth	Littleworth Shunter's Cabin ..	Shunter, Guard or Fireman. See Special instructions on page 227

* 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.
Camden—No. 2	Goods yard to coal yard	1 L, 1 C
Willesden Jn.—		
No. 4	From down goods to wagon shops	1 L, 1 C
	From down goods to carriage shed	3 L, 1 S
	From wagon shops	2 L, 1 C
	From No. 1 platform to down goods	3 L, 2 S
	From No. 1 platform to carriage shed	3 L, 3 S
	From No. 1 platform to sidings	3 L, 4 S
	From sidings to up goods	1 C, 2 S
No. 5	Up loop to middle road	3 L, 2 S
No. 6	From Nos. 1 and 2 arrival lines and short road to up slow	1 C
	From Nos. 1 and 2 arrival lines and short road to up fast	1 L, 1 C
	From Nos. 1 and 2 arrival lines and short road to loco.	2 L, 3 S
No. 9	From Brent sidings for Sudbury south end	2 S, 1 L
	From "F" sidings	4 L
Brent Jn.	South end of Sudbury sidings to low level line	1 L, 1 C
	South end of Sudbury sidings to engine line	3 L, 1 S
	From down low level for Brent	3 L, 2 S
	Shunting neck to Sudbury south end	1 S, 2 C
	Shunting neck to down loop	2 S, 2 C
Bletchley—		
No. 2	Engines from shed for down trains	1 L, 1 C
	Engines from shed for up trains	1 L, 2 C
Wolverton—		
No. 1	Subway to goods yard	3 L, 1 S
	Subway to sidings	3 L, 2 S
	Subway to carriage sidings and vice versa	1 C, 2 S
	Sidings to subway	1 L, 4 S
	Goods yard to subway	1 L, 1 C
Rugby Midland—		
No. 5	Down engine line to north end	1 S, 1 L
	Down engine line to coal yard	1 S, 2 L
	Down engine line to down sidings	1 S, 3 L
	Down engine line to Midland Yard	1 S, 4 L
Barnsbury—York Road Jn.	Shunting neck and yard	3 L, 1 S
Camden Road—		
Maiden Lane Jn.	No. 1 siding to Maiden Lane siding	4 L, 1 C
	Nos. 2, 3 or 4 siding to Maiden Lane siding	2 L, 1 C
Acton Central—		
Old Oak Jn.	From up goods loop to Nos. 1 to 3 sidings	1 L, 1 C
	From Nos. 1 to 3 sidings to No. 1 down loop	2 L, 1 C
	From Nos. 4 to 10 sidings to No. 1 down loop	4 L
Poplar—		
Blackwall Bridge	From up sidings to down main	1 S, 1 L
Low Level Lines	From main to down sidings and vice versa	2 S, 2 L
	From run-round to main	3 C
Blackwall Bridge	To or from L.M.R. Depot	1 S, 1 L
High Level Lines	To or from E.R. Depot	2 S, 2 L
	To or from W.R. Depot	3 C
	To or from West India Docks	4 L
Central	From and to coal yard Nos. 1 to 14	2 S, 1 L
	From up field sidings Harrow Lane to sidings at back of platform and vice versa	3 C
	From down field sidings Harrow Lane to sidings at back of platform and vice versa	5 S, 1 L
	From back of platform to engine pit on No. 18 siding	6 S
Bow—		
Devons Road	To up arrival line	2 L, 3 S
	To and from Rickett's and coal siding	3 S, 1 L
	To down arrival	4 L

TABLE E—*continued*

LOCAL CODE OF ENGINE WHISTLES—*continued*

Whistle to be given at	Movement required	Whistle: L—Long. S—Short. C—Crow.
Bow—		
Devons Road—*cont.* ..	To and from Rickett's and coal siding and down arrival road	3 L, 1 S
	From up arrival road to down arrival road	6 S
	To long shed	1 C, 2 L
	When clear of points in long shed	2 C, 1 L
	Up arrival road from long shed	3 C
Hackney Wick—		
Sidings	From lower sidings	1 S, 1 L
	From upper sidings	2 C, 1 S
	From upper sidings to shunting neck	3 C
	From lower sidings to shunting neck	4 L
Market Drayton—		
Station box	Up main to Horse Dock	1 S, 1 L, 1 S
	Up main to bay	1 S, 1 L, 2 S
	Up main to Nos. 1 and 2 down sidings	1 C, 4 S
	Down main to bay	2 S, 1 L
	Down main to branch sidings	2 S, 2 L
	No. 1 siding to bay..	2 S, 3 L
Silverdale Jn.	Branch sidings to Stoke	2 S, 1 L
	Goods yard to Stoke	2 S, 2 L
	Goods yard to branch sidings and vice versa	2 S, 3 L
Coventry—		
No. 1	Nuneaton line	1 S, pause, 1 S
	Coventry Station	1 S, pause, 2 S
	Rugby	1 S, pause, 3 S
	Leamington	1 S, pause, 4 S
	Carriage sidings	1 S, 1 L
Bescot—		
No. 3	Dudley line from new yard	2 S, 2 L
	Walsall line from new yard	2 L, 3 S
	Loco. sidings to down main line	3 S, 1 C

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 handsignal to the Driver. Drivers must keep a sharp look-out and be prepared to act immediately upon any signal which may be given by the Guard, Shunter or Person in charge.

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

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

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

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

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

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
Euston Station	Camden No. 1	Down empty carriage ..	Loco. stores van without brake van or Guard. In clear weather only.
Willesden Jn. No. 1 ..	Willesden Jn. No. 5 ..	Down fast and slow ..	Coaching stock and 20 freight wagons
Willesden Jn. No. 5 ..	Willesden Jn. No. 1 ..	Up fast and slow ..	Coaching stock and 20 freight wagons
Willesden Jn. No. 6 ..	Willesden Jn. No. 5 ..	Up loop	Coaching stock and 10 freight wagons
Willesden Jn. No. 7 ..	Willesden Jn. No. 6 ..	Across main lines ..	Coaching stock and freight wagons
Willesden Jn. No. 6 ..	Willesden Jn. No. 7 ..	Across main lines ..	Coaching stock and freight wagons
Willesden Jn. No. 6 ..	Willesden Jn. No. 9 ..	Down arrival lines Nos. 1 and 2	Coaching stock and freight wagons
Willesden Jn. No. 9 ..	Brent Jn.	Down goods and goods loop	Coaching stock and freight wagons
Willesden Station	Kensal Green Jn. ..	Up	19 freight wagons. Driver to come to a stand with engine opposite signal W.N. 41 (Down home signal for Willesden Station) and must not proceed until he has received an intimation from the Guard that the up outer home signal for Kensal Green Jn. is showing a green aspect.
Kensal Green Jn.	Willesden Station ..	Down	Ballast trains not exceeding 20 wagons.
Mitre Bridge Jn.	Willesden Jn. No. 3 ..	Down	Coaching stock and 15 freight wagons
Willesden Jn. No. 3 ..	Mitre Bridge Jn.	Up	Coaching stock and 15 freight wagons
Kensal Green Jn.	Willesden Jn. No. 6 ..	Down City	8 coaching stock or 8 freight wagons
Willesden Jn. No. 6 ..	Willesden Jn. No. 8 Frame	Down goods	Coaching stock or 55 freight wagons without brake van

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Willesden Jn. No. 6 ..	Willesden Jn. No. 8 Frame	Down carriage ..	10 coaching stock or 10 freight wagons without brake van. Trains to Willesden Goods Yard exceeding 16 wagons must be hauled to the stop signal at No. 6 box and when the train engine has been detached an engine may be placed on the rear of the train at No. 8 frame to propel the train forward into the Goods Yard.
Willesden Jn. No. 8 Frame	Willesden Jn. No. 6 ..	Up goods and up carriage	8 coaching stock or 16 freight wagons
Willesden Jn. No. 6 ..	Kensal Green Jn. ..	Up City	8 coaching stock or 16 freight wagons
Willesden Jn. No. 1 ..	Willesden Jn. No. 7 ..	Down goods	Coaching stock or 20 freight wagons
Willesden Jn. No. 7 ..	Willesden Jn. No. 1 ..	Up goods and goods loop	Coaching stock and freight wagons
Willesden Jn. No. 7 ..	Willesden Jn. No. 9 ..	Down Low Level ..	Coaching stock
Willesden Jn. No. 9 ..	Brent Jn.	Down Low Level ..	5 freight wagons
Willesden Jn. No. 4 ..	Willesden Jn. No. 1 ..	Up goods and up local	8 Milk tanks without brake van.
Willesden Jn. No. 8 Frame	Willesden Carriage Shed South	Down carriage	Coaching stock or 10 freight wagons without brake van.
Willesden Carriage Shed North	Willesden Carriage Shed South	Up carriage	Coaching stock or 10 freight wagons without brake van.
Willesden Carriage Shed South	Willesden Jn. No. 8 Frame	Up carriage	8 coaching stock
Watford Jn. No. 1 ..	Watford Jn. No. 2 ..	Down slow	Coaching stock and 25 freight wagons without brake van.
Watford Jn. No. 2	Watford Jn. No. 1 ..	Up slow	Coaching stock and 25 freight wagons without brake van.
Watford Jn. No. 1 ..	Watford Jn. No. 3 ..	Down branch	17 coaching stock and freight wagons. A brake van need not be the leading vehicle provided the number of freight wagons does not exceed 30.
Watford Jn. No. 3 ..	Watford Jn. No. 1 ..	Up branch	17 coaching stock and 30 freight wagons without brake van.
Watford Jn. No. 3 ..	Watford North	Single	Coaching stock and 20 freight wagons without brake van.
Watford North	Watford Jn. No. 3 ..	Single	Coaching stock and 20 freight wagons without brake van.
Tring No. 2	Tring No. 1	Up slow	30 freight wagons without brake van.
Leighton Buzzard No. 1 ..	Leighton Buzzard No. 2 ..	Down slow	Coaching stock and 2 freight wagons without brake van.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Leighton Buzzard No. 1 ..	Leighton Buzzard No. 2..	Up Dunstable	Coaching stock and freight wagons without brake van.
Leighton Buzzard No. 2 ..	Leighton Buzzard No. 1..	Up slow and down Dunstable	Coaching stock and freight wagons without brake van.
Bletchley No. 1	Bletchley No. 2	Down fast, slow and Oxford bays	Coaching stock and 5 freight wagons without brake van.
Bletchley No. 2	Bletchley No. 1	Up fast and slow ..	Coaching stock and 5 freight wagons without brake van.
Bletchley No. 3	Bletchley No. 5	Up goods loop ..	Coaching stock and freight wagons without brake van.
Bletchley No. 1	Bletchley No. 5	Down	Coaching stock and freight wagons without brake van.
Bletchley No. 5	Bletchley No. 1	Up	Coaching stock and freight wagons without brake van.
Wolverton No. 1	Wolverton No. 2.. ..	Down slow	Coaching stock and freight wagons without brake van.
Wolverton No. 2	Wolverton No. 1.. ..	Up slow	Coaching stock and freight wagons without brake van.
Newport Pagnell	Wolverton No. 2.. ..	Single	2 milk vans. In clear weather only.
Bradwell	Wolverton No. 2.. ..	Single	Freight wagons without brake van.
Facing points to Triangle on Newport Pagnell branch	Wolverton No. 2.. ..	Single	Coaching stock and freight wagons without brake van.
Wolverton No. 2	Facing points to Triangle on Newport Pagnell branch	Single	Coaching stock and freight wagons without brake van.
Rugby Midland No. 1 ..	Rugby Midland No. 4 ..	Down through and down platform ..	P. Coaching stock and freight wagons without brake van.
Rugby Midland No. 1 ..	Rugby Midland No. 4 ..	Down goods	Coaching stock and freight wagons without brake van.
Rugby Midland No. 4 ..	Rugby Midland No. 5 ..	Down through, down platform and Nos. 3 and 4 bays	P. Coaching stock (restricted to 4 from bay lines) and freight wagons without brake van.
Rugby Midland No. 4 ..	Rugby Midland No. 7 ..	Down goods Nos. 1 and 2..	Coaching stock and freight wagons without brake van.
Rugby Midland No. 4 ..	Rugby Midland No. 5 ..	Nos. 5 and 6 bays ..	P. 4 coaching stock and freight wagons without brake van.
Rugby Midland No. 4 ..	Rugby Midland No. 5 ..	Nos. 5 and 6 bays ..	9 coaching stock without brake van.
Rugby Midland No. 5 ..	Rugby Midland No. 7 ..	Down main and down through	Coaching stock and freight wagons without brake van.
Rugby Midland No. 5 ..	Rugby Midland No. 4 ..	Nos. 3, 4, 5 and 6 bays	P. 8 coaching stock and freight wagons without brake van.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Rugby Midland No. 7 ..	Rugby Midland No. 5 ..	Up through, main, through goods and goods loops Nos. 1 and 2..	Coaching stock and freight wagons without brake van. (Restricted to 5 cattle trucks on up through and main).
Rugby Midland No. 5 ..	Rugby Midland No. 1 ..	Up through and up platform	P. Coaching stock and freight wagons without brake van.
Rugby Midland No. 5 ..	Rugby Midland No. 1 ..	Up goods and engine..	Coaching stock and freight wagons without brake van.
Rugby Midland No. 4 ..	Rugby Midland No. 5 ..	Down goods and down through siding ..	Coaching stock and freight wagons without brake van.
Rugby Midland No. 5 ..	Rugby Midland No. 7 ..	Down goods	Coaching stock and freight wagons without brake van.
Rugby Midland No. 1 ..	Hillmorton Sidings ..	Up London goods ..	12 coaching stock. In clear weather only.
Nuneaton No. 1	Nuneaton No. 3	Down fast, slow and "Coventry and Leicester" bay	P. Coaching stock and freight wagons without brake van.
Nuneaton No. 3	Nuneaton No. 1	Up fast and slow ..	P. Coaching stock and freight wagons without brake van.
Nuneaton No. 3	Nuneaton No. 2	No. 1 up loop	Coaching stock and freight wagons without brake van.
Nuneaton No. 3	Nuneaton Up Sidings ..	No. 2 up loop	Coaching stock and freight wagons without brake van.
Nuneaton No. 3	Nuneaton No. 2	Up fast and slow ..	{ Loco. Stores van without brake van or Guard
Nuneaton No. 2	Nuneaton No. 1	Up fast	
Nuneaton No. 1	Attleboro'..	Up slow	25 freight wagons. In clear weather only.
Nuneaton Midland Jn. ..	Nuneaton No. 1	Down	Coaching stock and freight wagons. If train for up sidings exceeds 45 wagons, the foreman at the up sidings must, before the train is accepted from Nuneaton No. 1, see that the points are properly set, and that the train is propelled direct into the yard.
Nuneaton No. 1	Nuneaton Midland Jn. ..	Up	Coaching stock.
Abbey Jn.	Nuneaton Down Sidings	Up	20 freight wagons without brake van. Brake van to be provided as leading vehicle when this number is exceeded.
Weddington Jn.	Nuneaton No. 3	Up	Freight wagons.
Lichfield T.V. No. 1 ..	Lichfield T.V. No. 2 ..	Down fast, slow and goods	Coaching stock and freight wagons without brake van.
Lichfield T.V. No. 2 ..	Lichfield T.V. No. 1 ..	Up fast and slow ..	Coaching stock and freight wagons without brake van.
Lichfield T.V. Trent Valley Jn.	Lichfield T.V. No. 1 ..	Down	Freight wagons without brake van.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Lichfield T.V. No. 1 ..	Lichfield T.V. Trent Valley Jn.	Up	Coaching stock. Freight wagons without brake van.
Rugeley T.V. No. 1 ..	Rugeley T.V. No. 2 ..	Down fast, slow and platform loop	P. Coaching stock and freight wagons without brake van.
Rugeley T.V. No. 1 ..	Rugeley T.V. No. 2 ..	Down goods	Coaching stock and freight wagons without brake van.
Rugeley T.V. No. 2 ..	Rugeley T.V. No. 1 ..	Up fast and slow ..	P. Coaching stock and freight wagons without brake van.
Stafford No. 1	Stafford No. 4	Down fast, slow and goods	Coaching stock and freight wagons without brake van.
Stafford No. 4	Stafford No. 5	Down fast, slow and Nos. 4 and 6 platforms	P. Coaching stock and freight wagons without brake van.
Stafford No. 5	Stafford No. 4	Up fast, slow and Nos. 1 and 6 platforms	P. Coaching stock and freight wagons without brake van.
Stafford No. 4	Stafford No. 1	Up fast, slow and goods	Coaching stock and 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 Jn. ..	Crewe, Gresty Lane No. 1	Up	15 freight wagons without brake van.
Crewe, Salop Goods Jn. ..	Crewe, North Jn. ..	Down	15 freight wagons.
Crewe, North Jn.	Crewe, Salop Goods Jn...	Up	25 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, South Jn.	Crewe, N.S. Sidings ..	Up	Coaching stock and in clear weather only 4 freight wagons without brake van.
Crewe, Oil and Grease Works Siding	Crewe, Sydney Bridge ..	Down	Freight wagons.
Crewe, Sorting Sidings .. South	Crewe, Sorting Sidings North	Down engine	Freight wagons without brake van
Basford Hall Jn.	Crewe, Sorting Sidings North	Down fast and slow ..	Freight wagons without brake van.
Crewe, Sorting Sidings .. South	Basford Hall Jn. ..	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.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Crewe, Salop Goods Jn. ..	Crewe, Sorting Sidings North	Up fast and slow ..	15 freight wagons without brake van.
Crewe, Basford Wood ..	Crewe, South Jn... ..	Down goods	Coaching stock. Freight wagons without brake van.
Crewe "A"	Crewe, North Jn. ..	Horse Landing ..	Coaching stock and 15 freight wagons without brake van.
Crewe, South Jn.	Crewe, North Jn. ..	Nos. 1, 2 and 3 platforms and Nos. 1 and 2 through	P. 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, North Jn.	Crewe, South Jn. ..	Nos. 3, 4, 5 and 6 platforms and No. 5 through	P. Coaching stock and 15 freight wagons without brake van.
Broad Street No. 2 ..	Skinner Street Jn. ..	No. 2 down	6 coaching stock and 8 freight wagons without brake van.
Broad Street No. 1 ..	Skinner Street Jn. ..	No. 1 down	6 coaching stock and 8 freight wagons without brake van.
New Inn Yard	Broad Street No. 2 ..	No. 2 up	10 coaching stock and 8 freight wagons without brake van.
New Inn Yard	Broad Street No. 1 ..	No. 1 up	10 coaching stock and 8 freight wagons without brake van.
Barnsbury	Highbury	No. 1 up	20 freight wagons without brake van.
St. Pancras Jn.	York Road Jn.	Departure	20 freight wagons.
St. Pancras Jn.	Camden Road Jn. ..	No. 2 down	20 freight wagons without brake van.
Camden Road Jn. ..	St. Pancras Jn.	No. 2 up	20 freight wagons without brake van.
York Road Jn.	Camden Jn. Road ..	No. 1 down	20 freight wagons without brake van.
Camden Road Jn. ..	York Road Jn.	No. 1 up	20 freight wagons without brake van.
Kensal Green Jn.	Acton Wells Jn. ..	Down	3 fitted vehicles.
Acton Wells Jn.	Kensal Green Jn. ..	Up	3 fitted vehicles.
Old Oak Sidings	Acton Wells Jn... ..	Down goods Nos. 1 and 2	8 milk tanks with brake van leading.
Acton Wells Jn.	Old Oak Sidings ..	Up goods	30 freight wagons
Exchange Sidings	North London Incline ..	Single	22 wagons. Also applies without brake van provided leading vehicle is fitted. (See special instructions, page 210).
North London Incline ..	Exchange Sidings ..	Single	20 freight wagons without brake van.
Blackwall Bridge	Poplar Central	Down	20 freight wagons.
Poplar Central	Blackwall Bridge ..	Up	35 freight wagons.
Devons Road	Tilbury Jn.	Down	2 coaching stock. 10 freight wagons. In clear weather only.
Tilbury Jn.	Devons Road	Up	4 freight wagons. In clear weather only.
Tilbury Jn.	Victoria Park Station ..	Down	6 Milk Tanks. 10 freight wagons. In clear weather only.
Loop Line Jn.	Blackwall Bridge ..	Up High Level goods..	25 freight wagons without brake van.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Loop Line Jn.	Blackwall Bridge	No. 8 down	35 freight wagons without brake van.
Blackwall Bridge	Loop Line Jn.	Nos. 1, 2, 3 and 4 up arrival	35 freight wagons without brake van.
Blackwall Bridge	West India Dock	Single	35 freight wagons without brake van.
Preston Road	Poplar Central	Down	30 freight wagons without brake van.
Poplar Central	Preston Road	Up	30 freight wagons without brake van.
Bow Jn.	Gas Factory Jn.	Up	19 freight wagons.
Dalston Station Jn.	Dalston Eastern Jn.	Up	Empty coaching stock. In clear weather only.
Dalston Eastern Jn.	Dalston Station Jn.	Down	Empty coaching stock. In clear weather only.
Colne Jn.	Croxley Green Jn.	Down	2 coaching stock vehicles.
Croxley Green Jn.	Colne Jn.	Up	2 coaching stock vehicles.
Harrow	Stanmore Village	Single	Applicable to freight trains not exceeding 13 freight wagons.
St. Albans	Fleetville Siding	Single	Wagons.
Stanbridgeford Station	De Beringer and Gowers Siding	Down	60 freight wagons.
Luton East	Vauxhall Sidings	Single	Wagons.
Vauxhall Sidings	Luton Station	Single	Wagons.
Hayward Tyler Sidings	Luton Station	Single	Wagons.
Windmill Sidings	Luton Station	Single	Wagons.
Luton East	Luton Yard	Down	Wagons.
Luton Yard	Luton East	Up	Wagons.
Luton Yard	Luton West	Down	Wagons.
Luton West	Luton Yard	Up	Wagons.
Luton	Kingsway Sidings	Single	Wagons.
Luton West	Frickers Siding	Single	Wagons.
Claydon L.N.E. Jn.	Calvert Station	Down	Freight wagons.
Calvert Station	Claydon L.N.E. Jn.	Up	Freight wagons.
Northampton No. 1	Northampton No. 2	Down goods loop	Coaching stock and 5 freight wagons without brake van.
Northampton No. 1	Northampton No. 2	Down platform and passenger loop	P. Coaching stock and 5 freight wagons without brake van.
Northampton No. 2	Northampton No. 1	Up through and platform	P. Coaching stock and 5 freight wagons without brake van.
Northampton No. 2	Northampton No. 3	Down fast and slow	P. Coaching stock and 5 freight wagons without brake van.
Northampton No. 3	Northampton No. 2	Up fast and slow	P. Coaching stock and 5 freight wagons without brake van.
Northampton No. 3	Northampton No. 4	Down goods loop	Coaching stock and 5 freight wagons without brake van.
Northampton No. 4	Northampton No. 3	Up goods loop	Coaching stock and 20 freight wagons without brake van.
Northampton No. 3	Northampton No. 4	" Up and down " goods	Coaching stock and 5 freight wagons without brake van.
Northampton No. 4	Northampton No. 3	" Up and down " goods	Coaching stock and 10 freight wagons without brake van.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Duston Jn. West	Northampton No. 1 ..	Down	Coaching stock and 5 freight wagons without brake van.
Northampton No. 1 ..	Duston Sidings	Up	15 freight wagons. Coaching stock and 5 freight wagons without brake van.
Duston Jn. West	Northampton Bridge St. Level Crossing	Down	Coaching stock and freight wagons without brake van.
Northampton Bridge St. Level Crossing	Duston Jn. West ..	Up	Coaching stock and freight wagons without brake van.
Duston Jn. North	Northampton Bridge St. Jn.	Down	5 freight wagons (excluding petrol wagons and wagons of exceptional size or weight) without brake van. 8 freight wagons (including petrol wagons and wagons of exceptional size or weight).
Northampton Bridge St. Jn.	Duston Jn. North ..	Up	2 fitted without brake van. 5 freight wagons.
Humber Road Jn.	Gosford Green	Down	Coaching stock and freight wagons
Gosford Green	Humber Road Jn. ..	Up	Coaching stock. 20 freight wagons. In clear weather only.
Three Spires Jn.	Bell Green Goods Yard..	Up	20 freight wagons. In clear weather only.
Electricity Works Coal Siding.	Hawkesbury Lane ..	Single (Wyken branch)	20 empty freight wagons
Hawkesbury Lane	Electricity Works Coal Siding	Single (Wyken branch)	12 freight wagons. (Reduced in wet weather).
Griff Jn.	Level Crossing	Down	Freight wagons.
Griff Old Colliery	Stanley's Siding	Single	Freight wagons without brake van.
Kenilworth Jn.	Kenilworth Station ..	Up	10 wagons in clear weather only.
Tamworth Low Level ..	Tamworth High Level ..	Single	30 freight wagons without brake van.
Tamworth High Level ..	Tamworth Low Level ..	Single	40 freight wagons without brake van. A sufficient number of wagon brakes at the leading end of the train must be pinned down to ensure the safety of the movement, having regard to the state of the weather.
Trench Sidings	Haybridge Sidings ..	Down	5 freight wagons.
Market Drayton Station ..	Market Drayton, Silverdale Jn.	Down	Freight wagons
Whitchurch Cambrian Jn...	Whitchurch Goods Yard	Down	P. Coaching stock and 30 freight wagons without brake van.
Whitchurch Goods Yard ..	Whitchurch Cambrian Jn.	Up main and Cambrian loop	P. Coaching stock and 30 freight wagons without brake van.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Whitchurch Goods Yard ..	Whitchurch Cambrian Jn.	Up Goods	30 freight wagons without brake van.
Brandon Ballast Pit ..	Brandon and Wolston ..	Up	10 freight wagons. In clear weather only.
Coventry No. 1	Coventry No. 2	Down main and platform	P. Coaching stock and freight wagons without brake van.
Coventry No. 2	Coventry No. 1	Up main and platform	P. Coaching stock and freight wagons without brake van.
Coventry No. 2	Coventry No. 4	Down	P. Coaching stock and freight wagons without brake van.
Coventry No. 4	Coventry No. 2	Up	P. Coaching stock and freight wagons without brake van.
Hampton-in-Arden Station	Hampton	Down	30 freight wagons without brake van. In clear weather only.
Hampton	Hampton-in-Arden Station	Up	30 freight wagons without brake van. In clear weather only.
Stechford No. 1	Stechford No. 2 Jn. ..	Down platform loop and goods	Coaching stock and freight wagons without brake van.
Stechford No. 2 Jn. ..	Stechford No. 1	Up passenger loop and goods	Coaching stock and freight wagons without brake van.
Grand Jn.	Proof House Jn.	Down Western.. ..	Freight wagons without brake van.
Proof House Jn.	Birmingham New St. No. 1	Down Western.. ..	1 passenger brake van.
Grand Jn.	Proof House Jn.	Down Midland ..	1 passenger brake van.
Proof House Jn.	Birmingham New St. No. 2	Down Midland ..	1 passenger brake van.
Birmingham New St. No. 5	Birmingham New St. No. 6	No. 1A platform ..	P. Coaching stock and freight wagons without brake van.
Birmingham New St. No. 2	Birmingham New St. No. 1	Connecting	P. Coaching stock.
Birmingham New St. No. 2	Birmingham New St. No. 5	Nos. 9 and 10 platforms	P. Coaching stock and freight wagons without brake van.
Birmingham New St. No. 5	Birmingham New St. No. 2	Nos. 7 and 8 platforms	P. Coaching stock and freight wagons without brake van.
Birmingham New St. No. 1	Birmingham New St. No. 5	Nos. 4, 5 and 6 platforms	P. Coaching stock and freight wagons without brake van.
Birmingham New St. No. 5	Birmingham New St. No. 1	Nos. 3 and 4 platforms and Nos. 1 and 2 sidings	P. Coaching stock and freight wagons without brake van.
Monument Lane	Sheepcote Lane	Nos. 1 and 2 up sidings	Coaching stock and freight wagons without brake van. During fog or falling snow 15 wagons without brake van.
Harborne Jn.	Monument Lane	Up goods	Coaching stock and 8 freight wagons without brake van.
Winson Green Jn.	Soho	Down through siding ..	Coaching stock and freight wagons without brake van.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Albion Station	West Bromwich Gas Works	Up	25 freight wagons without brake van. In clear weather only.
Watery Lane	Robert's Siding	Down	Freight wagons without brake van.
Robert's Siding	Watery Lane	Up	Freight wagons without brake van.
Deepfields	Spring Vale Sidings ..	"Up and Down" goods	40 freight wagons without brake van. During fog or falling snow, 12 freight wagons without brake van.
Spring Vale Sidings ..	Deepfields..	"Up and Down" goods line	12 freight wagons without brake van.
Wolverhampton No. 1 ..	Wolverhampton No. 4 ..	Down main and goods	Coaching stock and freight wagons without brake van.
Wolverhampton No. 2 ..	Wolverhampton No. 1 ..	Up main and goods ..	Coaching stock and freight wagons without brake van.
Wolverhampton No. 3 ..	Wolverhampton No. 2 ..	Up main, platform loop and goods	Coaching stock and freight wagons without brake van.
Wolverhampton No. 4 ..	Wolverhampton No. 3 ..	Up main and goods ..	Coaching stock and freight wagons without brake van.
Bushbury No. 1	Bushbury No. 2	Down main and down reception	Coaching stock and freight wagons without brake van.
Bushbury No. 2	Bushbury No. 1	Up main, up reception 1 and up reception 2	Coaching stock and freight wagons without brake van.
Exchange Sidings	Curzon St. No. 1.. ..	Down	Freight wagons without brake van. Also in clear weather, coaching stock without brake van.
Bromford Bridge	Birmingham N.St. via Grand Jn.	Down	1 passenger brake van.
Soho Pool Wharf	Soho Road	Single	Freight wagons without brake van.
Soho Road	Soho Pool Wharf ..	Single	Freight wagons without brake van.
Sedgeley Jn...	Dudley Port Jn.	Down	10 fitted (with vacuum brake in use) without brake van. 6 vehicles.
Dudley Port Jn.	Sedgeley Jn.	Up	10 fitted (with vacuum brake in use) without brake van. 6 vehicles.
Bescot No. 2	Bescot No. 3	Down bay	Freight wagons without brake van.
Bescot No. 5	Bescot No. 3	Nos. 1, 2 and 3 down goods	Freight wagons without brake van.
Newton Jn.	Bescot No. 5	No. 2 down goods ..	Freight wagons without brake van.
Newton Jn.	Bescot No. 2	No. 1 down goods ..	Freight wagons without brake van.
Bescot No. 1	Newton Jn.	Up goods	Freight wagons without brake van.
Bescot No. 4	Bescot No. 1	No. 2 up goods ..	Freight wagons without brake van.
Bescot No. 2	Bescot No. 1	No. 1 up goods ..	Freight wagons without brake van.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Bescot No. 3	Bescot No. 4	Nos. 2 and 3 up goods	Freight wagons without brake van.
Bescot No. 3	Darlaston Jn.	Down	Diesel crane and match wagons, in clear weather only.
Bescot No. 3	Bescot Curve Jn.	Up	Diesel crane and match wagons, in clear weather only.
Bescot No. 3	Pleck Jn.	Down	Breakdown train.
Aston Goods	Aston No. 1	Down	10 freight wagons.
Aston No. 1	Aston Goods	Up	35 freight wagons without brake van.
Curzon Street No. 2	Curzon Street No. 1	Up goods	Coaching stock and freight wagons without brake van.
Curzon Street No. 1	Vauxhall	Down goods	Freight wagons; also in clear weather only, coaching stock without brake van.
Leighswood Sidings	Aldridge Brick and Tile Co.	Single	Freight wagons without brake van. 30 freight wagons without brake van during fog or falling snow.
Norton Jn. No. 1	Norton Jn. No. 3	Down	Freight wagons without brake van. 30 freight wagons without brake van during fog or falling snow.
Norton Jn. No. 3	Norton Jn. No. 1	Up	Freight wagons without brake van. 30 freight wagons without brake van during fog or falling snow.
Lichfield City No. 1	Lichfield City No. 2	Down main and platform	10 coaching stock. 20 freight wagons.
Lichfield City No. 2	Lichfield City No. 1	Up main and platform	10 coaching stock. 25 freight wagons without brake van.
Dudley South (W. Region)	Dudley East (W. Region)	Down goods	12 coaching stock and 30 freight wagons without brake van.
Dudley East (W. Region)	Dudley South (W. Region)	Up goods	12 coaching stock and 30 freight wagons without brake van.
Wednesbury No. 1	Wednesbury No. 2	Down	25 freight wagons without brake van.
Ryecroft Jn.	Lichfield Road Jn.	Up	35 freight wagons.
Essington Wood Sidings	Holly Bank	Single	Freight wagons without brake van.
Conduit Jn.	Five Ways	Single	Freight wagons without brake van.
Littleworth Jn.	East Cannock Jn.	Through Siding	Freight wagons without brake van.
East Cannock Jn.	Littleworth Jn.	Through Siding	Freight wagons without brake van.
Pleck Jn.	Walsall No. 1	Down fast and slow	30 freight wagons without brake van. In clear weather only.
Walsall No. 1	Pleck Jn.	Up fast and slow	30 freight wagons without brake van. In clear weather only.
Walsall No. 1	Walsall No. 2	Down fast and slow	P. 15 coaching stock and 35 freight wagons. In clear weather only.

TABLE F—*continued*

PROPELLING TRAINS OR VEHICLES—*continued*

From	To	Line	Number of vehicles and special conditions
Walsall No. 2	Walsall No. 1	Up fast and slow	P. 15 coaching stock and 35 freight wagons without brake van. In clear weather only.
Walsall No. 2	Walsall No. 3	Down fast, slow and middle	P. 15 coaching stock and 35 freight wagons without brake van. In clear weather only.
Walsall No. 3	Walsall No. 2	Up fast, slow and platform loop	P. 15 coaching stock without brake van.
Hednesford No. 1	Hednesford No. 2	Down	Freight wagons without brake van. In clear weather only.
Hednesford No. 2	Hednesford No. 1	Up	Freight wagons without brake van. In clear weather only.
Hednesford No. 2	Hednesford No. 3	Down	60 freight wagons.
Darlaston Jn.	Fallings Heath Lane Crossing	Down	5 freight wagons without brake van. In clear weather only.
Fallings Heath Crossing	Darlaston Jn.	Up	Freight wagons.
Stop board No. 2 Darlaston Branch	Charles' Siding	Single	Freight wagons.
Wednesbury No. 2	Stop board No. 1, Darlaston Branch	Single	Freight wagons without brake van.

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
Acton Wells Jn.	Acton East	Down	Freight brake van. Guard to apply hand brake before descending incline.

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
Willesden Jn. No. 1	Willesden Jn. No. 3	Nos. 1 and 2 bays	
Willesden Jn. No. 3	Willesden Jn. No. 1	Nos. 1 and 2 bays	
Willesden Jn. No. 3	Willesden Jn. No. 4	Nos. 1 and 2 bays	
Willesden Jn. No. 4	Willesden Jn. No. 3	Nos. 1 and 2 bays	

PROPELLING FREIGHT BRAKE VANS—*continued*

From	To	Line	Remarks
Willesden Jn. No. 1 ..	Willesden Jn. No. 5 ..	Down fast	
Willesden Jn. No. 5 ..	Willesden Jn. No. 1 ..	Up fast	
Willesden Jn. No. 5 ..	Willesden Jn. No. 7 ..	Down slow	
Willesden Jn. No. 7 ..	Willesden Jn. No. 5 ..	Up slow	
Willesden Jn. No. 5 ..	Willesden Jn. No. 1 ..	Middle road to No. 2 ground frame	
Willesden Jn. No. 1 ..	Willesden Jn. No. 5 ..	No. 2 ground frame to middle road	
Willesden Jn. No. 6 ..	Willesden Jn. No. 9 ..	Nos. 1 and 2 arrivals	
Willesden Jn. No. 9 ..	Willesden Jn. No. 6 ..	Nos. 1 and 2 arrivals	
Willesden Jn. No. 9 ..	Brent Jn.	Nos. 1, 2 and 3 shunting necks	
Brent Jn.	Willesden Jn. No. 9 ..	Nos. 1, 2 and 3 shunting necks	
Willesden Jn. No. 7 ..	Willesden Jn. No. 9 ..	Down Low Level goods	
Willesden Jn. No. 9 ..	Willesden Jn. No. 7 ..	Up Low Level goods	
Willesden Jn. No. 9 ..	Brent Jn.	Down Low Level goods	
Brent Jn.	Willesden Jn. No. 9 ..	Up Low Level goods	
Brent Jn.	Willesden High Level Sidings	Engine line	
Kensal Green Jn. ..	Willesden High Level Jn.	Down	
Willesden High Level Jn.	Kensal Green Jn. ..	Up	
Willesden High Level Jn.	Old Oak Jn.	Down	
Old Oak Jn.	Willesden High Level Jn.	Up	
Old Oak Jn.	Acton Wells Jn. ..	Down	
Acton Wells Jn.	Old Oak Jn.	Up	
Old Oak Jn.	Acton Wells Jn. ..	Nos. 1 and 2 down goods	
Acton Wells Jn.	Old Oak Jn.	Up goods	
Acton Wells Jn.	Acton East (W. Region)	Down Poplar line	
Acton East (W. Region)..	Acton Wells Jn. ..	Up Poplar line	
Willesden High Level Jn.	Mitre Bridge Jn. ..	Down	
Mitre Bridge Jn. ..	Willesden High Level Jn.	Up	
Mitre Bridge Jn. ..	Willesden Jn. No. 1 ..	Down local	
Kensal Green Jn. ..	Willesden Jn. No. 6 ..	Down City line	
Willesden Jn. No. 6 ..	Kensal Green Jn. ..	Up City line	
Devons Road	Bow Jn...	Down	
Bow Jn.	Devons Road	Up	
Bow Jn.	Tilbury Jn.	Down	
Tilbury Jn.	Bow Jn...	Up	
Tilbury Jn.	Old Ford	Down	
Old Ford	Tilbury Jn.	Up	
Old Ford	Victoria Park	Down	
Victoria Park	Old Ford	Up	
Gas Factory Jn.	Bow Jn...	Down	
Bow Jn.	Gas Factory Jn. ..	Up	
Northampton Bridge St., Duston West	Duston Jn. North ..	Down	
Stechford No. 2 Jn. ..	Stechford No. 1 ..	Up	
Monument Lane.. ..	Sheepcote Lane ..	Up	
Harborne Jn.	Monument Lane ..	Up	
Harborne	Harborne Jn.	Single	
Stechford No. 2 Jn. ..	Washwood Heath ..	Down	
Washwood Heath ..	Stechford No. 2 Jn. ..	Up	
Aston No. 1	Washwood Heath ..	Up	
Lichfield Road Jn. ..	Ryecroft Jn.	Down	2 brake vans.
Ryecroft Jn.	Lichfield Road Jn. ..	Up	2 brake vans.

TABLE G

WORKING IN WRONG DIRECTION

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

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

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

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

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

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

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

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

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

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

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

From	To	Line	Remarks
Willesden No. 1.. ..	Willesden No. 3 ..	Up goods, up slow to up local	Without brake van.
Willesden No. 1.. ..	Willesden No. 5 ..	Up slow	
Willesden No. 5.. ..	Willesden No. 1 ..	Down slow ..	Light engines and empty coaching stock trains for Carriage Sidings.
Willesden No. 5.. ..	Willesden No. 6 ..	Up loop	
Willesden No. 9.. ..	Willesden No. 6 ..	Down arrival lines Nos. 1 and 2	Coaching stock and freight wagons. Freight wagons may be drawn without brake van.
Brent Jn.	Willesden No. 9 ..	Down goods and goods loop	
Brent Jn.	Willesden No. 9 ..	Nos. 1, 2 and 3 shunting necks	Coaching stock. Freight wagons without brake van.
Mitre Bridge Jn. ..	Willesden No. 1 ..	Up branch ..	Light engines.
Willesden No. 3.. ..	Willesden No. 1 ..	Down goods ..	Coaching stock. Freight wagons without brake van.
Willesden No. 1.. ..	Willesden No. 3 ..	Up local	Light engines.
Willesden No. 3.. ..	Willesden No. 1 ..	Down local ..	Light engines.
Willesden No. 4.. ..	Willesden No. 3 ..	Nos. 1, 2 and 3 platforms	Without brake van.
Willesden Carriage Shed South	Willesden Carriage Shed North	Up carriage ..	Coaching stock without brake van.
Willesden No. 8.. ..	Willesden Carriage Shed South	Up carriage ..	6 coaching stock vehicles in clear weather and during daylight only.
Willesden No. 4.. ..	Willesden No. 7 ..	Up low level goods and up goods loop	Empty coaching stock, light engines and freight wagons without brake van.
Tring No. 1	Tring No. 2	Up goods	Freight wagons without brake van.

TABLE G—*continued*

WORKING IN WRONG DIRECTION—*continued*

From	To	Line	Remarks
Bletchley No. 2 ..	Bletchley No. 1 ..	Down fast ..	P. Coaching stock without brake van. Freight wagons.
Bletchley No. 2	Bletchley No. 1 ..	Down slow and Oxford bays	P. Without brake van.
Bletchley No. 1	Bletchley No. 2 ..	Up fast	Coaching stock without brake van. Freight wagons.
Bletchley No. 1	Bletchley No. 2 ..	Up slow	Without brake van.
Bletchley No. 3	Bletchley No. 2 ..	Down goods ..	Without brake van.
Bletchley No. 5	Bletchley No. 3 ..	Up goods ..	Coaching stock. Freight wagons without brake van.
Bletchley No. 3	Denbigh Hall	Up goods loop ..	Emergency only.
Bletchley No. 1	Bletchley No. 5 ..	Up	Without brake van.
Bletchley No. 5	Bletchley No. 1 ..	Down	P. Without brake van.
Bletchley No. 5	Bletchley No. 4 ..	Up	Engines only.
Bletchley No. 4	Bletchley No. 5 ..	Down	6 freight wagons without brake van.
Hanslope	Ashton	Up goods loop ..	Emergency only.
Blisworth Station ..	Gayton	Up goods loop ..	Emergency only.
Gayton	Blisworth Station ..	Down goods loop	Coaching stock. Freight wagons without brake van.
Rugby Midland No. 1 ..	Rugby Midland No. 3	Up through and up platform	P. Without brake van.
Rugby Midland No. 1 ..	Rugby Midland No. 3	Up goods	Without brake van.
Rugby Midland No. 3 ..	Rugby Midland No. 5	Up goods	Without brake van.
Rugby Midland No. 4 ..	Rugby Midland No. 1	Down platform ..	P. Without brake van.
Rugby Midland No. 4 ..	Rugby Midland No. 2	Down through ..	P. Without brake van.
Rugby Midland No. 5 ..	Rugby Midland No. 4	Down through, down platform and Nos. 4 and 6 bays	P. 7 coaching stock and 7 freight wagons without brake van.
Rugby Midland No. 5 ..	Rugby Midland No. 4	Down goods No. 1	Without brake van.
Rugby Midland No. 5 ..	Rugby Midland No. 4	Down through siding	5 vehicles without brake van.
Rugby Midland No. 4 ..	Rugby Midland No. 5	Nos. 3 and 5 bays	P. 7 coaching stock and 7 freight wagons without brake van.
Rugby Midland No. 7 ..	Rugby Midland No. 5	Down goods No. 1	5 coaching stock and 15 freight wagons without brake van.
Nuneaton No. 1 ..	Nuneaton Up Sidings..	Up shunting ..	Without brake van.
Nuneaton Up Sidings ..	Nuneaton No. 1 ..	Down Leicester goods	Without brake van.
Nuneaton No. 1 ..	Nuneaton No. 3 ..	Up fast and slow	Without brake van.
Nuneaton No. 3 ..	Nuneaton No. 2 ..	Down fast.. ..	P. Without brake van.
Nuneaton No. 3 ..	Nuneaton No. 1 ..	Down slow ..	Without brake van. Also Loco. stores van without brake van or Guard.
Nuneaton No. 2 ..	Nuneaton No. 3 ..	No. 1 up goods ..	Without brake van.
Nuneaton No. 3 ..	Nuneaton No. 1 ..	Coventry and Leicester bay	Without brake van.
Nuneaton Up Sidings ..	Nuneaton No. 3 ..	No. 2 up goods loop	Without brake van.
Nuneaton Down Sidings	Abbey Jn.	Up goods ..	Engine or engine and brake vans only.
Amington Siding ..	Marshall's Siding ..	Down slow ..	Light engine in clear weather and during daylight only.
Amington Siding ..	Marshall's Siding ..	Down goods loop	Coaching stock. Freight wagons without brake van.
Lichfield T.V. No. 2 ..	Lichfield T.V. No. 1 ..	Down fast ..	Coaching stock.
Lichfield T.V. No. 2 ..	Lichfield T.V. No. 1 ..	Down slow and loop	Without brake van.
Lichfield T.V. No. 1 ..	Lichfield T.V. Trent Valley Jn.	Down	Without brake van.
Rugeley T.V. No. 1 ..	Rugeley T.V. No. 2 ..	Up fast and slow..	Without brake van.
Rugeley T.V. No. 2 ..	Rugeley T.V. No. 1 ..	Down slow, platform loop and down middle siding	Without brake van.
Stafford No. 1	Stafford No. 2 ..	Up goods.. ..	Without brake van.

TABLE G—*continued*

WORKING IN WRONG DIRECTION—*continued*

From	To	Line	Remarks
Stop await Instructions, Boards down Salop Sidings	Stafford No. 1 ..	Nos. 1 and 2 down through sidings	Without brake van.
Stafford No. 2	Stafford No. 4 ..	Up goods loop ..	Without brake van.
Stafford No. 4	Stafford No. 5 ..	Up fast and No. 1 platform	P. Without brake van.
Stafford No. 5	Stafford No. 4 ..	Down fast and No. 4 platform	P. Without brake van.
Stafford No. 4	Stafford No. 6 ..	Up slow	P. Without brake van.
Stafford No. 6	Stafford No. 4 ..	Down slow ..	Without brake van.
Stafford No. 6	Stafford No. 5 ..	Up slow	P. Without brake van.
Stafford No. 5	Stafford No. 6 ..	Down slow ..	P. Without brake van.
Crewe Sorting Sidings South	Crewe Basford Hall Jn.	Down arrival ..	
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 Basford Wood ..	Crewe South Jn. ..	Up goods.. ..	Coaching stock. Freight wagons without brake van.
Crewe South Jn. ..	Crewe Basford Wood..	Down goods ..	Coaching stock. Freight wagons without brake van.
Crewe South Jn. ..	Crewe North Jn. ..	Up platforms .. Nos. 4 and 5 .. Up through ..	P. Without brake van.
Crewe South Jn. ..	Crewe North Jn. ..	No. 6 up platform	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 Jn. end and propel the detached vehicle in wrong direction to North Jn. box without brake van.
Crewe North Jn. ..	Crewe South Jn. ..	Down platform No. 2 Down through No. 2	P. Without brake van.
Crewe North Jn. ..	Crewe South Jn. ..	Down through No. 1 Down platform No. 1	P. Without brake van.
Crewe Sorting Sidings North	Crewe Gresty Lane No. 1	Up	Coaching stock. Freight wagons without brake van.
Crewe Gresty Lane No. 1	Crewe Sorting Sidings North	Down	Coaching stock. Freight wagons without brake van.
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.
York Road Jn.	St. Pancras Jn. ..	Up goods departure	Freight wagons without brake van.
Acton Wells Jn... ..	Old Oak Jn.	No. 2 down goods	
Camden No. 5	Hampstead Road Jn.	Nos. 1 and 2 down goods arrival	Freight wagons without brake van.
Blackwall Bridge ..	Loop Line Jn. ..	No. 8 run round ..	Freight wagons may be propelled without brake van, when Poplar Field Sidings are congested.
Blackwall Bridge ..	Poplar Central ..	Up	Coaching stock. Freight wagons without brake van.
Poplar Central	Blackwall Bridge ..	Down	Coaching stock. Freight wagons without brake van.
Preston's Road	Poplar Central ..	Up	Engines or engines and brake van.

TABLE G—*continued*

WORKING IN WRONG DIRECTION—*continued*

From	To	Line	Remarks
Poplar Central	Preston's Road ..	Down	30 freight wagons without brake van.
Dalston Eastern Jn. ..	Dalston Western Jn. ..	Up	
Dalston Western Jn. ..	Dalston Eastern Jn. ..	Down	
Watford Jn. No. 1 ..	Watford Jn. No. 3 ..	Up	Coaching stock. Freight wagons without brake van.
Watford Jn. No. 3 ..	Watford Jn. No. 1 ..	Down	Coaching stock. Freight wagons without brake van.
Leighton Buzzard No. 1..	Leighton Buzzard No. 2	Down Dunstable ..	Without brake van.
Leighton Buzzard No. 2..	Leighton Buzzard No. 1	Up Dunstable ..	Without brake van.
Luton Yard	Luton East	Main	Drawn only.
Oxford North Jn. (W. Region)	Port Meadow	Down	Engines only.
Oxford North Jn. (W. Region)	Oxford Station.. ..	Up	Light engines–35 freight wagons.
Oxford Road Jn. ..	Yarnton Jn.	Up	Engines only.
Northampton No. 1 ..	Northampton No. 2 ..	Up platform ..	Coaching stock. Freight wagons without brake van.
Northampton No. 2 ..	Northampton No. 1 ..	Down platform and passenger loop	Coaching stock. Freight wagons without brake van.
Northampton No. 2 ..	Northampton No. 1 ..	Down goods ..	Coaching stock. Freight wagons without brake van.
Northampton No. 2 ..	Northampton No. 3 ..	Up slow	Coaching stock. Freight wagons without brake van.
Northampton No. 3 ..	Northampton No. 2 ..	Down fast and slow	Coaching stock. Freight wagons without brake van.
Northampton No. 3 ..	Northampton No. 4 ..	Up goods	Coaching stock. Freight wagons without brake van.
Duston Jn. West.. ..	Northampton Bridge Street Jn.	Up	Coaching stock. Freight wagons without brake van.
Northampton Bridge St. Jn.	Northampton Bridge St. Level Crossing	Up	Freight wagons without brake van.
Northampton Bridge St. Level Crossing	Northampton Bridge St. Jn.	Down	Freight wagons without brake van.
Brixworth Station ..	Lamport Ironstone Sidings	Up	In clear weather and during daylight only. 40 freight wagons only without brake van when propelled.
Bilton Siding	Rugby No. 7	Down	40 freight wagons in clear weather only.
Coventry No. 4 ..	Coundon Road Station	Up	30 freight wagons without brake van.
Webster's Siding ..	Foleshill Station ..	Up goods loop ..	Coaching stock. Freight wagons without brake van.
Coventry No. 1	Coventry No. 2 ..	Up main and platform	Without brake van.
Coventry No. 2	Coventry No. 1 ..	Down main and platform	Without brake van.
Coventry No. 2	Coventry No. 3 ..	Up main	Coaching stock in clear weather only.
Coventry No. 3	Coventry No. 4 ..	Up main	
Coventry No. 4	Coventry No. 2 ..	Down main ..	Without brake van.
Stechford No. 1.. ..	Stechford No. 2 ..	Up main, passenger loop and goods	Without brake van.
Stechford No. 2.. ..	Stechford No. 1 ..	Down main, platform loop and goods	Without brake van.
Birmingham New St. No. 1	Birmingham New St. No. 2	Connecting line from Up Western line to Midland lines	P. Without brake van.
Birmingham New St. No. 5	Birmingham New St. No. 1	Nos. 5 and 6 down platforms	P. Without brake van.
Birmingham New St. No. 1	Birmingham New St. No. 5	No. 3 up platform	P. Without brake van.

TABLE G—*continued*

WORKING IN WRONG DIRECTION—*continued*

From	To	Line	Remarks
Birmingham New St. No. 2	Birmingham New St. No. 5	Up main and Nos. 7 and 8 up platforms	P. Without brake van.
Birmingham New St. No. 5	Birmingham New St. No. 2	Nos. 1 and 2 down main lines and 9 and 10 down platforms	P. Without brake van.
Birmingham New St. No. 6	Birmingham New St. No. 5	Nos. 1A and 2A up platform lines	P. Without brake van.
Birmingham New St. No. 5	Birmingham New St. No. 6	Nos. 1A and 2A down platform lines	P. Without brake van.
Sheepcote Lane	Monument Lane ..	Nos. 1 and 2 up through sidings	Without brake van. Coaching stock. 35 freight wagons without brake van. During fog or falling snow 15 freight wagons without brake van.
Monument Lane ..	Harborne Jn.	Up goods.. ..	Without brake van.
Harborne Jn.	Monument Lane ..	Down goods ..	Without brake van.
Soho Station	Winson Green Jn. ..	Down goods loop	Without brake van.
Galton Jn.	Spon Lane Station ..	Up goods loop	
Smethwick Jn. (W. Region)	Galton Jn.	Down	Engines or engines and brake vans.
Dudley Port Jn... ..	Watery Lane Crossing..	Up goods ..	Coaching stock and freight wagons. 30 freight wagons without brake van.
Watery Lane Crossing ..	Dudley Port Jn. ..	Down goods ..	
Watery Lane Crossing ..	Tipton Station.. ..	Up	Coaching stock. Freight wagons without brake van.
Tipton Station	Watery Lane Crossing	Down	Coaching stock. Freight wagons without brake van.
Wolverhampton No. 1 ..	Wolverhampton No. 2	Up main and goods	Without brake van.
Wolverhampton No. 2 ..	Wolverhampton No. 3	Up main, platform loop and goods	Without brake van.
Wolverhampton No. 3 ..	Wolverhampton No. 4	Up main and goods	Without brake van.
Wolverhampton No. 4 ..	Wolverhampton No. 1	Down main and goods	Without brake van.
Bushbury No. 1.. ..	Bushbury No. 2 ..	Up main, up reception 1 and up reception 2	Without brake van.
Bushbury No. 2.. ..	Bushbury No. 1 ..	Down main and down reception	Without brake van.
Grand Jn.	Curzon Street No. 1 ..	Up	Without brake van.
Curzon Street No. 1 ..	Grand Jn.	Down	Without brake van.
Newton Jn.	Bescot No. 1	Up goods.. ..	Without brake van.
Bescot No. 1	Bescot No. 4	Nos. 1 and 2 up goods	Without brake van.
Bescot No. 4	Bescot No. 2	No. 1 up goods ..	Without brake van.
Bescot No. 4	Bescot No. 3	Nos. 2 and 3 up goods	Without brake van.
Bescot No. 2	Bescot No. 3	Up main	Without brake van.
Bescot No. 1	Newton Jn.	Nos. 1 and 2 down goods	Without brake van.
Bescot No. 5	Bescot No. 1	Nos. 1 and 2 down goods	Without brake van.
Bescot No. 2	Bescot No. 5	No. 1 down goods	Without brake van.
Bescot No. 3	Bescot No. 5	Nos. 2 and 3 down goods	Without brake van.
Bescot No. 3	Bescot No. 2	Down main, bay and No. 1 down goods	Without brake van.
Proof House Jn. ..	Curzon Street No. 1..	Down	
Curzon Street No. 2 ..	Curzon Street No. 1..	Down	Without brake van
Curzon Street No. 2 ..	Vauxhall	Up goods.. ..	Without brake van.
Vauxhall	Curzon Street No. 2..	Down goods and shunting neck	Without brake van.

TABLE G—*continued*

WORKING IN WRONG DIRECTION—*continued*

From	To	Line	Remarks
Lichfield City No. 1 ..	Lichfield City No. 2 ..	Up main and platform	Without brake van.
Lichfield City No. 2 ..	Lichfield City No. 1 ..	Down main and platform	Without brake van.
Dudley South (W. Region)	Dudley East (W. Region)	Up main and goods	Without brake van.
Dudley East (W. Region)	Dudley South (W. Region)	Down main and goods	Without brake van.
Eagle Crossing	Great Bridge Station ..	Down	25 freight wagons without brake van.
Wednesbury No. 1 ..	Wednesbury No. 2 ..	Up	Coaching stock. Freight wagons without brake van.
Wednesbury No. 2 ..	Wednesbury No. 1 ..	Down	Coaching stock. Freight wagons without brake van.
Ryecroft Jn.	Lichfield Road Jn. ..	Down	May be drawn, also assisted in rear when necessary. (See special instructions on page 227).
Harrison's Siding ..	Norton Jn. No. 3 ..	Down	See special instructions on page 225.
Walsall No. 2	Walsall No. 3 ..	Up	P. Without brake van.
Walsall No. 3	Walsall No. 2 ..	Down	P. Without brake van.
Hednesford No. 1 ..	Hednesford No. 2 ..	Up	Coaching stock and freight wagons. Freight wagons without brake van in clear weather only.
Hednesford No. 2 ..	Hednesford No. 1 ..	Down	Coaching stock and freight wagons. Freight wagons without brake van in clear weather only.
Darlaston Jn.	Fallings Heath Crossing	Up	
Fallings Heath Crossing..	Darlaston Jn.	Down	20 freight wagons. (See special instructions on page 228).
Donnington No. 1 ..	Donnington No. 2 ..	Up	
Donnington No. 2 ..	Donnington No. 1 ..	Down	
Whitchurch Cambrian Jn.	Whitchurch Goods Yard	Up goods.. ..	Coaching stock and 15 freight wagons without brake van.
Whitchurch Cambrian Jn.	Whitchurch Goods Yard	Up main and Cambrian loop	P. Coaching stock and 15 freight wagons without brake van.
Whitchurch Goods Yard	Whitchurch Cambrian Jn.	Down main ..	P. Coaching stock and 15 freight wagons without brake van.
Whitchurch Goods Yard	Whitchurch Chester Jn.	Up goods.. ..	Coaching stock and 15 freight wagons without brake van.
Whitchurch Chester Jn...	Whitchurch Goods Yard	Down main ..	Coaching stock and 15 freight wagons 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
Willesden No. 1	Willesden No. 5	Down fast	
Willesden No. 2	Willesden No. 5	Down slow	
Willesden No. 5	Willesden No. 1	Up fast and slow	
Willesden No. 6	Willesden No. 5	Up goods loop	
Willesden No. 7	Willesden No. 6	Across main lines	
Willesden No. 6	Willesden No. 7	Across main lines	
Willesden No. 6	Willesden No. 9	Down arrival Nos. 1 and 2	70 wagons
Willesden No. 9	Brent Jn.	Down goods, goods loop and Nos. 1, 2 and 3 shunting necks	70 wagons
Willesden No. 1	Mitre Bridge Jn.	Up local and goods loop	
Willesden No. 1	Willesden No. 7	Down goods	
Willesden No. 7	Willesden No. 3	Up goods loop	
Willesden No. 7	Willesden No. 1	Up goods	
High Level Sidings	Willesden No. 6	Up empty carriage and goods	40 wagons
Sudbury Jn.	High Level Sidings	Up goods	40 wagons
Willesden No. 8 Frame	Willesden No. 6	Up carriage and goods	
Willesden Carriage Shed South	Willesden No. 8 Frame	Up carriage	40 wagons
Willesden Carriage Shed North	Willesden Carriage Shed South	Up carriage	40 wagons
Watford Jn. No. 1	Watford Jn. No. 2	Down slow	25 wagons
Watford Jn. No. 2	Watford Jn. No. 1	Up slow	25 wagons
Watford Jn. No. 1	Watford Jn. No. 3	Down	30 wagons
Watford Jn. No. 3	Watford Jn. No. 1	Up	40 wagons
Tring No. 1	Tring No. 2	Down slow	15 wagons
Leighton Buzzard No. 1	Leighton Buzzard No. 2	Down slow	2 wagons
Leighton Buzzard No. 1	Leighton Buzzard No. 2	Up Dunstable	
Leighton Buzzard No. 2	Leighton Buzzard No. 1	Up slow	4 wagons
Leighton Buzzard No. 2	Leighton Buzzard No. 1	Down Dunstable	
Bletchley No. 1	Bletchley No. 2	Down fast, slow and Oxford bays	5 wagons
Bletchley No. 2	Bletchley No. 1	Up fast and slow	5 wagons
Bletchley No. 3	Bletchley No. 5	Up goods loop	3 wagons
Bletchley No. 2	Bletchley No. 3	Down slow and goods	3 wagons
Bletchley No. 3	Bletchley No. 2	Up slow	3 wagons
Bletchley No. 1	Bletchley No. 5	Down	5 wagons
Bletchley No. 5	Bletchley No. 1	Up	
Bletchley No. 5	Bletchley No. 4	Down	25 wagons
Wolverton No. 1	Wolverton No. 2	Down slow	25 wagons
Wolverton No. 2	Wolverton No. 1	Up slow	25 wagons
Rugby Midland No. 1	Rugby Midland No. 5	Engine	
Rugby Midland No. 4	Rugby Midland No. 5	Down through and platform	35 wagons
Rugby Midland No. 5	Rugby Midland No. 7	Down main and through	35 wagons
Rugby Midland No. 5	Rugby Midland No. 7	Down goods	
Rugby Midland No. 5	Rugby Midland No. 1	Up goods and engine	
Rugby Midland No. 7	Rugby Midland No. 5	Up through goods and goods loop No. 1	30 wagons
Nuneaton T.V. No. 1	Nuneaton T.V. No. 3	Down slow	Wagons to and from Loco. shed, engine in steam to be attached in rear.
Nuneaton T.V. No. 2	Nuneaton T.V. No. 3	"Coventry and Leicester" bay	
Nuneaton T.V. No. 2	Nuneaton T.V. No. 1	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
Nuneaton T.V. No. 3 ..	Nuneaton T.V. Up sidings	No. 2 up goods loop	
Nuneaton T.V. No. 3 ..	Nuneaton T.V. No. 2 ..	Up fast, slow and No. 1 goods loop	
Lichfield T.V. Trent Valley Jn.	Lichfield T.V. No. 1 ..	Down	
Lichfield T.V. No. 1 ..	Lichfield T.V. Trent Valley Jn.	Up	
Stafford No. 1	Stafford No. 4	Down fast and slow	
Stafford No. 1	Stop and Await Instructions Boards. Down Salop Sidings	Nos. 1 and 2 down through sidings	
Stafford No. 4	Stafford No. 1	Up fast, slow and goods loop	
Stafford No. 4	Stafford No. 5	Down fast, slow and Nos. 4 and 6 platforms	
Stafford No. 5	Stafford No. 4	Up fast, slow and Nos. 1 and 6 platforms	
Air Ministry 16 (M.U.) Sidings	Venables Siding	Down	6 fitted
Crewe N.S. Sidings ..	Crewe South Jn. ..	Down	
Crewe South Jn.	Crewe N.S. Sidings ..	Up	
Crewe Sorting Sidings South	Crewe N.S. Sidings ..	Down	
Crewe N.S. Sidings ..	Crewe Sorting Sidings South	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	
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	
Crewe Basford Hall Jn. ..	Crewe Salop Goods Jn. ..	Down fast and slow	
Crewe Salop Goods Jn. ..	Crewe Basford Hall Jn...	Up fast and slow	
Crewe Basford Wood ..	Crewe South Jn... ..	Down loop	
Crewe South Jn.	Crewe Basford Wood ..	Up loop	
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	
Broad Street No. 1 ..	New Inn Yard	No. 1 down	Loco. coal empties for Plough Yard.
St. Pancras Jn.	Maiden Lane Jn. ..	No. 2 down	Shunt only
Maiden Lane Jn.	St. Pancras Jn.	No. 2 up	Shunt only
York Road Jn.	Maiden Lane Jn. ..	No. 1 down	Shunt only
Maiden Lane Jn.	York Road Jn.	No. 1 up	Shunt only
Old Oak Jn...	Acton (W. Region) ..	Down loop and down W. Region branch	2 wagons of cattle in rear of brake van.
Camden No. 5	Camden No. 2	Down goods	45 wagons
Blackwall Bridge	Poplar Central	Down	Shunt only
Poplar Central	Blackwall Bridge.. ..	Up	Shunt only
Poplar Central	Bow Jn.	Down	Engine and Loco. Dept. stores wagon only.
Bow Jn.	Poplar Central	Up	Engine and Loco. Dept. stores wagon only.
Loop Line Jn.	Blackwall Bridge ..	No. 8 down	25 wagons
Blackwall Bridge	Loop Line Jn.	Down High Level ..	40 wagons

TABLE H1—*continued*

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

From	To	Line	Number of vehicles and special conditions
Blackwall Bridge	Loop Line Jn.	Nos. 1, 2, 3 and 4 up arrivals	35 wagons
West India Dock	Blackwall Bridge ..	Single	35 wagons
Blackwall Bridge	West India Dock ..	Single	35 wagons
Preston Road	Poplar Central	Down	30 wagons
Devons Road	Fairfield Road Sidings ..	Down	22 wagons
Fairfield Road Sidings ..	Devons Road	Up	22 wagons
Gas Factory Jn. (E. Region) (Bow Common Gas Works)	Tilbury Jn. Fairfield Road Sidings	Down	Guard after fixing tail lamp on last vehicle must ride in van next the engine.
St. Albans	St. Albans Abbey Station	Single	One pipe-fitted van may be worked into St. Albans Abbey Station
Bicester No. 1	Bicester No. 2	Down	10 wagons. In clear weather only.
Bicester No. 2	Bicester No. 1	Up	10 wagons. In clear weather only.
Northampton No. 1 ..	Northampton No. 2 ..	Down main, passenger loop and goods loop	5 wagons
Northampton No. 2 ..	Northampton No. 1 ..	Up main and platform	5 wagons
Northampton No. 2 ..	Northampton No. 3 ..	Down fast and slow ..	5 wagons
Northampton No. 3 ..	Northampton No. 2 ..	Up fast and slow ..	5 wagons
Northampton No. 3 ..	Northampton No. 4 ..	Down and " up and down " goods	20 wagons
Northampton No. 4 ..	Northampton No. 3 ..	Up goods loop	
Duston Jn. West	Northampton No. 1 ..	Down	5 wagons
Northampton No. 1 ..	Duston Jn. North ..	Up	5 wagons
Duston Jn. North ..	Duston Jn. West ..	Up	30 wagons
Duston Jn. West	Northampton Bridge Street Level Crossing	Down	
Northampton Bridge Street Level Crossing	Duston Jn. West ..	Up	
Duston Jn. North ..	Northampton Bridge Street Jn.	Down	4 wagons
Northampton Bridge St. Jn.	Duston Jn. North ..	Up	4 wagons
Tamworth High Level ..	Tamworth Low Level ..	Single	
Tamworth Low Level ..	Tamworth High Level ..	Single	
Market Drayton Station ..	Market Drayton, Silverdale Jn.	Down	
Market Drayton, Silverdale Jn.	Market Drayton Station..	Up	
Whitchurch Goods Yard ..	Whitchurch, Cambrian Jn.	Up main and Cambrian loop	30 freight wagons
Coventry No. 1	Coventry No. 2	Down main and platform	
Coventry No. 2	Coventry No. 1	Up main and platform	
Coventry No. 2	Coventry No. 4	Down	
Coventry No. 4	Coventry No. 2	Up main	
Hampton-in-Arden Station	Hampton	Down	
Hampton	Hampton-in-Arden Station	Up	
Stechford No. 1	Stechford No. 2 ..	Down main, platform loop and goods	
Stechford No. 2	Stechford No. 1	Up main, passenger loop and goods	
Exchange Sidings	Curzon Street No. 1 ..	Down (Western Lines)	
Curzon Street No. 1 ..	Exchange Sidings ..	Up (Western Lines)	
Birmingham N.St. No. 6 ..	Birmingham N.St. No. 5	No. 2A platform ..	12 wagons
Birmingham N.St. No. 5 ..	Birmingham N.St. No. 6	No. 1A platform ..	12 wagons
Birmingham N.St. No. 2 ..	Birmingham N.St. No. 5	Nos. 9 and 10 platforms	12 wagons
Birmingham N.St. No. 5 ..	Birmingham N.St. No. 2	Nos. 7 and 8 platforms	12 wagons

TABLE H1—*continued*

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

From	To	Line	Number of vehicles and special conditions
Birmingham N.St. No. 1 ..	Birmingham N.St. No. 5	Nos. 4, 5, and 6 platforms	12 wagons
Birmingham N.St. No. 5 ..	Birmingham N.St. No. 1	Nos. 3 and 4 platforms and Nos. 1 and 2 sidings	12 wagons
Monument Lane	Sheepcote Lane	Nos. 1 and 2 up through sidings	35 wagons
Winson Green Jn.	Soho Station	Down through siding	
Soho Station	Soho Soap Works ..	Up	25 wagons
West Bromwich Gas Works	Albion Station	Down	25 wagons. In clear weather only.
Watery Lane	Tipton Station	Down	30 wagons
Tipton Station	Watery Lane	Up	30 wagons
Deepfields	Spring Vale Sidings ..	"Up and down" loop	
Spring Vale Sidings ..	Deepfields..	"Up and down" loop	
Wolverhampton No. 1 ..	Wolverhampton No. 4 ..	Down main and goods	35 wagons
Wolverhampton No. 2 ..	Wolverhampton No. 1 ..	Up main and goods ..	35 wagons
Wolverhampton No. 3 ..	Wolverhampton No. 2 ..	Up main, platform loop and goods	35 wagons
Wolverhampton No. 4 ..	Wolverhampton No. 3 ..	Up main and goods ..	35 wagons
Wolverhampton Gas and Electricity Siding	Bushbury No. 1	Down	40 wagons
Bushbury (W. Region) ..	Bushbury No. 1	Down	
Bushbury No. 1	Bushbury (W. Region) ..	Up	
Bushbury No. 1	Bushbury No. 2	Down main and reception	
Bushbury No. 2	Bushbury No. 1	Up main and reception Nos. 1 and 2	
Soho Pool Wharf	Soho Road Station ..	Single	25 wagons
Soho Road Station ..	Soho Pool Wharf ..	Single	25 wagons
Sedgeley Jn...	Dudley Port Jn.	Down	6 wagons
Dudley Port Jn.	Sedgeley Jn.	Up	6 wagons
Bescot No. 1	Newton Jn.	Up goods	
Newton Jn.	Bescot No. 5	No. 2 down goods	
Newton Jn.	Bescot No. 2	No. 1 down goods	
Newton Jn.	Bescot No. 3	Down main	
Bescot No. 3	Newton Jn.	Up main	
Bescot No. 4	Bescot No. 1	No. 2 up goods	
Bescot No. 2	Bescot No. 1	No. 1 up goods	
Bescot No. 3	Bescot No. 4	Nos. 2 and 3 up goods	
Bescot No. 5	Bescot No. 3	Nos. 1, 2 and 3 down goods	
Bescot No. 3	Bescot No. 5	Nos. 1 and 2 up Dudley reception	
Bescot No. 2	Bescot No. 3	Down bay	
Windsor Street Goods ..	Aston No. 1	Down	To down branch home for trains going in the direction of Curzon Street or Stechford, and into the Loco. Shed with wagons for that place.
Lichfield City No. 1 ..	Lichfield City No. 2 ..	Down main and platform	
Lichfield City No. 2 ..	Lichfield City No. 1 ..	Up main and platform	
Dudley South (W. Region)	Dudley East (W. Region)	Down main and goods	
Dudley East (W. Region) ..	Dudley South (W. Region)	Up main and goods	
Great Bridge Station ..	Eagle Crossing	Down	
Wednesbury No. 1.. ..	Wednesbury No. 2 ..	Down main	40 wagons
Wednesbury No. 2.. ..	Wednesbury No. 1 ..	Middle road	
Conduit Jn.	Five Ways Colliery ..	Single	
Conduit Jn.	Norton Crossing Jn. ..	Down	By Colliery Co's engine and men
Norton Crossing Jn. ..	Conduit Jn.	Up	
Littleworth Jn.	East Cannock Jn... ..	Through Siding	
East Cannock Jn.	Littleworth Jn.	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
Pleck Jn.	Walsall No. 1	Down fast and slow ..	35 wagons. In clear weather only.
Walsall No. 1	Pleck Jn.	Up fast and slow ..	35 wagons. In clear weather only.
Walsall No. 1	Walsall No. 2	Down fast and slow ..	40 wagons
Walsall No. 2	Walsall No. 1	Up fast and slow ..	40 wagons
Walsall No. 2	Walsall No. 3	Down fast, slow and middle	40 wagons
Walsall No. 3	Walsall No. 2	Up fast, slow and platform loop	40 wagons
Darlaston Jn.	Fallings Heath Crossing	Down	
Fallings Heath Crossing ..	Darlaston Jn.	Up	
Stop-board No. 2, Rose's Sidings	Wednesbury No. 2 ..	Down	
Wednesbury No. 2	Stop-board No. 2, Rose's Sidings	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
Euston Carriage Shed ..	Euston Station	Up engine lines Nos. 1 and 2	
Euston Station	Camden No. 1	Down empty carriage	
Willesden Jn. No. 5 ..	Willesden Jn. No. 1 ..	Up fast	P.
Willesden Jn. No. 1 ..	Willesden Jn. No. 7 ..	Down fast and slow	
Willesden Jn. No. 7 ..	Willesden Jn. No. 1 ..	Up slow	
Willesden Jn. No. 5 ..	Willesden Jn. No. 4 ..	Down fast	P.
Willesden Jn. No. 7 ..	Willesden Jn. No. 5 ..	Up fast	
Willesden Jn. No. 7 ..	Willesden Jn. No. 6 ..	Across main lines	
Willesden Jn. No. 6 ..	Willesden Jn. No. 7 ..	Across main lines	
Willesden Jn. No. 6 ..	Willesden Jn. No. 9 ..	Down arrival lines Nos. 1 and 2	
Mitre Bridge Jn.	Willesden Jn. No. 1 ..	Down branch	
Willesden Jn. No. 1 ..	Mitre Bridge Jn... ..	Up branch	
Willesden Jn. No. 1 ..	Willesden Jn. No. 4 ..	Down local	P.
Willesden Jn. No. 4 ..	Willesden Jn. No. 1 ..	Up local	P.
Willesden Jn. No. 1 ..	Willesden Jn. No. 4 ..	Down goods	
Willesden Jn. No. 4 ..	Willesden Jn. No. 1 ..	Up goods	
Willesden Jn. No. 4 ..	Willesden Jn. No. 3 ..	Up goods loop	
Willesden Jn. No. 4 ..	Willesden Jn. No. 7 ..	Down Low Level Goods	
Willesden Jn. No. 7 ..	Willesden Jn. No. 4 ..	Up Low Level Goods and goods loop	
Willesden Jn. No. 6 ..	Willesden Jn. No. 5 ..	Up goods loop	
Willesden Jn. No. 7 ..	Willesden Jn. No. 9 ..	Down Low Level Goods	
Willesden Jn. No. 9 ..	Willesden Jn. No. 7 ..	Up Low Level Goods	
Willesden Jn. No. 9 ..	Brent Jn.	Down goods and goods loop	
Willesden Carriage Shed North	Willesden Carriage Shed South	Up carriage	
Willesden Carriage Shed South	Willesden Jn. No. 8 Frame	Up carriage	

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
Willesden Jn. No. 8 Frame..	Willesden Jn. No. 6 ..	Up goods and up carriage	
Willesden Carriage Stabling Sidings	High Level Sidings ..	Up goods loop	
Watford Jn. No. 1 ..	Watford Jn. No. 2 ..	Down fast and slow	
Watford Jn. No. 2 ..	Watford Jn. No. 1 ..	Up fast and slow	
Watford Jn. No. 1 ..	Watford Jn. No. 3 ..	Down branch	
Watford Jn. No. 3.. ..	Watford Jn. No.1 ..	Up branch	
Tring No. 1	Tring No. 2	Down fast and slow	
Tring No. 2	Tring No. 1	Up fast and slow	
Leighton Buzzard No. 1 ..	Leighton Buzzard No. 2 ..	Down slow and up Dunstable	
Leighton Buzzard No. 2 ..	Leighton Buzzard No. 1	Up slow and down Dunstable	
Bletchley No. 1	Bletchley No. 2	Down fast, slow and Oxford Bays	P.
Bletchley No. 2	Bletchley No. 1	Up fast and slow ..	P.
Bletchley No. 3	Bletchley No. 5	Up goods	3 vehicles
Bletchley No. 2	Bletchley No. 3	Down slow and goods	3 vehicles
Bletchley No. 3	Bletchley No. 2	Up slow	3 vehicles
Bletchley No. 1	Bletchley No. 5	Down	
Bletchley No. 5	Bletchley No. 1	Up	
Wolverton No. 2	Wolverton No. 1 ..	Up slow	
Rugby Midland No. 1 ..	Rugby Midland No. 4 ..	Down through and down platform	P.
Rugby Midland No. 1 ..	Rugby Midland No. 4 ..	Down goods	
Rugby Midland No. 5 ..	Rugby Midland No. 1 ..	Up through and up platform	P.
Rugby Midland No. 5 ..	Rugby Midland No. 1 ..	Up goods and engine	
Rugby Midland No. 4 ..	Rugby Midland No. 5 ..	Down through, down Platform and Nos. 3, 4, 5 and 6 bays	P.
Rugby Midland No. 4 ..	Rugby Midland No. 5 ..	Down goods	
Rugby Midland No. 5 ..	Rugby Midland No. 7 ..	Down main and down through	
Rugby Midland No. 5 ..	Rugby Midland No. 7 ..	Down goods Nos. 1 and 2	
Rugby Midland No. 7 ..	Rugby Midland No. 5 ..	Up main, up through, through goods and goods loops Nos. 1 and 2	
Nuneaton T.V. No. 1 ..	Nuneaton T.V. Up Sidings	Down Leicester goods..	15 vehicles
Nuneaton T.V. Up Sidings	Nuneaton T.V. No. 1 ..	Up shunting	15 vehicles
Nuneaton T.V. No. 1 ..	Nuneaton T.V. No. 3 ..	Down fast, slow and "Coventry and Leicester" bay	15 vehicles
Nuneaton T.V. No. 3 ..	Nuneaton T.V. No. 1 ..	Up fast and slow ..	15 vehicles
Nuneaton T.V. No. 3 ..	Nuneaton T.V. No. 2 ..	No. 1 up goods ..	15 vehicles
Nuneaton T.V. No. 3 ..	Nuneaton T.V. Up Sidings	No. 2 up goods ..	15 vehicles
Nuneaton T.V. No. 3 ..	Nuneaton T.V. Down Sidings	Down goods	15 vehicles
Nuneaton T.V. Midland Jn.	Nuneaton T.V. No. 1 ..	Down	15 vehicles
Nuneaton T.V. No. 1 ..	Nuneaton T.V. Midland Jn.	Up	15 vehicles
Lichfield T.V. Trent Valley Jn.	Lichfield T.V. No. 1 ..	Down	
Lichfield T.V. No. 1 ..	Lichfield T.V. Trent Valley Jn.	Up	
Lichfield T.V. No. 1 ..	Lichfield T.V. No. 2 ..	Down fast, slow and goods	
Lichfield T.V. No. 2 ..	Lichfield T.V. No. 1 ..	Up fast and slow	
Rugeley T.V. No. 1 ..	Rugeley T.V. No. 2 ..	Down fast, slow and platform loop	P. 10 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
Rugeley T.V. No. 1 ..	Rugeley T.V. No. 2 ..	Down goods	
Rugeley T.V. No. 2 ..	Rugeley T.V. No. 1 ..	Up fast and slow ..	P. 10 vehicles
Stafford No. 1	Stop and Await Instructions Boards. Down Salop sidings	Nos. 1 and 2 down through sidings	
Stafford No. 1	Stafford No. 4	Down fast, down slow and goods	
Stafford No. 4	Stafford No. 1	Up fast, slow and goods	
Stafford No. 4	Stafford No. 5	Down fast, Nos. 4 and 6 platforms and down slow	P.
Stafford No. 5	Stafford No. 4	Up fast, Nos. 1 and 6 platforms and up slow	P.
Crewe, Gresty Lane No. 1	Crewe, South Jn... ..	Down	
Crewe, South Jn.	Crewe, Gresty Lane No. 1	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	
Crewe, N.S. Sidings ..	Crewe, South Jn. ..	Down	
Crewe, South Jn.	Crewe, N.S. Sidings ..	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	
Crewe, Basford Wood ..	Crewe, South Jn... ..	Down slow and loop	
Crewe, South Jn.	Crewe, Basford Wood ..	Up fast, slow and loop	
Crewe, South Jn.	Crewe, North Jn. ..	Nos. 1, 2 and 3 platforms and Nos. 1 and 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	
Bicester No. 1	Bicester No. 2	Down	
Bicester No. 2	Bicester No. 1	Up	
Northampton No. 1 ..	Northampton No. 2 ..	Down platform and passenger loop	P.
Northampton No. 1 ..	Northampton No. 2 ..	Down goods	
Northampton No. 2 ..	Northampton No. 1 ..	Up through and platform	P.
Northampton No. 2 ..	Northampton No. 3 ..	Down fast and slow	
Northampton No. 3 ..	Northampton No. 2 ..	Up fast and slow	
Duston Jn. West	Northampton No. 1 ..	Down	
Northampton No. 1 ..	Duston Jn. West ..	Up	
Duston Jn. West	Northampton Bridge St. Jn.	Down	
Northampton Bridge St. Jn.	Duston Jn. West ..	Up	
Duston Jn. North	Northampton Bridge St. Jn.	Down	6 vehicles
Northampton Bridge St. Jn.	Duston Jn. North ..	Up	6 vehicles
Northampton Bridge St. Jn.	Northampton Bridge St. Level Crossing	Down	
Northampton Bridge St. Level Crossing	Northampton Bridge St. Jn.	Up	
Tamworth High Level ..	Tamworth Low Level ..	Single	3 vehicles
Tamworth Low Level ..	Tamworth High Level ..	Single	3 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
Coventry No. 1	Coventry No. 2	Down main and platform	15 vehicles
Coventry No. 2	Coventry No. 1	Up main and platform	15 vehicles
Coventry No. 2	Coventry No. 4	Down	15 vehicles
Coventry No. 4	Coventry No. 2	Up main	15 vehicles
Stechford No. 1	Stechford No. 2 Jn.	Down main and platform loop	
Stechford No. 2 Jn.	Stechford No. 1	Up main, passenger loop and goods	
Exchange Sidings	Grand Jn.	Down Western	
Grand Jn.	Exchange Sidings	Up Western	
Birmingham New St. No. 1	Birmingham New St. No. 5	Nos. 4, 5 and 6 platforms	P.
Birmingham New St. No. 5	Birmingham New St. No. 1	Nos. 3 and 4 platforms and Nos. 1 and 2 sidings	P.
Birmingham New St. No. 2	Birmingham New St. No. 1	Connecting	
Birmingham New St. No. 2	Birmingham New St. No. 5	Nos. 9 and 10 platforms	P.
Birmingham New St. No. 5	Birmingham New St. No. 2	Nos. 7 and 8 platforms	P.
Birmingham New St. No. 6	Birmingham New St. No. 5	No. 2A platform	
Birmingham New St. No. 5	Birmingham New St. No. 6	No. 1A platform	
Monument Lane	Sheepcote Lane	Nos. 1 and 2 up through sidings	
Winson Green Jn.	Soho	Down through siding	
Wolverhampton No. 2	Wolverhampton No. 1	Up main and goods	
Wolverhampton No. 1	Wolverhampton No. 4	Down main and goods	
Wolverhampton No. 3	Wolverhampton No. 2	Up main, platform loop and goods	
Wolverhampton No. 4	Wolverhampton No. 3	Up main and goods	
Bushbury No. 1	Bushbury No. 2	Down main and down reception	
Bushbury No. 2	Bushbury No. 1	Up main and up reception Nos. 1 and 2	
Grand Jn.	Curzon St. No. 1	Down	
Curzon St. No. 1	Grand Jn.	Up	
Bescot No. 1	Newton Jn.	Up goods	
Newton Jn.	Bescot No. 5	No. 2 down goods	
Newton Jn.	Bescot No. 2	No. 1 down goods	
Newton Jn.	Bescot No. 3	Down main	
Bescot No. 3	Newton Jn.	Up main	
Bescot No. 4	Bescot No. 1	No. 2 up goods	
Bescot No. 2	Bescot No. 1	No. 1 up goods	
Bescot No. 3	Bescot No. 4	Nos. 2 and 3 up goods	
Bescot No. 5	Bescot No. 3	Nos. 1, 2 and 3 down goods	
Bescot No. 2	Bescot No. 3	Down bay	
Lichfield City No. 1	Lichfield City No. 2	Down main and platform	
Lichfield City No. 2	Lichfield City No. 1	Up main and platform	
Dudley South (W. Region)	Dudley East (W. Region)	Down main and goods	
Dudley East (W. Region)	Dudley South (W. Region)	Up main and goods	
Walsall No. 1	Walsall No. 2	Down fast and slow	
Walsall No. 2	Walsall No. 1	Up fast and slow	
Walsall No. 2	Walsall No. 3	Down fast, slow and middle	P.
Walsall No. 3	Walsall No. 2	Up fast, slow and platform loop	P.

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 Signalman that an assisting engine is in the rear.

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

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

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

Explanation of references:—

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

From	To	Class of train	Conditions	Remarks
Euston	Camden	E C S also parcels trains	..	Empty carriage line.
Euston	Camden	All	N	Slow line } See Special
Euston	Camden	All	N	Fast line } instructions page 196
Crewe Sidings	Kidsgrove Central Jn...	E C S. F	N	
Acton Wells Jn. ..	Kensal Green Jn. ..	E C S	N	
Willesden Station	Kensal Green Jn. ..	E C S. F	N	
Kensal Green Jn. ..	Mitre Bridge Jn. ..	E C S	N	
Mitre Bridge Jn. ..	Willesden High Level Jn.	E C S. F. also troop trains	N	
Viaduct Jn.	Willesden Jn. No. 1 ..	E C S. F. also troop trains	N	
Mitre Bridge Jn. ..	Willesden Jn. No. 4 ..	E C S	N	
Willesden Jn. No. 4 ..	Mitre Bridge Jn. ..	E C S	N	
Willesden Jn. No. 3 ..	Willesden Jn. No. 1 ..	E C S. F	..	Local line.
Kensal Green Jn. ..	Willesden Jn. No. 6 ..	E C S	N	
Willesden Jn. No. 6 ..	Kensal Green Jn. ..	E C S	N	
Willesden Jn. No. 6 ..	Kensal Green Jn. ..	P	..	Only during emergency when necessary to divert down passenger trains to Midland Lines. **Speed not to exceed 20 m.p.h.**
Kensal Green Jn. ..	Acton Wells Jn. ..	P	..	
Willesden High Level Sidings	Kensal Green Jn. ..	F	N	
Acton Wells Jn. ..	Cricklewood Jn. ..	See Remarks	..	Only during emergency when necessary to divert Western Lines Postal trains to Midland Lines.

TABLE J—*continued*

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

From	To	Class of train	Conditions	Remarks
Lillie Bridge (West London)	Viaduct Jn.	F	N	
Stanbridgeford	Dunstable North ..	E C S. F	N	
Bletchley No. 4 ..	Bletchley No. 5 ..	E C S. F	N	Goods line.
Millbrook, Forder's Siding	Ridgmont	E C S. F	N	
Northampton Castle ..	Roade	E C S. F	N	
Nuneaton T.V.	Bedworth	E C S. F	N	
Weddington Jn... ..	Arley Colliery Sidings	E C S. F	..	Main line. Train must be stopped at Arley Colliery Sidings for the assisting engine to be detached.
Birmingham New St. ..	Church Road Jn. ..	All	N	Nos. 9 and 10 platforms. In clear weather only. See special instructions page 222.
Birmingham New St. No. 1	Sheepcote Lane	All	N	Assisting engine not to proceed beyond No. 5 box down starting signal unless the Driver has requested assistance to Sheepcote Lane.
Bushbury..	Wolverhampton High Level	E C S. F	N	In clear weather only. Trains requiring assistance must be drawn forward clear of the junction with the down Grand Junction line for the assisting engine to be brought to the rear.
Soho Pool	Soho Road	E C S. F	N	
Perry Barr Station Jn...	Soho East Jn. ..	E C S. F	N	See special instructions page 224.
Perry Barr North Jn. ..	Soho East Jn. ..	E C S. F	N	
Dudley Port	Dudley	E C S. F	N	
Wednesbury	Princes End	E C S. F	N	
Aston Jn. No. 2 ..	Aston Goods	E C S. F	N	
Anglesea Sidings ..	Brownhills	E C S. F	N	
Bescot	Bescot Curve Jn. ..	E C S. F	N	
Great Bridge	Dudley	E C S. F	N	
Sedgeley Jn.	Dudley	E C S. F	N	Goods line.
Ryecroft Jn.	Lichfield Road Jn. ..	E C S. F	..	See special instructions page 227.
Ryecroft Jn.	Aldridge (Midland Lines)	E C S. F	N	
Ryecroft Jn.	North Walsall Jn. ..	E C S. F	N	
Norton Jn. No. 1 ..	Harrison's Siding ..	E C S. F	N	
Ryecroft Jn.	Bloxwich	E C S. F	N	
Cannock	Essington Wood Sidings	E C S. F	N	
East Cannock Jn. ..	Hednesford	E C S. F	N	
Rugeley T.V.	Hednesford	E C S. F	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
Stafford No. 1	Milford and Brocton ..	.. ..	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
Kensal Green Jn.	Willesden Jn. No. 7 ..	Main	Main
Poplar Central	Dalston Western Jn. ..	Main	Main
Gas Factory Jn.	Bow Jn.	Main	Main
Claydon L.N.E. Jn. ..	Calvert Station	Main	Main
Duston Jn. West	Northampton Bridge St. Jn.	Main	Main
Lichfield Trent Valley Jn...	Lichfield T.V. No. 1 ..	Main	Main
Tipton Owen St.	Tipton Curve	Main	Main
Wednesbury No. 1	Bloomfield Jn.	Main	Main
Lichfield Road Jn.	Heath Town Jn.	Main	Main
Bescot Curve Jn.	Bescot No. 3	Main	Main
Ryecroft Jn...	North Walsall Jn. ..	Main	Main
~~Whitehurch, Chester Jn.~~	~~Tattenhall Jn.~~	~~Main~~	~~Main~~

DBRPWJ 11/5/64

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 Signalman where the train has next to stop, and take his instructions as to whether the train has to run through the section alone or coupled to another train.

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

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

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

Section of line		Line	Remarks
From	To		
	NIL		

TABLE M

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

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

(1) **On any gradient—**
  (i) An engine, or an engine with 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
Winslow—		
Station	Up	Freight trains.
Hadnall—		
Station	Up	Freight trains—in clear weather only.
Soho—		
Soho Road Station	Up	Not exceeding 34 wagons.
Brownhills (High St.)—		
Station	Up	Empty coaching stock between home 2 and home 1 signals.

TABLE N

TROLLEYS GOING INTO OR THROUGH TUNNELS

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

Tunnel	Between	Length	
		Miles	Yards
Primrose Hill	Camden No. 2 and Kilburn		1,182
Watford	Watford Jn. No. 2 and Watford Tunnel North End	1	57
Linslade	Leighton Buzzard No. 2 and Chelmscote Bridge		287
Stowe	Heyford and Weedon No. 1		492
Kilsby	Kilsby Tunnel South End and Kilsby Tunnel North End	1	666
Shugborough	Colwich and Milford & Brocton		776
Hampstead Heath	Hampstead Heath and Finchley Road		1,166
Hunsbury Hill	Middleton and Duston Jn. West		1,153
Crick	Watford Lodge and Kilsby & Crick		598
Birmingham New Street	Proof House Jn. and New Street No. 1		266
Birmingham North	New Street No. 5 and Sheepcote Lane		760
Crewe—down Liverpool independent line	Salop Goods Jn. and Crewe Coal Yard		326
Crewe—up Liverpool independent line	Crewe Coal Yard and Salop Goods Jn.		292
Crewe—Manchester independent lines	Salop Goods Jn. and Sydney Bridge Jn.		416

TABLE O

VEHICLES BEHIND REAR BRAKE VAN

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

Section of line		Not more than the number of vehicles shown below to be conveyed behind rear brake van	Remarks
From	To		
Stanbridgeford	Dunstable	..	A brake vehicle, in which Guard must ride, must be last vehicle, unless an engine is in rear.
Birmingham New St. ..	Monument Lane ..	Equal to 3 bogies ..	Fitted.
Birmingham New St. ..	Camp Hill	4½	Fitted.
Birmingham New St. ..	Church Road Junction	4½	Fitted. Not applicable when trains assisted in rear.
Dudley Port (Low Level)	Dudley	Equal to 3 bogies ..	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 re-lock them, the Driver taking care not to again proceed on his journey until he has received an "All Right" signal from the Guard. Enginemen and Guards concerned must see that they are supplied with keys of the gates.

Any defects in the gates or the locks securing them, or in the lamps, must be reported immediately by the Guard or Fireman to the Station Master concerned.

Name of Crossing	Situated at or between	Remarks
Rugby Road	South Acton Jn. and Hammersmith and Chiswick	—
Bath Road	South Acton Jn. and Hammersmith and Chiswick	—
Nast Hyde	Lemsford Road and Smallford	—
Exbury Road	Smallford and Hill End	—
Mentmore	Cheddington and Marston Gate.. ..	See Special Instructions, page 214.
Marston Gate	At station	See Special Instructions, page 214.
Broughton	Marston Gate and Aylesbury High Street	See Special Instructions, page 214.
Wing	Leighton Buzzard and Stanbridgeford ..	See Special Instructions, page 214.
Ledburn	Leighton Buzzard and Stanbridgeford ..	See Special Instructions, page 214.
Billington	Leighton Buzzard and Stanbridgeford ..	See Special Instructions, page 214.
Stanbridge	Leighton Buzzard and Stanbridgeford ..	See Special Instructions, page 214.
Bacon's House	Buckingham and Fulwell & Westbury ..	See Special Instructions, page 214.
Fulwell & Westbury ..	Buckingham and Fulwell & Westbury ..	See Special Instructions, page 214.
Highbridge	Norton Jn. and Harrison's Siding ..	See Special Instructions, page 227.
Broad Lane	Holly Bank Colly and Lewis' Tileries Branch	See Special Instructions, page 226.

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
† Peplow	All Discs.
‡ Tern Hill	All Discs.
† Adderley	All Discs.

† Not lighted from 1st May to 30th September
‡ Not lighted from 1st May to 31st August.

When it is necessary for any signal which forms one of a group to be lighted, 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.

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 Post Master to ensure the apparatus being set for the proper trains.

TABLE R—*continued*

MAIL BAG APPARATUS—*continued*

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
Harrow No. 1	Down fast ..	61 yards before reaching outer home signal.
	Up fast.. ..	197 yards in rear of advanced starting signal.
Watford Jn. No. 2	Down fast ..	1,000 yards and 1,060 yards in rear of Watford Tunnel North End outer distant signal.
King's Langley	Up fast.. ..	249 yards in rear of inner home signal.
Hemel Hempstead and Boxmoor	Down fast ..	398 yards in rear of down fast home signal.
	Down fast ..	328 yards in rear of down fast home signal.
	Down fast ..	260 yards in rear of down fast home signal.
	Up fast.. ..	170 yards in rear of up fast advanced starting signal.
Berkhamsted	Down fast ..	188 yards in rear of advanced starting signal.
	Up fast.. ..	40 yards in rear of up fast outer home signal.
Leighton Buzzard No. 2 ..	Up fast.. ..	176 yards in rear of home signal.
Leighton Buzzard No. 1 ..	Down fast ..	254 yards in rear of home signal.
	Down fast ..	175 yards in rear of home signal.
Bletchley No. 1	Down fast ..	347 yards in rear of home signal.
	Down fast ..	272 yards in rear of home signal.
Rugby Midland	Down through..	370 yards in rear of No. 2 box home signal.
Nuneaton No. 1	Down	175 yards, 106 yards and 37 yards in rear of down home gantry 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
Kilburn Yard	Kilburn High Road No. 1 and Willesden Jn. No. 1	Down goods loop	Ground frame, electrically controlled from Kilburn High Road No. 1 box.
Queens Park Yard ..	Willesden Jn. No. 1 and Kilburn High Road No. 1	Up slow ..	Ground frame, electrically controlled from Kilburn High Road No. 1 box.
Kenton..	Harrow and North Wembley	Up slow ..	Ground frame, electrically controlled from Harrow No. 1 box. Key kept in Station Master's Office, Kenton. Trains only to be shunted for other trains to pass when North Wembley box is open.
Headstone Lane ..	Hatch End and Harrow	Up slow ..	Ground frame, electrically controlled from Hatch End (main line) box. Key kept in Station Master's Office, Headstone Lane.
Subway	Wolverton No. 1 ..	Up slow ..	Ground frame, electrically controlled from box.
Exchange	Blisworth	Down goods North end of station	Ground frame, electrically controlled from station box.
English Electric Co. ..	Stafford No. 1 and Queensville	Up through siding	Two ground frames. Annett's key (released from Stafford No. 1 box). Located adjacent to up through sidings opposite No. 1 box.
Carriage Shed.. ..	Crewe, South Jn. ..	Up loop ..	Ground frame, electrically controlled from Crewe, South Jn. box.
Oil and Grease Works	Crewe, Sydney Bridge..	Down Manchester Independent	Ground frame, electrically controlled from Salop Goods 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
Gresty Green	Crewe, Gresty Lane No. 1 and No. 2	Up	Ground frame, electrically controlled from No. 1 box.
Gospel Oak " Up " ..	Gospel Oak	Up	Ground frame, electrically controlled from Gospel Oak box.
Hackney	Hackney	Up	Ground frame, electrically controlled from Graham Road box.
Kingsland Coal Depot	Dalston Eastern Jn. ..	Down line through the " Pound "	Ground frame, mechanically controlled from Dalston Eastern Jn. box.
Loop and Goods Yard	Croxley Green.. ..	Single ..	Ground frame, controlled by Electric Token.
Station and Goods Yard	Stanmore	Single ..	Two ground frames, controlled by Train Staff.
Vauxhall	Between Luton Hoo and Luton	Single ..	Two ground frames, controlled by Electric Token. (Long Section Staff when Harpenden box closed).
Skimpots	Between Luton and Dunstable	Single ..	Ground frame, controlled by Electric Token.
London Road Cement	Between Luton and Dunstable	Single ..	Ground frame, controlled by Electric Token.
Buckingham Goods and Down Refuge	Buckingham and Brackley	Single ..	Ground frame, controlled by Electric Token.
Marston Valley Brick..	Ridgmont and Millbrook	Down ..	Ground frame, electrically controlled by Ridgmont box.
Goldington	Willington and Bedford St. John's No. 2	Single ..	Ground frame, controlled by Train Staff
Prees Camp	Whitchurch and Prees	Up	Ground frame, electrically controlled from Cambrian Jn. box.
Chance Bros.	Spon Lane and Oldbury	Down main ..	Ground frame, electrically controlled from Spon Lane Station box.
Cox Long Importers Ltd.	Penkridge & Stafford No. 1	Down ..	Ground frame, electrically controlled from Stafford No. 1 box.
S.P.D.	Perry Barr Station Jn.	Up branch ..	Ground frame, electrically controlled from Perry Bar Station Jn. box.
Up Side	Dudley Port H.L. and Sedgeley Jn.	Up	Ground frame. Annett's key from Dudley Port H.L. box.
Gas Works	Vauxhall and Aston ..	Down and up fast	Ground frame, electrically controlled from Aston No. 1 box.
Brindley Heath Colliery	Hednesford and Brindley Heath	Down ..	Ground frame, electrically controlled from Hednesford No. 3 box.
Keays	Darlaston branch, Darlaston Jn. and Fallings Heath	Down ..	Ground frame. Annett's key from Darlaston Jn. box.
Guest, Keen and Nettlefold's:—			
Alma (Weighing Machine Road)	Darlaston branch, Fallings Heath and Stop board No. 3	Down ..	Ground frame, padlocked. Key kept in Fallings Heath Crossing hut.
Atlas (Weighing Machine Road)	Darlaston branch, Fallings Heath and Stop board No. 3	Up	Ground frame. Annett's key from Fallings Heath Crossing hut.
Refuge	Darlaston branch, Stop boards Nos. 2 and 3	Single ..	Ground frame, padlocked. Key kept in Portway Crossing hut.
Middle Slip	Darlaston branch, Stop boards Nos. 2 and 1	Single ..	Ground frame, padlocked. Key kept in Portway Crossing hut.
Slip	Darlaston branch, Stop boards Nos. 2 and 1	Single ..	Ground frame, padlocked. Key kept in Portway Crossing hut.
Coal and Goods Yard	Darlaston branch, Stop board No. 1 and Wednesbury No. 2	Single ..	Ground frame. Annett's key from Wednesbury No. 2 box.

TABLE S.2—

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 Officer's 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
Croxley Mill or Universal Housing Company's ..	Croxley Green Jn.	15 freight wagons in clear weather and during the hours of daylight. Propel on return.
Vauxhall Sidings ..	Luton East	For propelling—See Table F.
Hayward Tyler Sidings ..	Luton East	For propelling—See Table F.
Windmill Sidings.. ..	Luton East	For propelling—See Table F.
Laportis	Luton West	For propelling—See Table F.
Frickers Siding	Luton West	For propelling—See Table F.
Buckingham Goods ..	Buckingham Station ..	Without brake van in rear outward. Propel on return without brake van in front.
Farthinghoe	Banbury Station ..	10 freight wagons. Propel outward.

TABLE S.3—

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 Signalman without a Wrong Line Order form. The wrong direction movement to the box in rear must not be commenced until the permission of the Signalman has been obtained.

Unless otherwise shown, the movement may be propelled.

Siding	Position	Remarks
S.P.D.	Perry Barr Station Jn. Up branch ..	
Up	Hawkesbury Lane, up line	

TABLE T—

LINESIDE FIRES

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

County and Forest	Location of Zone	Periods when risks are greatest
Stafford–Cannock ..	Line at Rugeley end of Brindley Heath station–between 11¼ and 11½ mile posts	February to May (inclusive)

TABLE U

TOWING OF VEHICLES—Rule 110 (c)

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

Place	Line	Remarks
Dunchurch	Down siding to horse dock siding	—

TABLE V

LIST OF LOCAL HEAD CODES

EXCEPTIONAL HEADLIGHTS FOR TRAINS—LONDON AREA

Western Lines trains working to and from Willesden and Old Kew Junction and onwards. Freight and milk trains and light engines to or from Acton LMR, Hammersmith, and Kew Bridge, must carry one white light at foot of chimney, one white light in centre of buffer beam, and one white light over left-hand buffer.

Western Lines steam trains working to or from the Western Region (West London and West London Extension Sections), London Transport, or Southern Region.

Direction	Code
Earl's Court, Kensington and Willesden.. ..	White light at foot of chimney
Willesden to Shepherd's Bush	White light at foot of chimney and over right-hand buffer
Willesden to Kensington (Coal Yard) or Lillie Bridge	White light at foot of chimney, in centre of buffer beam, and over left-hand buffer
To Brompton and Fulham	White light in centre of buffer beam and over left-hand buffer
To Chelsea Dock	White light at foot of chimney, over right-hand buffer and over left-hand buffer
To Falcon Lane	White light over right-hand buffer, in centre of buffer beam, and over left-hand buffer
Between Willesden and South Lambeth	White light at foot of chimney, in centre of buffer beam and over right-hand buffer
From Willesden to Hither Green	White light at foot of chimney and in centre of buffer beam
From West London Extension and West London Lines to Willesden Junction	White light at foot of chimney, in centre of buffer beam and over left-hand buffer
Between Willesden and Clapham Junction ..	White light at foot of chimney and over left-hand buffer
Between Clapham Junction and Victoria ..	
Between Willesden and Redhill, via Clapham Junction	White light over right-hand buffer, at centre of buffer beam, and over left-hand buffer
From Willesden to Norwood and East Croydon	Lamp at foot of chimney and over left-hand buffer
From Willesden to Stewarts Lane, Blackfriars or Holborn	Lamp over right-hand buffer and centre of buffer beam
Between Holborn, Blackfriars or Cannon Street	
From Hither Green, Norwood, East Croydon, Stewart's Lane, Blackfriars and Holborn to Willesden	Lamp at foot of chimney, centre of buffer beam, and over left-hand buffer

NOTE—Drivers of LMR freight trains over the West London line, having completed work in one depot must take care before continuing their up journey to change the engine head lights, according to their next stopping place.

Eastern Region Freight Trains between Gospel Oak and Southern Region via Western Region (West London Section). E. Region freight trains between Gospel Oak and Southern Region via the West London line will carry one white light at foot of chimney, one white light in centre of buffer beam and one white light over right-hand buffer.

TABLE V—*continued*

ENGINE HEAD SIGNALS FOR SOUTHERN REGION TRAINS TO AND FROM WILLESDEN AND OLD KEW JUNCTION AND ONWARDS

Direction	Code
Feltham and Old Oak, Via Gunnersbury ..	White light on left-hand side of smoke box.
Feltham and Old Oak, via Kew East Junction ..	White light on right-hand side of smoke box
Light engines, Old Oak and Midland Lines to Nine Elms	White light on right-hand side of buffer beam
Feltham and Neasden, via Kew East Junction ..	White light on left-hand side of smoke box and white light over centre of buffer beam
Feltham and Brent, Midland Lines, via Kew East Junction	White light on right-hand side of smoke box and white light over centre of buffer beam
Battersea Yard and Brent, Midland Lines, via New Kew Junction	White light at foot of chimney and white light over centre of buffer beam
Feltham and Brent, Midland Lines, via Gunnersbury	Three white lights, one over each buffer and one over centre of buffer beam
Nine Elms and Old Oak, via New Kew Junction..	White light at foot of chimney, white light over right-hand buffer and white light over centre of buffer beam
Southampton and Old Oak, via Gunnersbury ..	White light at foot of chimney, white light on right side of smoke box and white light over centre of buffer beam
Nine Elms and Brent, Midland Lines, via New Kew Junction	White light at foot of chimney, white light over centre of buffer beam and white light over left-hand buffer
From Willesden, Neasden, Brent to the Main Line (except trains terminating at Woking) via Kew East Junction and Chertsey	White light at foot of chimney and white light on left-hand side of smoke box
From Willesden, Neasden, Brent to Woking via Kew East Junction and Chertsey	White light at foot of chimney
From Willesden, Neasden, Brent to Woking via Gunnersbury and Chertsey	White light on right-hand side of smoke box and white light left-hand side of buffer beam
From Willesden, Neasden, Brent to main line (except trains terminating at Woking) via Gunnersbury and Chertsey	White light on right-hand side of buffer beam, white light on left-hand side of buffer beam
From Temple Mills or Victoria Docks to Brentford or Feltham, via Victoria Park and Kew East Junction	White light on left-hand side of smoke box, and left-hand side of buffer beam
From Brent or Willesden to Reading, via Kew East Junction	White light on right and left-hand sides of smoke box
Temple Mills or Victoria Docks to Reading, via Victoria Park and Kew East Junction.. ..	
From Reading, Feltham and Brentford to Temple Mills or Victoria Docks, via Kew East Junction and Victoria Park	White light on right-hand side and centre of buffer beam
From Reading to Willesden	White light foot of chimney, white light right-hand side and centre of buffer beam
From Reading to Brent, via Kew East Junction..	White light on right-hand side of smoke box, white light centre of buffer beam
Light Engines from Stewarts Lane to Willesden (via Kensington)	White light at foot of chimney, white light over centre of buffer beam, white light over left-hand buffer beam
Southern Railway Freight Trains between Hither Green and Temple Mills (via Gospel Oak) ..	White light at foot of chimney, white light over centre of buffer beam, white light over right buffer beam
Light Engines, Stewarts Lane to Canonbury Junction or Channelsea Junction E. Region (via Kensington and Willesden)	White light over right-hand side of smoke box, white light over right-hand buffer

White discs are carried in same positions by day.

TABLE V—*continued*

ENGINE HEAD SIGNALS FOR MIDLAND LINES TRAINS VIA ACTON WELLS JUNCTION

Direction	Code
Brent and Kensington (High Street)—	
One square white disc on smoke box	One white light in centre of buffer beam
Brent and West Kensington—	
One square white disc with black diagonal cross in centre of buffer beam	White light in centre of buffer beam and white light over left-hand buffer
Brent and Acton W. Region	One white light in centre of buffer beam and one white light over right-hand buffer
Brent and Kew Bridge—	
Two white round discs, one in centre of buffer beam, and the other on left-hand buffer	Two white lights in same positions as discs by day
Brent and Battersea, via New Kew Junction ..	White light at foot of chimney and centre of buffer beam
Brent and Herne Hill via Barnes	One white light on smoke box and one white light over right-hand buffer

Except as otherwise shown, white discs are carried in same positions by day.

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
Nil.	

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
	Nil	

RULE 55

Referring to the Notes appearing on Pages 59 and 60 of the Rule Book :—
Fireman's call plungers. Where the indication " Rule 55 exempt—Press key " is given at the signal post or at the pillar, the operation of the plunger will indicate in the signal box the position of the train without a bell sounding at the signal post or pillar. In such cases it will not be necessary for the Guard, Shunter or Fireman to go to the signal box to remind the Signalman of the position of the train after the plunger has been pressed.

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

RULE 117—CODE OF AUDIBLE SIGNALS FOR HUMP SHUNTING

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

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

RULE 120

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

RULE 133

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

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

RULE 149

Clause (ix)—Additional paragraph—

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

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

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

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

INTERMEDIATE BLOCK SIGNALS CONTROLLED FROM THE SIGNAL BOX IN ADVANCE

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

Trains detained at Intermediate Block Home Signals

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

Failure of Signals, etc.—Rule 81.

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

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

(i) Where there is no tunnel in the Section.
After waiting three minutes proceed with Caution as described in Rule 55 (g) (ii).

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

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

Protection of train—Rule 179

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

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

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

Train divided—Rule 182

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

Single Line Working—Rules 189 to 208

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

Engineers Trolley—Rule 215 (g)

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

TELEPHONES AT SIGNALS—" T " SIGNS

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

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

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:—

Euston	Blisworth	Tipton Owen Street
Camden	Nuneaton T.V.	Wolverhampton High Level
Willesden Jn.	Stafford	Bushbury
Watford Jn.	Bedford St. Johns	Birmingham Curzon Street
Cheddington	Northampton Castle	Aston Jn.
Leighton Buzzard	Northampton Bridge Street	Bescot
Bletchley	Wellingboro' London Road	Norton Jn. Pelsall
Wolverton	Coventry	Walsall
Roade	Birmingham New Street	

All stations Broad Street to South Acton, inclusive, and Poplar to Dalston Junction, inclusive.

BALLAST TRAINS RETURNING TO SIGNAL BOX IN REAR

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

PASSENGERS FALLING FROM TRAINS

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

The following points must also be noted and recorded:—

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

PASSENGER CARRYING VEHICLES CLIPPED TOGETHER IN SETS

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

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	,,	Preston	,,
Birmingham	,,	Carlisle	,,
Crewe	,,	Barrow	4 0 am Monday to 10 30 pm Sunday
Stoke	,,		
Chester	,,	Workington	4 30 am Monday to 10 0 am Sunday
Manchester (South) ..	,,		

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

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

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

Amlwch Branch
Menai Bridge and Afonwen 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 shown on their rosters as " assist " or " home passenger."

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

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

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

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

Station	Trains	Where relief provided
Willesden Jn.	Up freight, on main line	No. 7 box. Up home signal.
Dalston Jn.	Up and Down freight	Eastern Jn. box.
Victoria Park	Up and Down freight	Victoria Park box.
Bletchley	Up freight, on up fast or up slow line	No. 2 box.
	Up freight, on up loop	No. 5 box.
	Up line from Oxford Branch	Bletchley No. 1 Up branch home and Up goods home signals.
	All down freight	No. 3 box.
Rugby Midland	Up Fish; also up freight not requiring to detach or attach or C. & W. examination	No. 1 box, Up home signal.
	Up freight requiring to detach or attach, and/or C. & W. examination	No. 5 box.
	Down freight	North end (or No. 4 box by Control arrangement).
Nuneaton T.V.	Up	No. 2 box.
	Down	No. 3 box. Down home signal.
	Down travelling over down goods from Attleboro'	No. 1 box. Down goods line home signal.
Northampton Castle	Up	Nos. 3 and 4 boxes.
	Down	No. 4 box.
Aston	Up, for Curzon Street	No. 1 box, clear of junction fast and slow lines.
	Up, for Windsor Street	Must be drawn on to the branch clear of the main line.
	Up, for Stechford	Must be drawn on to the branch clear of the main line.
	Down	No. 1 box. Inner home 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 CASES OF ACCIDENTS, ETC.

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

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

WORKING OF 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 Signalman receiving this signal must, if the line is clear to the home signal, give permission for the trolley to approach his box in accordance with Block Regulation 5.

Except where otherwise specially provided, motor trolleys must not be placed upon any running line until the permission of the Signalman has been obtained and must 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 (CO_2) gas. The apparatus may be operated manually but it will discharge automatically if the temperature in the room rises above normal.

INSTRUCTIONS RESPECTING ELECTRIFIED LINES

1. General Rules and Regulations applicable

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

2. Description of Electrified System

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

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

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

3. High Tension cables and overhead wires

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

4. Cutting off current in Emergency

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

The person making the request must state:—

(i) His name, grade and station.

(ii) Where speaking from.

(iii) Reason for cutting off electricity.

(iv) Line or lines affected.

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

5. **Instructions relating to lines equipped with conductor rails**

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

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

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

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

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

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

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

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

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

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

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

(*a*) On no account must a broken or displaced wire in contact with the overhead equipment be touched, nor must anything such as string, rope, wire, etc., be removed from the overhead equipment whether attached to the overhead wires or not, until instructions have been received from the Electrical Control Room.

(*b*) It must be assumed that the overhead equipment and connections are always electrically charged. Fire irons or the slaker pipe must not be used whilst on or adjacent to the electrified lines.

(*c*) Guards or Shunters riding on wagons must not raise their shunting poles in such a manner that they may be liable to come into contact with the overhead equipment.

(*d*) Unless the overhead equipment has been isolated and earthed in accordance with instructions, it is forbidden to climb above the cab floor level on locomotives or tenders for any purpose whilst on the electrified line. It is also forbidden to climb upon the roof of any vehicle, or upon the steps giving access to the roof of any vehicle on any running line or siding provided with overhead equipment.

(*e*) Particular attention is called to the necessity for extreme caution being exercised at all bridges and tunnels where the overhead equipment is lower than its normal height.

(*f*) Drivers of steam trains, diesel locomotives, or multiple-unit trains, when coming to a stand should avoid stopping, as far as possible, with the chimney or exhausts underneath section insulators or structures, to avoid damaging the electrical equipment.

7. **Work carried out on electrified lines**

(*a*) **Lines equipped with conductor rails.** Material unloaded in the vicinity of conductor rails must be kept clear of them. Breakdown gangs must not begin work or unload materials until the necessary isolations of the conductor rails have been made in accordance with the instructions relating thereto.

(*b*) **Lines equipped with overhead equipment or where high tension wires carried on poles exist.** Wherever cranes are used arrangements must be made for the current to be switched off, and if necessary, the overhead equipment or the high tension wires to be adjusted or removed in accordance with instructions.

The utmost care must be taken to ensure no damage is caused to the overhead equipment or the high tension wires and their supports and connections.

8. **In case of fire**

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

Fires on live conductor rails, cables, overhead equipment, or other equipment of the electric traction system—dry sand or carbon tetrachloride type fire extinguishers only must be used, CO_2 gas extinguishers are not suitable for fires in the open. If dry sand is not available dry ballast can be used. Care must be taken particularly in confined spaces, to guard against fumes given off by carbon tetrachloride type fire extinguishers.

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

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

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

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

9. **Width of electric stock**

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

INSTRUCTIONS TO BE OBSERVED RESPECTING TRACK CIRCUITED LINES

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

1. **Repairs to track circuited lines**

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

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

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

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

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

(*b*) Protective arrangements as laid down in Rule 77 must be observed during the course of the work.

(*c*) Should a track circuit locking lever or levers in a signal box fail, leaving the levers locked, and releasing apparatus is provided in the box, the lock must not be released by any person other than the Signalman, who must satisfy himself that the track circuited portion of the line is clear before using the release.

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

(*d*) When the whole of the apparatus is again in proper working order, the Signalman must enter in the train register " Track circuit restored," or " Signal in working order " (stating which line or signal); both he and the Lineman must sign their names, and the time must be recorded. Until this entry has been made and signed by the Lineman and Signalman, the precautions set forth in Rule 77 must continue to be taken, although the apparatus may appear to be in working order.

(*e*) Except on lines where the system of Automatic Train Signalling is in operation, during daylight and when the weather is clear, the following works may be carried out, after an entry has been made in the train register and signed by the Signalman and Lineman, provided they are both satisfied that the work can be done between the running of trains requiring to pass over the line affected, and during the time such work is being carried out, the instructions in Rule 77 respecting the appointment of a competent man and the disconnection of the distant signal or the slackening of the distant signal wire, as the case may be, need not be carried out:—

(1) A track circuit indicator, track circuit relay or electric lock, fixed in a signal box, may be replaced by another indicator, relay or electric lock.

(2) A track circuit relay not fixed in a signal box may be replaced by another relay, provided the cupboard containing the relay is within sight of the Signalman, and not more than 250 yards from the signal box.

(3) A track circuit may be tested provided the person making the test can remain in sight of the Signalman and does not have to proceed more than 250 yards from the signal box.

When it is necessary to replace one track circuit relay by another at a cupboard fixed more than 250 yards from the signal box or out of sight of the Signalman, or when it is necessary to test a track circuit and the person making the test has to proceed more than 250 yards from the signal box or pass out of sight of the Signalman, the instructions in Rule 77 respecting the appointment of a competent man and the disconnection of the distant signal or the slackening of the distant signal wire, as the case may be, so that the signal cannot be taken off, must be carried out.

(*f*) In cases where, owing to the relaying of switches and crossings, repairs to permanent way or other similar work on a track circuited line, only a short section of a track circuit is interfered with and arrangements have been made by the Divisional Signal Engineer and the Operating Officer, for the working of the remaining portion of such track circuit to be maintained, the arrangements in Rule 77 need not be carried out unless instructions are given to the contrary.

(*g*) When it is necessary to carry out relaying work which will interfere with track circuits provided inside home signals, and a Handsignalman is appointed by the Engineer near the signal box in connection with the relaying in accordance with Rule 217 (h), that man may also act as Handsignalman in accordance with Rule 77, provided that he can satisfactorily carry out the provisions of Rule 217 (h), and also advise the Signalman whether the portion of the line to which the track circuit applies is clear.

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

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

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

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

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

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

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

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

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

If the work to be carried out does not in any way interfere with the safe running of trains or necessitate a reduction in speed of trains no Handsignalman need be appointed, and the signal that is controlled to Danger by the disarrangement of the track circuits will be passed in accordance with the instructions laid down respecting the procedure when the Danger aspect continues to be exhibited at

an automatic signal. If the work to be carried out necessitates the stoppage of traffic, the instructions contained in Rule 217, as amended for the protection of the line where automatic signalling is in operation, must be carried out.

OFFICERS' SPECIAL TRAINS

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

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

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

CLASS "E" EXPRESS FREIGHT TRAINS

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

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

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

STABLING OF VEHICLES ON RUNNING LINES

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

Where it is possible for a train to approach on the same line as that on which the vehicles are stabled, three detonators, 10 yards apart, must be placed upon one rail of the obstructed line not less than ¾ mile from the rear of such vehicles, unless there is a signal box within that distance in which case the detonators must be placed upon the rail at that signal box in such a position that no train can go towards the rear of the stabled vehicles without exploding the detonators. Where a train is required to enter the blocked line towards the stabled vehicles for any purpose the Trainmen must be suitably warned and the detonators, if exploded, must be replaced as soon as the operation is completed. The Station Master, Inspector, Foreman, or Person in charge will be held responsible for seeing these arrangements are carried out, also that, during darkness, fog or falling snow, a lamp showing a red light is exhibited at the rear of the stabled vehicles in accordance with Rule 152(c), and kept alight.

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

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

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

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

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.

5. **Duties of Guards.**

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

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

6. **First class compartments to be locked.**

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

7. **Crowds 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 Firemen or Shunter must proceed as follows :—

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

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

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

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

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

First ensure that the steam supply valve on the engine has been shut off. Next, shut off the stock 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 and 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 fully 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 stationery boiler is not available. Where C. & W. staff are employed, advantage must be taken of this pre-heating to thoroughly test the heating apparatus.

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

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

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

C. & W. staff.

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

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

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

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

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

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

Pre-heating of trains.

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

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

Pre-heating of trains from stationary boilers.

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

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

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

General.

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

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

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

COUPLING AND UNCOUPLING OF ENGINES TO AND FROM TRAINS

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 (Operating) Department staff.

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 25in. vacuum relief valve on the Western Region engine by a 21in. valve.

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
Rugby No. 1 and Hillmorton	Up London goods and up Northampton 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 Crewe South Motive Power Depot.

(*b*) **Steam Lances.**

Steam lances are to facilitate the clearance of snow and ice from points and the equipment comprises a length of insulated metal tubing with a 15 feet to 17 feet length of armoured hose attached, and a connection to attach the armoured hose to the steam tube cleaning cock on the side of the smokebox on standard engines only. The emission of steam is controlled by the man operating the lance, by means of a trigger on the apparatus, after opening the cock on the side of the smokebox. To obtain a wider range of operation a second armoured hose can be coupled to the apparatus.

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

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

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

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

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

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

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

Steam lances are located at the following points:—

(*i*) Signal Boxes.

Willesden No. 7.
Willesden Carriage Sidings South.
Watford No. 3.
Bletchley No. 1.
Rugby Midland No. 1.
Nuneaton No. 2.
Crewe, South Junction.
Crewe, North Junction.
Northampton No. 2.
Coventry No. 1.
Birmingham, New Street No. 1.
Monument Lane, Sheepcote Lane.
Bushbury No. 1.
Aston No. 1.
Bescot No. 3.
Walsall, Ryecroft Junction.

(*ii*) All Motive Power Depots.

WITHDRAWAL OF GUARDS OF TERMINATING FREIGHT TRAINS

Guards working freight trains terminating at the following places and standing on the lines shown must report to the Inspector or Foreman in charge for instructions. Before doing so they must see 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
Willesden, High Level Sidings	Up goods	Also applies during fog or falling snow
Willesden, Brent Sidings	Nos. 1 and 2 arrival	Also applies during fog or falling snow
Bletchley	Down goods between No. 2 and No. 3 boxes Up goods between No. 3 and No. 5 boxes Up goods between No. 4 and No. 5 boxes	Also applies during fog or falling snow
Nuneaton T.V.	No. 1 up loop at No. 2 box	—
Nuneaton T.V. South Yard	No. 2 up loop at Up Sidings box	—
Stafford	Nos. 1 and 2 down through sidings between Stafford No. 1 and Stop Await Instructions Boards, Down Salop Sidings Up goods loop at No. 2 box	Also applies during fog or falling snow
Crewe	Down goods between Basford Wood and Crewe South Jn. 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 Up slow goods between Sorting Sidings North and Sorting Sidings Middle boxes Up loop between Sorting Sidings North and Sorting Sidings Middle boxes 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 208
Northampton C.	Up goods between No. 4 and No. 3 boxes	Also applies during fog or falling snow
Stechford	Down goods between Stechford No. 1 and No. 2 Jn. boxes Up goods at Stechford No. 1 box	— —
Monument Lane	Up goods between Harborne Jn. and Station boxes	—
Wolverhampton	Down goods between No. 1 and No. 4 boxes Up goods between No. 4 and No. 1 boxes	— —
Bushbury	Down reception at Bushbury No. 2 box Up reception 1 and up reception 2 at Bushbury No. 1 box	— —
Bescot, Down Side	Nos. 1, 2 and 3 down goods between Newton Jn. and Bescot No. 3 boxes	—
Bescot, Up Side	No. 1 up goods between No. 2, No. 4 and No. 1 boxes No. 2 up goods between No. 3, No. 4 and No. 1 boxes No. 3 up goods between No. 3 and No. 4 boxes Up goods between No. 1 and Newton Jn. boxes	— — — —
Curzon Street	Up goods at No. 2 box	Guards must not withdraw until an engine is attached in rear
Pelsall, Norton Jn.	Down goods between Ryders Hayes Crossing and No. 1 box	—

USE OF GUARDS' TELEPHONES

The following lines are provided with one or more Guards' telephones, and when a train complete with tail lamp attached comes to a stand clear of the connection with the main line, the Guard (or Fireman in the case of a light engine or bank engine) must immediately advise the Signalman of this by the most convenient telephone. In order to avoid delay in advising the Signalman, the Driver of a light engine, engine with one or two brake vans, or short train, may bring the engine or brake van to a stand as nearly as possible opposite the first telephone in the loop, and after the Signalman has been advised, proceed as far as the loop line is clear. Where the 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
Lichfield T.V. No. 1	Down slow platform
Norton Junction No. 1	Down goods loop

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

GENERAL INSTRUCTIONS FOR DESCENDING INCLINES

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

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
Willesden	West London Line ..	On bridge over W.R. Line near Mitre Bridge Jn.	Kensington Station, unless trains are run into the loop between Viaduct Jn. and Uxbridge Road, in which case brakes must be released whilst trains are in the loop.
Dunstable	Stanbridgeford ..	Dunstable, down distant signal	At $4\frac{3}{4}$ mile post.
Banbury or Oxford ..	Bletchley	$4\frac{1}{2}$ mile post, between Swanbourne and Bletchley	Midway between $\frac{3}{4}$ and $\frac{1}{2}$ mile posts.
Bletchley	Bedford	Near Ridgmont Station at 7 mile post	At 10 mile post (Millbrook Station).
*Market Harborough..	Northampton ..	Northampton end of Kelmarsh Tunnel	Lamport.
* Guards must record on their journals whether the trains stop at Kelmarsh Tunnel.			
Coventry Electricity Works Siding	Hawkesbury Lane Sidings	Coventry Electricity Works Siding	Hawkesbury Lane Side of Black Horse Road level crossing.
Harborne	Monument Lane ..	Harborne Jn. up distant signal	Up goods line, Monument Lane.
Soho Road Station ..	Soho Pool	Soho Road Station box ..	Overbridge, north end of Wharf.
Monument Lane and Soho	Perry Barr Station Jn.	Soho East Jn., at the gradient board situated between box and down starting signal	Perry Barr Station Jn. up home signal.
Monument Lane and Soho	Perry Barr North Jn.	Soho East Jn., at the gradient board situated between box and down starting signal	Perry Barr North Jn. down home signal.
Dudley	Dudley Port High Level	Dudley, before passing the down starting signal	Dudley Port High Level up home signal.
Tipton Curve Jn. ..	Wednesbury	Princes End, at the gradient board situated on the Wednesbury side of the Princes End up starting signal	Wednesbury No. 1 up home signal.
Heath Town Jn. ..	Wednesfield Road goods yard	Heath Town Jn.	In goods yard.
In the event of a train exceeding a single engine load, the Foreman Shunter in the goods yard must be advised and he must arrange for the shunting engine to pilot the train down the gradient.			

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
Aldridge Colliery ..	Leighswood Jn. ..	Coppy Hall Siding.. ..	Shelfield Road Bridge.
Dudley	Great Bridge ..	Dudley, before passing the down starting signal	Great Bridge down home signal.
Dudley	Swan Village (W. Region)	Dudley, before passing the down starting signal	Horsley Fields Jn. down home signal.
Wyrley, Church bridge sidings box	Hawkins' Colliery ..	Church bridge sidings box ..	Goods yard side of Station Road level crossing.
Five Ways Colliery ..	Conduit Sidings ..	Five Ways siding, before leaving the sidings	Opposite stop board, Conduit New Sidings
Hednesford	Rugeley T.V. ..	Hednesford No. 2 box ..	Rugeley T.V. No. 1 down home signal.
Bloxwich	Ryecroft Jn. ..	Bloxwich Station up inner home signal and at Birchills up home signal	Ryecroft Jn. up inner home signal.
Patent Shaft	Darlaston Jn. ..	Charles Siding. Trains starting from Steel Works to have brakes pinned down before leaving	Darlaston Jn. up home signal.

MARSHALLING YARDS

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

TOTON—Up Sidings.

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

Gun—105 to 140 tons
Gun (parts of above)
Trolley, Well—50 tons (Weltrol M.R. only)
Transformer—60 to 135 tons

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

Bogie Bolster
Gun
Machine, Low
Rectank
Transformer
Trolley

TOTON—Down Sidings

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

Bogie Trolleys—12 to 80 tons
Glass—10 to 30 tons
Bogie Bolster—50 tons
Boiler—35 tons
Transformer—60 to 135 tons
Gun—105 to 140 tons
Gun (parts of above)
Bogie vehicles with longer overall wheelbase than 46ft. 11ins.
Four-wheeled vehicles with longer wheelbase than 25ft. 6ins.

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 after arrival at Toton and therefore wagons in the following categories must be marshalled next to the brakevan and particulars stipulated in the loading:—

Bogie Bolster

Gun

Machine, Low

Rectank

Transformer

Trolley

LONDON MIDLAND REGION WEED-KILLER TRAINS

These trains must be signalled and worked as Class " E " Express Freight trains with not less than four braked vehicles connected by vacuum pipe to the engine, and may be propelled where necessary. A white light to be carried on the leading vehicle when propelling, and the instructions applicable to the propelling of trains, shown on pages 136 and 137, must be complied with.

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

Engine

Fitted Goods Brake Van

Passenger coach fitted with spray
Passenger coach
} These two vehicles are fitted with living accommodation.

Two specially constructed tenders, containing water and weed-killing solution.

Rail tank wagons of weed-killing solution (as necessary).

Fitted Goods Brake Van.

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

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

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

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

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

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

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

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

CONVEYANCE OF ADDITIONAL VEHICLES BY PASSENGER TRAINS

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

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

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

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

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 :—

Leighton Buzzard, Bletchley, Rugby Midland, Stafford and Crewe.

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
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 St. Coal Yard
Harborne Branch
Leighswood Branch
Wyken Branch
Newport Pagnell Branch

WORKING OF DIESEL MULTIPLE-UNIT TRAINS

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

1. **Composition of trains**

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

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

Indication:—

D1.....Trains composed of the following formations:—

Motor Coach	*Trailer*	*Total No. of Vehicles*	
1	1	2	
2	2	4	
3	2	5	
3	3	6	
4	3	7	
4	4	8	
5	3	8	
5	4	9	
5	5	10	X
6	4	10	
6	5	11	
6	6	12	

also Diesel Parcels Trains.

D2.....Trains composed of the following formations:—

Motor Coach	*Trailer*	*Total No. of Vehicles*	
2	1	3	
3	1	4	
4	1	5	
4	2	6	
5	1	6	X
5	2	7	X
6	1	7	X
6	2	8	X
6	3	9	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	X
6	—	6	X

D4.....High density traffic Surburban 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 in Table "A", where diesel multiple-unit trains are permitted to run at higher speeds than other trains, the speed limits for such other trains will be applicable to diesel multiple-unit trains when conveying additional vehicles having a wheelbase of less than 15 feet, except that any special easements over bridges for diesel multiple-unit trains will continue. Otherwise, the instructions in the General Appendix relating to the conveyance of four-wheeled, etc. vehicles by passenger train, will apply.

3. **Assisting disabled train** — A special drawbar is carried on A.C.V. (non-bogie type) units which must be placed in position on the drawhook before coupling up to the assisting train, and the assisting train must not, under any circumstances, make contact with the buffers of the A.C.V. unit.

4. **Where Guards must ride** — Except as laid down in Instructions Nos. 8, 12 and 13, the Guard must always ride in the rear Guards' compartment.

In the case of a diesel multiple-unit train, consisting of more than four vehicles, requiring to call at Butler's Lane Halt, the Guard may travel in the middle 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.

LONDON EUSTON TO CREWE AND BRANCHES.

LONDON EUSTON

Working into and out of the arrival platform lines. Drivers of trains descending the incline to Euston must have their trains thoroughly under control, and approach the station with great care, so as to enable them to stop at any part of the arrival platforms that may be required.

The engines of trains running into Nos. 1 to 6 arrival platforms at Euston must in all cases remain coupled to their trains. The Station Foreman must inform Drivers of incoming trains whether they are to propel their train out to the backing-out roads on the down side or to the up side carriage shed ; whether they are to bank it to Camden via the subway or main line, or via the subway to the points leading to the down side shed. The engine must be uncoupled from the train when the Driver is notified by the Station Foreman that the train is to travel fast or slow line to Camden.

If not required to propel the train out or to bank it, the Driver will be instructed by the Station Foreman or Shunter in charge to uncouple his engine from the train. The engine or engines will either be crossed on to the adjoining line to get out of the platforms (if in Nos. 1 or 2 platforms), or will immediately follow the train when it is drawn out, and come to a stand at the platform starting signal worked from Station box.

When an engine has been crossed from No. 1 to No. 2 platform or vice versa it must proceed immediately to the starting signal at the North end of the platform.

In all cases where two engines are standing together in any of the platforms they must be coupled together, and the Station Foreman must see that this is done. If the engines are for different destinations they must not be uncoupled until they arrive at Station box platform starting signal. If two engines arrive on an up train, and it is necessary for the empty coaches to be backed out or banked, both engines must go with the train.

Trains that are backed out to the up side shed or to the backing-out roads on the down side must have the vacuum brake connected, and be under the control of the Driver backing the train out.

Rule 32. Red lights, suspended from the roof, to indicate the position of the buffer stops at the end of Nos. 1, 2 and 3 platform lines are provided on the approach side of the buffer stops concerned.

Working of empty trains from Euston, via the down empty carriage line. Trains travelling via the down empty carriage line must be drawn by an engine, banked by the train engine or engines, and must have the vacuum brake throughout connected to the engine at both ends of the train, but responsibility for creating vacuum will be with the Driver of the leading engine.

In case of emergency or other exceptional reason, empty trains may be worked without an engine in rear on the special instructions of the Station Master, but before such instruction is given, an assurance must be obtained from the Driver that the engine can satisfactorily haul the load.

Trains for the down side shed must come to a stand North of Carriage Sidings box with the rear engine or engines clear of the points leading from the down empty carriage line to the up engine line No. 1. The Shunter in charge of such trains will then telephone to the Signalman at Carriage Sidings box, inform him that the train and engines are clear of the points, and advise him whether the engines in rear are required to go to Camden or return to Euston. If going to Camden, the engine or engines must be detached and set back on the down empty carriage line clear of the crossing, and the Signalman informed on the telephone that this has been done. The engine or engines must not set back beyond the " Limit of shunt " indicator.

When it is absolutely necessary to back an empty carriage train off the down empty carriage line on to one of the backing-out roads already occupied, such operation may only be carried out in the presence of the Inspector or Person in charge, who must be near to Carriage Sidings box ready to signal to the Driver. A man must always be in the brake van at the South end of the train ready to apply the automatic brake if needed. This working is only allowed under very urgent circumstances and is **absolutely prohibited** during fog or falling snow.

Working and banking of trains on main lines between Euston and Camden. Passenger trains may be assisted by not more than one engine in the rear, and empty carriage and other coaching stock trains by not more than two engines in the rear, on the down fast and down slow lines from Euston to Camden. The assisting engine or engines must not be attached to the trains.

Rule 133 (c), first paragraph, does not apply to trains leaving Euston with an assisting engine in rear. The Guard's signal to start will be repeated to the train engine Driver by means of the starting indicators provided. When this signal is given in connection with trains starting from platforms 7, 8 and 9 the Guard must also give a " right-away " signal to the Driver of the assisting engine in rear.

Backing trains out of the arrival platforms to the backing-out roads, Nos. 1, 2, 3 and 4. When a train is backed out of the station to any of the backing-out roads on the down side of the line, the engine or engines must be brought to a stand in rear of the signals controlling the southern exit from those roads. They must remain attached to their train until the Shunter gives the Drivers permission to leave it. Before the Shunter gives this permission he must put on and chain the hand brakes in each van if not more than three, place at least four scotches under the wheels of the two vehicles nearest the station, and release the vacuum brake. He must also see that a red light is placed on the vehicles at both ends of the train after dusk and during fog or falling snow.

After the train has been secured, it must not be moved again until the Shunter in charge of the operation has satisfied himself that the scotches have been taken from under the wheels and the hand brakes released.

When a train consisting of more than equal to 15 vehicles is backed on to the backing-out roads, two Shunters must accompany it.

After dusk and during fog or falling snow, a red light must be exhibited on the engine at the station end.

A red light must be exhibited on the leading vehicle of all trains backing out of the arrival platforms after dusk and during fog or falling snow.

When necessary to send an engine on to the backing-out roads at the North end, for the purpose of bringing stock off these roads, the operation must be performed with the engine alone, and not with vehicles attached at the Euston end of the engine.

Trains from the down side marshalling shed and backing-out roads to Euston Station. At the South end of each of the backing-out roads a plunger is provided at the outlet position-light dwarf shunting signal, and Shunters working trains from the down side shed or down empty carriage line to the station, via the backing-out roads must, in all cases, bring their train to a stand at such signal. When the signal concerned for either the down fast or shunting line has been taken off, a proceed aspect must be communicated to the Driver by the Shunter operating the appropriate plunger which will cause an illuminated " R " indication to be shown on the stencil indicator at the North end of the road concerned. Drivers must not proceed until such indication has been given.

Shunters must not release the engine which has brought vehicles on to the backing-out road until they have satisfied themselves that the hand brake of the controlling brake vehicle is in good working order.

The man who works vehicles off the backing-out roads into the departure platforms must satisfy himself that the hand brake is in working order.

When a train which has to be gravitated from any of these roads has not sufficient brake power to enable Shunters to move the train with safety, the additional brake power necessary must be added to the train before any attempt is made to move it.

If a train consists of more than equal to 10 vehicles, two men must accompany it when it is being gravitated into any of the roads in the station.

No. 4 backing-out road must be kept for trains from the down side shed to the departure platforms in the station, and for the passage of the shunting engine returning from the station to the down side shed.

After dusk and during fog or falling snow, trains from the down side shed or from the backing-out roads to the station must have a red light on the front end of the leading vehicle.

Propelling of empty trains into Euston Station. When trains of empty coaches are being propelled from the backing-out roads into the platforms there must be a brake vehicle leading into the platform (i.e., at the South end), in which the Shunter must ride. When this is not practicable, arrangements must be made for the train to be drawn into the platform by an engine.

This instruction does not apply to shunting movements of odd vehicles on to trains already set.

Working into and out of up side carriage shed at Euston. All steam trains for this shed must be backed out direct from the arrival platforms, and have a red light on the leading vehicle after dusk and during fog or falling snow.

When it is necessary to back a second train into the shed before the engine backing the first train in has been let out again, the Signalman at Station box must telephone to the Shunter's cabin and get an assurance from the Shunter that all is clear and ready for the next train, and the Shunter with the first train who gives this permission must set the road for the next empty siding, and make no further move until the second train has been disposed of in the shed.

After placing a second train on No. 5 road, the Shunter must satisfy himself in every case that the points leading to No. 5 road have been re-set for No. 4 road.

When the train has been secured in the siding, the Shunter must ask the Signalman at Station box if anything more is expected in, and if not, whether he can go on shunting or let the engine draw down to the signal controlling the exit from the shed.

When the last train has been taken out, or when the Shunter, after putting a train in the shed, is going away, the points must be set for the next siding likely to be required.

A switch is provided in the Shunters' cabin operating an indicator in Euston Station box. This switch must be placed to the " full " position when there is insufficient room in the sidings to accommodate another train; otherwise it must be left in the " clear " position.

When an engine has been put into the shed for the purpose of bringing a train out it must be at once coupled, but a train must not draw down to the signal until the Shunter has advised the Signalman at Station box on the telephone that he is ready to come out, where the coaches are for, and has obtained his permission to leave.

Working of empty coaching stock trains and engines for Euston. If a Driver of an engine which has arrived via the up empty carriage line finds the wrong signal off for him, he must stop at the home 2 signal (exit from Bridge No. 8) and whistle for the correct signal to be taken off. If this is not done immediately, the Signalman at Carriage Sidings box must be advised, by the telephone which is situated on the wall side of the down empty carriage line.

If the Driver of an engine coming from Camden Loco. finds the wrong signal off for him at the up engine line home 1 signal, or in the event of the engine over-running the signal and becoming derailed at the sand drag trap points, the Signalman at Carriage Sidings box must be immediately advised by the telephone fixed adjacent to the signal. Drivers of engines from Camden Loco. who are detained at this signal must see that their Fireman advises the Signalman at Carriage Sidings box, by telephone, that the engine is waiting.

Telephonic communication between up engine line No. 2 and station box. A telephone is fixed near the up engine line No. 2 home signal for Euston Station box to enable Drivers of engines brought to a stand at this signal to advise the Signalman the target or engine number and what the subsequent working is. Drivers of engines brought to a stand when an engine is already at the signal must also carry out the foregoing instructions immediately their engine comes to a stand on the engine line No. 2.

Should the telephone bell ring, the Driver of the foremost engine must send his Fireman to the telephone to ascertain the requirements of the Signalman and carry out any request that may be made for the disposal of the engine or engines.

Starting of trains—Rules 141 and 143. Indicators, not normally illuminated are provided on the starting signals for all platforms and immediately the Guard's signal to start a train has been given, the person in charge of the platform in question or Guard or Shunter in charge of the train must press the plunger, which will cause the indicator to exhibit the letter " R " and this will be an indication to the Driver of the train that the Guard's signal to start has been given.

To enable the Driver of a bank engine to start simultaneously with the train engine Driver, the indicators are repeated on the " Off " indicators at the stop block end of all platforms except Nos. 7, 8 and 9.

Attaching and detaching of vehicles on buffer stops—No. 5 Platform. When a movement is made with an engine beyond the Platform Stop Signal in the centre of No. 5 platform, towards the buffer stops, for the purpose of attaching or detaching vehicles, no movement must be made with the engine towards the dwarf shunting signal controlling movements along No. 5 platform line, until a " Proceed " aspect is displayed at that signal.

INVOICES AND CORRESPONDENCE FOR CAMDEN AND EUSTON

Invoices for Camden must be thrown into the net, situated along the up fast line, approximately 20 yards North of Camden No. 1 box.

Invoices for all other London stations and for transfer at London must be taken through to Euston.

All invoices and Railway service correspondence arriving by train at Euston must, unless the train is met by a Letter Sorter, be placed by the Guard in one of the yellow boxes marked " Letters for Central Despatch Office " which are located on a roof pillar about midway down No. 1 platform ; at the North end of platforms Nos. 2 and 3 ; on the buffer stops of No. 4 platform ; and at the South end of No. 6 platform.

Invoices and letters must not be left in trains or put with parcels traffic.

Letters bearing parcels stamps should be dealt with in the same way as ordinary parcels traffic.

CAMDEN

Camden No. 2—Trains waiting acceptance at the down North London local line starting signal. Electric bell communication is provided at the clearance point with the down electric line to enable Guards to advise the Signalmen their train is complete with tail lamp attached, and is clear of the down electric line.

If trains are detained at down North London outer home signal for No. 2 box, and the signal is not lowered after five minutes, the Driver must advise the Signalman by means of the telephone at the signal that the train is waiting.

Drivers of engines from Camden Loco. Shed for Camden yard or the North London line must telephone the following information to the Camden Goods Guards' Clerk, and advise the Camden No. 2 Signalman, by telephone, the destination of the engine—Train for; Engine No.; Class of engine.

Should two or more engines be rostered to leave the Shed at the same time they must be coupled together.

Engines for Broad Street must be in rear leaving the Shed. Engines for Camden yard must remain coupled together until they reach Camden No. 5 home signal.

Camden Yard. Up arrival roads, No. 2 box. Electric bell communication is provided at the entrance to the arrival roads to enable Guards to advise the Signalmen their train has arrived complete on one of the arrival roads and is not foul of any other road.

Electric bell communication is provided near the points leading from the Dead End siding to Nos. 1 and 2 up arrival lines, which must be operated by Shunters, Firemen, etc., to advise the Signalmen during shunting operations, when engines are in the Dead End siding and clear of the points, in accordance with the card of instructions exhibited on the ground.

Camden Goods Yard. Engines must not foul the turntables until authority is received from either the Capstanman or the Shunter in charge.

Engines stopped by the down home signals at No. 1 box being at Danger must not draw on to the bridge, but must stop at the Euston side of the bridge near the notice board fixed there.

Regent's Canal Bridge. Engines arriving on the up slow line at Camden No. 1 and waiting to go on to the Loco. Shed must come to a stand South of the Regent's Canal bridge. In no case must an engine stand on the bridge.

Up empty carriage line between Camden No. 2 and Euston carriage sidings home 1 signals. A banner signal is provided at the North (Camden) end of the subway, which indicates the position of Euston Carriage Sidings home 1 signals, and when the banner signal is at clear, it is an indication that the line is clear to the home 3 signals concerned on the up engine lines at Euston Carriage Sidings, at which Drivers must be prepared to stop.

If a Driver is unable to satisfy himself the banner signal is in the Clear position, and owing to having a heavy train he anticipates difficulty in re-starting if brought to a stand at Euston Carriage Sidings home 1 signals, he must bring his train to a stand at the banner signal until he has ascertained that the signal is at clear.

Guards of trains proceeding over the up empty carriage line must exhibit a green hand signal when passing Camden No. 2 box, to indicate to the Signalman that their train is complete with tail lamp, provided they have satisfied themselves that such is the case.

Up engine line. This line is worked as a siding to Euston Carriage Sidings up home 1 signal. Spring points lying normally for Gloucester Road sidings, are provided immediately South of the Regents Canal bridge.

Camden Loco. Shed. When an engine on the down siding proceeding from the north end of the shed is brought to a stand at the stop shunt signal, the Fireman must advise the Signalman at Camden No. 1 box by the telephone provided near the signal.

Loco. coal trains, Willesden to Camden Loco. Shed. These trains must be turned on to the up slow line at Camden No. 1 and draw forward to the up slow starting signal, and come to a stand with the rear brake van clear of the crossover road points. An engine will be provided from Camden Loco. to assist the train to set back, and the assistant engine must be attached to the rear under the supervision of the Guard of the coal train. The train engine must remain attached until the whole of the train has set back clear inside the loco. yard.

The Guard, on arrival at Camden No. 1 box, must pin down sufficient brakes to secure the train on the gradient, and must inform the Signalman at Camden No. 1 box when the train, including the engine at the Euston end, is clear inside the loco. yard.

Camden Goods Yard—Nos. 1 and 2 down goods arrival lines between Hampstead Road Junction and Camden No. 5 boxes. No. 1 (next the main line) is blocked from after the arrival of the last train from Poplar (about 12-30 a.m.) until 6-0 a.m. daily, and all day on Sundays, during which time it is used as a departure line.

No. 2 is open as an arrival line between the hours of 4-0 p.m. and 12-0 midnight daily (Sundays excepted). The Yard Master must advise the Signalman at Camden No. 5 box who will advise the Signalman at Hampstead Road Junction box when the line is ready for incoming traffic, also when it is closed to such trains.

From 12-0 night to 4-0 p.m. No. 2 line is used as a departure line.

The turntable in No. 2 line, and the turntable in the loop line next to it, must not be used for the purpose of turning wagons during the hours between which No. 2 line is used for the arrival of freight trains.

The arrival lines are worked alternatively, except on receipt of instructions from the Yard Master to the contrary.

Loop line used as an arrival line, or trains diverted to No. 2 arrival line through the crossing from the loop line. On approaching Hampstead Road Junction box Drivers must give one crow as a distinctive whistle and stop at the box, where a Yard Foreman will meet the train and pilot it into the yard. This Foreman must see that no other train is allowed on the line on which the train is going to arrive, or foul the points leading to the water column, from the time he goes to the box to meet any train that is dealt with on the loop line or on No. 2 arrival line through the crossing from the loop line, until after that train has come to a stand in the yard.

The arrangement is only to be carried out in clear weather.

Nos. 1 and 2 down goods arrival lines used as departure lines. When a train is ready to leave the yard, or for any shunting operation to be carried out, the Signalman at Hampstead Road Junction box must be advised by telephone of what is required, and the message must be repeated at intervals of 5 minutes when a train is kept waiting.

On the sounding of the buzzer the Ground Staff must immediately take steps to have the turntable on the line affected cleared for the passage of the train.

Outgoing trains from Camden Yard proceeding along these lines from Camden No. 5 to Hampstead Road Junction box must come to a stand on the Camden No. 5 side of the turntables and when the buzzer is sounded, may, if the turntable is clear, draw forward to the dwarf semaphore signal governing the exit from the arrival lines to the up main line at Hampstead Road Junction box.

PRIMROSE HILL TUNNEL

An electric bell, together with a white location light fixed on the up side tunnel wall, is provided about 200 yards in rear of the Camden No. 2 up slow home 1 co-acting signal. If a Driver does not hear the bell ringing he must be prepared to stop at the up slow home 1 co-acting signal.

A white enamel plate is fixed on the side of the up slow line tunnel, 10 yards in the rear of the up slow line repeating signal for Camden No. 2 box.

KILBURN—DOWN LOOP

Drivers of empty coaching stock trains detained in this loop must advise the Signalman at No. 1 box, by the telephone provided, their next rostered working, and the Signalman must advise the District Control office.

KILBURN HIGH ROAD

Up fast and up slow Intermediate Block Signals between Kilburn High Road No. 1 and Camden No. 2 boxes.

The second paragraph of Instruction No. 3 and paragraph (c) of Instruction No. 4 respecting the working of Intermediate Block Signals do not apply to the up fast and up slow intermediate block home signals, and in the event of a Driver being unable to obtain the attention of the Signalman on the telephone he must send his Fireman to Kilburn High Road No. 1 box to obtain the instructions of the Signalman. Should the signal display a Proceed aspect during the absence of the Fireman, the Driver must not move forward until the Fireman has rejoined the engine.

Colour light signalling between Kilburn High Road No. 1 and Kensal Green.

Exceptions to Standard Rules:—

Rule 179.—The provisions of clause (j) of this rule will apply to trains brought to a stand in the section in advance of Queen's Park North and South up and down fast and slow line home signals. The telephones fixed at the signals must, whenever possible, be used to advise the Signalman of the circumstances.

Rule 197.—Instruction No. 8 respecting the working of Intermediate Block Signals, will also apply to the Queen's Park North and South up and down fast and slow line home signals.

Rule 216.—The provisions of clause (j) of this rule will not apply on the up and down fast and slow lines between Kensal Green and Kilburn High Road No. 1 box.

Queen's Park Yard. Trains not conveying passengers may set back from Kilburn High Road No. 1 box over the up goods loop and thence over the up slow line to Queen's Park Yard.

Queen's Park, Cow and Gate Siding. A brake van with three milk tanks leading may be propelled over the down goods loop from Kilburn High Road No. 1 box to the Cow and Gate Siding and an engine, when running round the milk tanks, may set back over the down goods loop from Cow and Gate Siding to Kilburn High Road No. 1 box.

Trains stopped at Queen's Park North and South up and down fast and slow line home signals and Kilburn High Road No. 1 box up slow starting signal. In the case of trains being stopped at one of these signals in consequence of it being at Danger, the Driver must, after one minute, advise the Signalman, by telephone, that the train is waiting at the signal. If detained more than five minutes the Driver must again advise the Signalman that the train is waiting, and continue to do so every five minutes.

WILLESDEN

Empty coaches for the South Shed. When no Operating Department staff are in attendance at the Shed, Guards of empty coaches requiring to shunt into the shed from the south end, must, before setting back from the up slow line, obtain the permission of the Person in charge of No. 2 frame on the telephone, and come to an understanding on which line the empty coaches will be placed.

Up passenger trains calling at Willesden, must come to a stand with the engine clear of the footbridge leading to the High Level Station, and in the case of trains on the up fast line must only run towards the signals as far as is necessary to bring the whole of the train into the platform.

Detaching and assisting engines off up passenger trains. During fog or falling snow assisting engines must not be detached from trains standing at the up fast line platform, except under the personal instruction of the Station Master, who must make the necessary arrangements with the Signalman at No. 1 box.

Working " F " Sidings. When a train is set back from the up Low Level line to the sidings, the Fireman must advise the Signalman at No. 9 box on the telephone, when the engine is inside and clear of the trap points.

The Guard or Shunter of down trains or the Fireman in case of a light engine, must advise the Signalman at No. 9 box on the telephone fixed on the starting signal at " F " sidings when the train, complete with tail lamp, is clear inside the trap points.

Working in shunting necks during the time No. 9 box is closed. When No. 9 box is closed, down movements over Nos. 1, 2 and 3 shunting necks must not proceed beyond the gantry carrying the signals reading along the shunting necks in the up direction and also " creep up " to No. 3 shunting neck.

Engines for Brent empty wagon sidings. Drivers are responsible for seeing that their engines are clear over the self-acting points from the " creep up " before setting back.

Immediately a light engine to work a train from Brent Sidings arrives on No. 3 shunting neck from the " creep up," the Fireman must advise the Signalman at No. 9 box, by telephone, what train the engine is required to work.

No. 7 box. Trains on the up low level line going on to the up goods line or up Chelsea loop, will not, when there is a train already in the section, be stopped at No. 7 box, but will receive a green hand signal when passing the box.

Harlesden Wharf. Whilst a train is in the wharf the Signalman at No. 6 box must not allow another train to enter the wharf until advised by the Guard or Shunter that he has come to an understanding with the man in charge of the train already in the wharf.

No. 4 box—Working on engine lines—OUTGOING LINE. Electric gong communication between the hut by the side of the stop signal for the outgoing line and No. 4 box, must be worked in accordance with the card of instructions exhibited on the ground.

INGOING LINE.—During fog or falling snow, engines going on to the Shed must come to a stand clear inside on the ingoing line, and the Fireman must proceed to the hut and advise the Signalman, by telephone, that the engine is clear.

Up goods and up loop lines. Immediately a train arrives at the up goods or up loop home signals for No. 4 box, the Driver must inform the Signalman, by means of the telephone provided, the description and destination of the train.

Sudbury and High Level sorting sidings. Guards making up or working trains from these sidings must note that hump shunting in these sidings is continuous. Vehicles are liable to be sent down any road at any time unless the yard staff are requested to divert traffic temporarily from a particular road until the departure of a train or trains to enable Guards to complete their examination.

Guards, before preparing their trains, must advise the Foreman at each end of these sidings that they are about to do so.

London Power Company's Siding. No more than the number of wagons ordered must be put into these sidings, and they must be brought to a stand with the last wagon just clear inside the gate; the brakes on two wagons must be pinned down.

Prior to removing wagons the engine must not propel them further into the siding.

Wagons must be drawn out slowly owing to the curve.

Working of trains through carriage cleaning machines. Drivers, before passing their engines through the solutioning machine at the North end of the down carriage line must bring their train to a stand at the stop board provided and not proceed until authorised to do so by the Solutioning Machine Attendant.

After the train has passed through the solutioning machine it must be brought to a stand at the stop board provided and must not proceed through the washing machine until the Driver is authorised to do so by the Washing Machine Attendant.

Before a Driver commences to draw his train through either of the machines or if a train is stopped whilst passing through the machines the Driver must give one crow before restarting, which will indicate to the Machine Attendant that the train is about to move forward. No backward movement must be made by the engine when the train is passing through the Solutioning machine.

During the time a train is being drawn through either of the machines, Enginemen must be prepared to act immediately upon any signal given if, for any reason, the train is required to stop.

It is essential that all doors, windows and ventilators on the trains should be closed before passing through the solutioning and washing machines.

The speed of trains must not exceed **three miles per hour** when passing through the solutioning and washing machines.

Enginemen and other members of the staff must not put their heads out of the engine cab or windows whilst their train is passing through these machines.

Staff are prohibited from riding on the foot boards of vehicles when passing through the machines.

Carriage Shed Reception Roads. Drivers of empty coaching stock trains must bring their engines to a stand at the " Stop Boards " at the North end of the Carriage Shed Reception Roads. Unless instructions to the contrary are given, engines must then be uncoupled and proceed via the shunt spur to the exit signal at the South end of the spur, where the Fireman, or Driver in the case of an engine the cab of which is single-manned, must use the telephone to inform the Signalman at Sudbury Jn. box the destination of the engine.

Engines proceeding on to the shunt spur to pass along a Reception Road from North to South must be accompanied by a Shunter.

A Foreman or Shunter must ride in the leading brake vehicle of all empty coaching stock trains being propelled from the Reception Roads into the Carriage Shed.

Carriage sidings—Empty train location board. In order to assist Guards in ascertaining the location of empty carriage trains they are required to work, a board is provided in the Carriage Sidings adjacent to the Middle Frame.

The titles of the empty carriage trains will be shown in the centre of this board and the siding on which the train is located will be shown on the board to the left of the train title, as follows:—

Nos. 1—15	.. ..	Marshalling Sidings.
Nos. 1S—7S	.. ..	Stabling Sidings.
Letters NE	.. ..	New " E " Sidings.

Immediately on arrival at the Carriage Sidings the Guard must proceed to the indicator and reverse the metal plate on the right of the title of his train to display the letter " G." The Guard must then report to the Yard Foreman in the usual way.

Backing of trains through carriage shed—Rule 108. The taking off of the subsidiary signal concerned at the entrance to the Shed at the North end will be the only authority for a Driver to commence propelling into the Shed.

Working of trains on up carriage line. Trains entering the up carriage line at Carriage Shed North box will not receive any warning when the section ahead is occupied.

Carriage Shed North box. When necessary, trains of not more than 12 wagons may be propelled without brake van leading over the Down carriage line from Carriage Shed North box to the Stores Siding.

Protection of Staff working on Carriage Shed Roads. Special apparatus is provided for the protection of Staff working in the Carriage Shed and Carriage Shed Roads and the " Regulations for the protection of Brake Fitters, Lifters, Repairers, etc." as shown on pages 56 and 57 of the General Appendix do not apply to such Staff.

Mitre Bridge Junction. Guards and Shunters must advise the Signalman at Mitre Bridge Junction box by the telephone provided when trains are ready to leave the Carriage Shed for right away.

Kensal Green Junction. All concerned must approach the running round sidings cautiously, and be prepared to stop their trains clear of any obstruction in the sidings.

The disc signal reading into the sidings from the up High Level main line only indicates that the road is set for the sidings.

NOTE.—No. 1 siding adjoins the up main line, No. 2 siding adjoins the down main line.

A red lamp fixed on a post in between the sidings applies to No. 2 siding, and Drivers must not pass this lamp on that siding unless authorised by the Signalman at Kensal Green Junction box to do so.

Freight trains from High Level sidings to West London line or N. & S. W. Junction line. An engine must be attached in the front and rear of all trains conveying more than 16 wagons and brake van.

The Driver of an engine which has drawn a train from High Level sidings must have his engine detached when the train engine is clear of the crossover road points at Kensal Green Junction, and the Guard must see this is done. The light engine must follow the train to the cross-over road ground disc signal. After the train has gone forward and the disc signal put to Danger, the Fireman of the light engine must operate the plunger of the Fireman's call box, and the engine must stand there until the disc signal has again been taken off for the engine to cross to the down line.

Brent Junction. The up engine line to High Level Sidings is worked in accordance with the instructions " Lines worked under ' No Block ' regulation " on page 22 of the General Appendix. Before wagons are drawn or propelled in the wrong direction between these points, the Yard Inspector must obtain the authority of the Signalman at Brent Junction box.

SUDBURY JUNCTION

Up Slow Intermediate Block Signal between Sudbury Junction and Willesden No. 7 boxes.

The second paragraph of Instruction No. 3 and paragraph (c) of Instruction No. 4 Respecting the working of Intermediate Block Signals will not apply to the up slow intermediate block home signal for trains requiring to proceed on to the Low Level goods line at Brent Junction, and in the event of the Enginemen of such trains being unable to obtain the attention of the Signalman on the telephone at the signal, the Fireman, after waiting 3 minutes, must proceed to Brent Junction box to obtain the instructions of the Signalman there.

WEMBLEY

Sudbury arrival lines. The banner repeating signal and the position light subsidiary signal fixed on the Willesden and Wembley sides respectively of the footbridge spanning the arrival roads and working in conjunction with the semaphore humping signals are applicable to arrival roads Nos. 1 to 8 inclusive.

These signals apply only to a Driver of an engine actually engaged in humping a train, or standing behind a train on one of the arrival roads preparatory to humping, and not to Drivers of incoming trains on the arrival roads.

WEMBLEY CENTRAL STATION

Down trains calling at Wembley Central Station must come to a stand with the engine clear of the over-bridge.

NORTH WEMBLEY

Wrigley's Siding. During the time Messrs. Wrigley's are engaged in barrowing over the siding by means of a movable wooden runway placed across the siding, a red flag or lamp will be exhibited at the entrance to the siding. When such red flag or lamp is exhibited no movement must be made into the siding.

Osram, General Electric Co.'s Siding. Trains requiring to enter this siding must be brought to a stand before reaching the trap points near the gate to the British Oxygen Co.'s Yard. The trap points must not be operated until the gate has been opened by the General Electric Co.'s Shunter.

Bell communication is provided between the British Oxygen Co.'s gate and the General Electric Co.'s weighbridge and, on arrival at the trap points, the Guard or Shunter must call the attention of the General Electric Co.'s Shunter who will be responsible for placing warning boards in position and giving an assurance that all is clear before opening the gate.

Should the bell communication fail, the Guard or Shunter must proceed to the General Electric Co.'s weighbridge to advise the firm's Shunter of the arrival of the train.

Before leaving the General Electric Co.'s Siding, the Guard must obtain an assurance from the firm's Shunter that all is clear to do so.

Before allowing a movement to be made in either direction past the Carbide Store opposite the British Oxygen Co.'s loading stage, the Guard or Shunter must satisfy himself that the doors of the Carbide Store are closed. The Driver, when passing the Carbide Store, must see that the fire box door is closed and must not, except in an emergency, bring the engine to a stand in that vicinity.

KENTON

Kenton Yard. Wagons must not be allowed to stand foul of the " road vehicle crossing " in the Goods Yard.

WATFORD JUNCTION

Examination of line between Watford Junction No. 2 and Watford Tunnel North End boxes. To facilitate the transmission of messages to the Signalmen concerned whenever an examination of the line between the above named boxes is necessary, telephones are provided at the North and South ends of Watford Tunnel at the points where the fast and slow lines diverge as follows:—

South end of tunnel . . Fixed in cupboard between up fast and down slow lines 615 yards North of Watford Junction No. 2 box.

North end of tunnel . . In cupboard fixed outside Lengthmen's cabin situated between up fast and down slow lines 450 yards South of Watford Tunnel North End box.

These telephones may also be used by Trainmen in emergency.

Drivers of trains standing on No. 10 platform line must not draw forward to the signal protecting the connection with the St. Albans branch when that signal is at Danger, without first obtaining the permission of the Signalman at Watford Junction No. 3 box.

KING'S LANGLEY

When the up loop is occupied, trains requiring to enter will not be brought to a stand at the up slow line to loop starting signal, but the Signalman will lower the calling-on arm when such trains have been brought well under control, and Drivers must be prepared accordingly.

TRING

Up coal trains stopping to make up. When up coal trains are stopped for making up to a full load, Guards must report to the Foreman immediately on arrival, whether the train is timed to call at Tring or not. Guards must not, however, leave their vans until the train has arrived on the loop clear of the main line. During fog or falling snow they must not report to the Foreman until they have protected their train in accordance with Rule 181.

BLETCHLEY

Trains having wagons with hot axles to detach, must stop at the home signal at No. 2 box.

Tip Siding, up slow line. Freight trains after working at this siding may return to No. 1 box over the up slow line as laid down in Rule 175 (c), for the working of ballast trains.

Train starting indicator. An indicator, not normally illuminated, is fixed on a lamp standard ahead of the up fast platform, and immediately the Guard's signal to start a train from that platform has been given the Person in Charge must press the plunger provided, causing the letter " R " to be illuminated on the indicator, as an indication to the Driver that the Guard's signal to start has been given.

Relief at Bletchley No. 1. When trains are brought to a stand at the up branch home signal, the Fireman (Driver in the case of trains or engines, the driving cabs of which are single manned) must, if the train requires to wait for relief purposes, immediately advise the Signalman at Bletchley No. 1 box by the telephone provided adjacent to the signal, and must again advise him when the train is ready to depart.

Down freight trains requiring water. Drivers of freight trains on the down slow or down goods lines requiring to take water at Bletchley must do so at No. 3 box.

When the calling-on signal at Bletchley No. 3 down goods line is lowered, Drivers must understand they are required to draw their trains forward and set back on the stop block before taking water.

ROADE

Middleton Sand Sidings. Trains may be propelled out of the Sand sidings on to the down main line. The Guard must be in the brake van before the movement commences.

Engines assisting in rear—Up coal trains. When it is necessary for the assisting engine to go through to Roade, instead of returning from Middleton, the Signalman at Middleton will exhibit a green hand signal to the Driver of the bank engine.

WEEDON

Trains detained at Heyford up loop to main signal. Immediately a train is brought to a stand at this signal the Driver must advise the Signalman by means of the telephone fixed near the signal that the train is waiting. If detained more than 3 minutes the Driver must, unless instructed by the Signalman to the contrary, again advise the Signalman that the train is waiting and continue to do so every 3 minutes.

Wagons for the W.D. sidings at Depot frame must be propelled over the down main line from Station box.

WELTON

Telephones are provided at each end of Kilsby Tunnel adjacent to the Platelayers' cabins and are available for use by Trainmen in case of emergency.

RUGBY MIDLAND

Trains arriving on No. 1 down goods line or down through siding No. 5 box. Guards must, immediately their train comes to a stand on either No. 1 down goods line, or down through siding, press one of the plungers fixed at the stop block end of the siding next to No. 1 down goods line, at the stop block end of the siding next to down through siding, or on the post of the down goods home signal, in accordance with the following code:—

Train arrived complete with tail lamp attached on No. 1 down goods line . . . . 1 ring.
Train arrived complete with tail lamp attached on down through siding . . . . 3 rings.

The operation of these plungers is only an indication to the Signalman that the train is complete and not an indication that the train is clear of any connections.

The plungers must not be used by unauthorised persons, or for any purpose other than as referred to above.

Up stopping passenger trains worked by two engines. When either engine is to be detached, the Fireman must, before uncoupling, advise the Signalman at No. 1 box by means of the telephone fixed on the Loco. hut at the South end of the platform.

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 up or down 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.

Train starting indicator. An indicator, not normally illuminated, is fixed on the 25th roof cross bar, from the North end of the down platform and immediately the Guard's signal to start a train from that 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.

Trains entering Nos. 5 or 6 bays. Trains requiring to enter these bay lines at No. 4 box, after being brought to a stand at the home signal for No. 4 box, will not receive a hand caution signal when the bay line is occupied. Such trains must proceed under proper control, prepared to stop short of any obstruction.

Freight train relief arrangements. Trainmen who are to relieve down freight trains must report at the North end Foremen's cabin for instructions.

Trainmen who are to relieve up freight trains at No. 5 box must report at the Footbridge cabin for instructions.

Use should be made of the relief cabins provided and Trainmen should make frequent enquiry respecting the running of the trains they are to relieve.

Engines ready to depart from Brays Siding. A plunger is provided near the outlet signal from the siding to enable the Fireman to advise the Signalman at No. 7 box that his engine is ready to depart.

BRINKLOW

Working over down slow line between Newbold and Brinklow Station boxes. The first passenger train requiring to pass over the down slow line after Permissive Block working has been in operation will be brought under control at the home signal for Newbold 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 that he must proceed with Caution throughout the section to Brinklow Station box.

SHILTON

Coaching stock vehicles must not be shunted into the Dock Siding.

NUNEATON T.V.

Shunting in up sidings at South end. No shunting must be done on the down Leicester goods line beyond the stop signal without the authority of the Signalman in the Up Siding box, and Drivers must be verbally informed that the Signalman's authority has been obtained before they make a shunt outside that stop signal.

Trains for Down Midland Division loop. Drivers of trains entering this loop between Down Sidings box and Abbey Junction will not be stopped at the Down Sidings box and told that the section is not clear, but will be brought well under control by the signals and receive a green hand signal when passing the box. Drivers must stop clear of trains standing on the down loop.

Down Side Carriage Sidings. During the time Down Sidings box is closed, Drivers of movements proceeding from the Down Side Carriage Sidings are authorised to pass at Danger, the dwarf shunting signal controlling movements from the Carriage Sidings.

Trains propelled between Abbey Junction and Down Sidings. When the banner repeating signal, fixed 450 yards on the approach side of the up home signal from Abbey Street, is in the ON position, Drivers of propelled trains of more than 25 wagons must bring their train to a stand with the engine at the banner repeater signal and remain there until it indicates that the home signal is in the OFF position. The Guard must operate the nearest Fireman's call plunger as provided in Rule 55.

ATHERSTONE

Guards' telephones for communication with the Signalman at Station box are provided at a point outside the down slow line clear of the connection from the down fast line and at the Rugby end of the down platform.

Immediately a passenger or other coaching stock train turned from the down fast to the down slow line is detained beyond its normal booked time at the down slow home 2 signal (at the Lichfield end of the station) clear of the connection between the down fast and down slow lines, the Guard must advise the Signalman at Station box by means of one of the telephones provided that the train is complete with tail lamp attached.

Guards of freight trains turned from the down fast line to the down slow line and brought to a stand at the down slow home 2 signal, must advise the Signalman immediately the train comes to a stand that it is complete with tail lamp attached.

Baddesley Sidings. When a train from the Colliery Sidings has been drawn on to the down slow line and it is necessary for the engine to be detached and the wagons gravitated clear of the connection to the Colliery Sidings, prior to departure in the Nuneaton direction, sufficient wagon brakes must be applied and the Guard must be in the brakevan at the Polesworth end of the vehicles before the gravitation movement is commenced.

TAMWORTH LOW LEVEL

Immediately a train arrives at the down fast or down slow inner home signal clear of the connection between the slow and fast lines, the Guard must advise the Signalman at Tamworth Low Level, by one of the telephones provided, that the train is complete with tail lamp attached.

ARMITAGE

Guards of down passenger trains having vehicles to detach at Armitage must advise the Station Master at Lichfield, who must inform Armitage by telephone.

STAFFORD

Stafford Common Branch. Trains from Stafford No. 5 direction must only enter the single line from the down goods siding at Venables ground frame.

Trains returning from the Stafford Common direction must travel over the up goods siding from Venables ground frame and Drivers are authorised to deliver up the Train Staff on arrival at the home 1 signal.

Propelling movements are prohibited on the up and down goods sidings between Stafford No. 5 and Venables ground frame.

Before allowing a train to pass the signal from the single line to the up goods siding during the time shunting operations are taking place on any siding between Stafford No. 5 box and Venables ground frame, the Signalman at Stafford No. 5 box will obtain an assurance from the Person in charge of such shunting operations that the up goods siding is clear.

After this assurance has been given, the Person in charge must not allow any further movement to be made which will foul the up goods siding until he has observed the train pass clear of the connection required to be used for the shunting operations.

No. 2 platform and up landing. When trains are brought to a stand on the loop line No. 4 box after drawing out of No. 2 platform and up landing for shunting purposes, they must not start again until the Signalman at No. 4 box gives permission.

Trains detained at up Birmingham loop to main home signal, No. 1 box. When a train is detained at this signal for more than 3 minutes the Fireman must inform the Signalman at No. 1 box on the telephone provided at the signal.

If no reply is received on the telephone it must be assumed the signal and telephone have failed and the Fireman must proceed to No. 1 box and advise the Signalman of the circumstances.

Stafford—Cox Long Importers Ltd., Sidings at Rickerscote. When necessary, trains of not more than 12 wagons with brake van leading, in which the Guard must ride, may be propelled over the down line in the wrong direction from Stafford No. 1 box to Cox Long Importers Ltd. ground frame.

In clear weather only, these trips may be worked without brake van leading, in charge of a Shunter, from Stafford No. 1 box to Cox Long Importers Ltd. ground frame and from the ground frame to Stafford No. 1 box without a brake van in rear.

Before any movement is made into these sidings, the Guard or Shunter in charge must obtain an assurance from Cox Long Importers Ltd. Staff that no conflicting movement with the travelling steam crane or other vehicle, nor a fouling movement with the jib of the crane, will be made until the shunting is completed and the train has left the sidings.

The Guard or Shunter must advise Cox Long Importers Ltd. Staff when the shunting is completed and the train is about to leave the sidings.

Working over up goods line between No. 1 box and Milford & Brocton Station. The first train requiring to pass over the up goods line after Permissive Block Working has been in operation will be brought quite or nearly to a stand at Stafford No. 1 box. After permission has been obtained 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 that he must proceed with caution throughout the section to the box in advance. This instruction will also apply on the up goods line at Queensville and Baswich boxes when the boxes are open.

Up trains requiring to take water when travelling on the up fast line through Stafford must do so at the column situated at No. 1 box up fast home signal.

Working over down slow line between Queensville and Stafford No. 1 boxes. The first train requiring to pass over the down slow line after Permissive Block Working has been in operation will be brought under control at the home signal for Queensville 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 that he must proceed with Caution throughout the section to Stafford No. 1 box.

Gas Works Siding. A speed of six miles per hour must not be exceeded over this siding as far as the weighing machine in the Gas Works Yard.

Trains arriving at No. 1 down through siding. When traffic staff are not on duty in Salop Sidings, Guards of trains arriving at No. 1 down through siding from the direction of No. 1 box must obtain the authority of the Signalman at No. 4 box for the train to pass the " Stop and await instructions " board, and must convey this authority to the Driver.

BADNALL WHARF

Telephones are provided at each end of the " up and down " goods reception line, and Guards of trains, or the Fireman in the case of a light engine, arriving on the " up and down " goods reception line or the down goods reception line, immediately their train has come to a stand complete with tail lamp attached clear of the adjoining running line, must immediately advise the Signalman of this by one of these telephones.

MADELEY

Up passenger trains must not be set back into the Horse landing for the purpose of attaching or detaching vehicles.

BETLEY ROAD AND BASFORD HALL JUNCTION

Working over down slow line between Betley Road Station and Basford Hall Junction boxes. Passenger trains may be worked over the down slow line from Betley Road Station box to Basford Hall Junction box during the periods shown in the weekly or other notices, in cases of emergency, or on verbal instructions from the District Operating Superintendent's Control Room.

The first passenger train requiring to pass over the down slow line after Permissive Block Working has been in operation will be brought under control at the home signal for Betley Road 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 that he must proceed with Caution throughout the section to Basford Hall Junction.

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 "A." Crewe " B " 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 Fogsignalman, 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 Fogsignalman as to the position of the obstruction ahead.

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

Advice to Drivers of loading, etc. of passenger trains. Referring to Instruction No. 3 clause (d) of the General Regulations for Working the Standard Automatic 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 at the North end of Nos. 1 and 2 platforms, suspended from the platform roof and immediately the Guard's signal to start a train has been given, the Person in charge of the platform concerned must press the 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.

Indicators, not normally illuminated, are provided 60 ft. 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 movements 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.

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 movement 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 Signalman 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 Signalman at that box.

Horse Landing siding. Engines from the direction of North Junction through this siding must not pass "A" box until permission has been obtained from the Signalman 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 disc.

Drivers of all engines proceeding to "A" box must report to the Signalman at that box.

Passenger trains may only be worked over the under-mentioned 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 Signalman 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
Coppenhall 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 Signalman 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 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 Signalman, 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.

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 look-out 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 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.

Gresty Lane Down Sidings. Down trains entering either No. 1 or No. 2 through siding at Gresty Lane No. 2 box must proceed cautiously, and 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 Green Sidings. When necessary trains may be drawn without brake van in the rear, or propelled with or without brake van leading, along the down line from Gresty Lane Sidings frame to Gresty Lane No. 1 box. The instructions on pages 156 and 136 must be strictly observed.

Gresty Lane No. 2—Gresty Green Sidings. When the outlet signal is taken off, Drivers of trains for the Shrewsbury direction must, before leaving, obtain authority by telephone from the Signalman for the train to depart.

NORTH LONDON LINE

Fog-signalling arrangements. At the places where there are calling-on distant signals, detonators must be put down so long as the through distant signals or signal are at Danger.

Indicators (banner type) repeating semaphore signals. Repeat indicators of the banner type are provided for the home signals at the following points :—

Place	Signal	Position of Banner Indicator
Camden Road Junction	Up homes from Primrose Hill	On parapet wall at foot of signals.
Camden Road Junction	Up homes from Hampstead Junction line	
St. Pancras Junction	No. 2 up line home	Between No. 2 up and No. 1 down line, opposite signal.
York Road Junction	No. 2 up line home	Alongside No. 2 up line, opposite signal.
Canonbury Station	No. 2 down line home	Alongside No. 2 down line, opposite signal.
New Inn Yard	No. 2 down line home	Between No. 2 down line and goods arrival road, opposite signal.

Drivers must in no circumstances treat these repeat indicators as running signals. The indicators are provided to assist the Drivers in case of fog, misty weather, etc., when the sight of the semaphore signal is obscured, and in such cases the Driver must bring his train to a stand opposite the banner repeat indicator, and satisfy himself that the indicator arm is in the clear position before he proceeds on his journey.

Starting repeating signals. No light is shown at the small repeating arms to the Bow Junction up starting signals (to Poplar and Eastern Region).

BROAD STREET

Starting of trains—Rule 141. The intimation to the Guards of trains departing from Nos. 1, 8 and 9 platforms that all is right for the train to proceed will be by white light indicators as shown below :—

Platform No.	Position of Indicator	Indicator operated
1	On woodwork at end of Cloak room	For all trains.
8	On post, near wall, supporting the direction sign	For all trains except when No. 8 barrier is open.
9	On brickwork between first and second arch	For all trains except when No. 8 barrier is open.

Shunting at passenger station. The distinctive shunt-out signals fixed beneath the signals reading from all bays, when taken off authorise engines from Nos. 1, 2, 3 and 4 bays to shunt out as far as Skinner Street Junction No. 1 line down home signal, and engines from Nos. 5, 6, 7, 8 and 9 bays to shunt out to the Limit of Shunt on No. 2 down line, situated between that line and the goods yard.

Should an engine for No. 8 pit have to wait for one coming off that pit for No. 8 bay it must stop between the trailing points of No. 8 engine pit and the dwarf shunting signal, leaving room for the engine coming off the pit to get over the points leading to No. 8 bay.

When a train is pushed from a bay partly past the starting signal for the engine to cross to another bay, the shunt-out signal must be taken off.

Engines and trains drawing out of the station for the purpose of shunting must carry a tail lamp. Before a train is drawn out, either from the station or sidings, the Station Master must tell the Signalman what is about to be done, and come to a clear understanding with him.

When Nos. 1, 2, 3 and 4 bays are blocked and it is necessary to bring a light engine from Skinner Street Junction to take a train out, the Station Master must be advised and must arrange for the engine to be conducted into the bay with Caution.

Before an empty train or engine, other than one regularly booked, is taken from the passenger station to the goods yard, the Station Master must make the necessary arrangements with the goods yard Shunter.

Method of working. The crossover road points at the south end of Nos. 1—4 bays inclusive are worked by levers on the ground, fixed near the buffer stops, and bell communication is provided. Cards of instruction are exhibited on the ground.

When there are two engines at the South end of the bays and it is necessary for one to cross before the other follows a train out, the Driver of the one requiring to cross must, before allowing his Fireman to communicate with the Signalman, inform the other Driver what is intended, and tell him not to move until the operation is complete and the bays are re-set.

When it is necessary for a steam train to be set back on the up line outside the bay home signals for the engine to run round the train between No. 1 or No. 2 and Skinner Street Junction boxes, the Guard or Shunter of the train must pilot the engine from Skinner Street Junction to the rear of the train.

When there are two engines on a train arriving, Drivers must not uncouple their engines until they have received instructions from the Station Master.

Coal Stages. Drivers must not move their engines from the coal stages to the shunting necks without receiving a hand signal from the Signalman giving them permission to do so, except where a dwarf shunting signal is provided.

When the shunting signal fixed on the five-arm post of the departure signals is at Danger, no shunt must pass it in either direction, on the arrival line or Nos. 1 and 2 departure lines.

HAGGERSTON DUNLOE STREET DEPOT

Gong communication. Mechanical gong communication is provided at both ends of the Depot, and must be used by Guards and others concerned, for trains working at this depot. Card of instructions is exhibited on the ground.

Working in yard. When entering Shoreditch Depot, Drivers must be careful only to back trains from the Broad Street end sufficiently far into No. 2 road as to bring their engines opposite the Dunloe Street up starting signal, at which point they must detach the engine, leaving the vehicles to be dealt with by the Capstanmen.

Traffic for dispatch must be properly marshalled, coupled up with brake van in rear on No. 1 road, so that it will not be necessary for the engine to back down more than a few feet beyond the wagon-loading gauge at the Dalston end of No. 1 siding to couple up to the train.

The Fireman must couple the engine to the train.

Should it be necessary for the Guard, before starting, to go to the engine for any purpose, he must be careful to walk in the space between the No. 1 up line and the iron railing separating that line from the Depot, so as to be quite clear of the coal chutes, and must keep a good look-out for any approaching train from the direction of Dalston.

DALSTON

Kingsland Coal and Goods Depot. L.M.R. passenger train brake vans with Guards extended " look-out " must not be shunted into No. 5 road at Kingsland Depot.

BARNSBURY

York Road Junction. When a train is ready to leave Maiden Lane Sidings, or is backed into these Sidings from the York Road Junction end, the Fireman of the train concerned must advise the Signalman at York Road Junction box, by telephone.

CAMDEN ROAD

St. Pancras Junction. Guards of trains, or Firemen, in case of light engines, standing on No. 2 up line waiting to be crossed into St. Pancras sidings, must operate the plunger of the Fireman's call box, fixed near the dwarf set back signal, in accordance with Rule 55 (a).

WILLESDEN HIGH LEVEL

Starting of passenger trains. Guards of passenger trains stopping at the station must not give the signal for their trains to start unless the banner repeater or the " Off " indicator on the platform concerned shows that the signal ahead of the platform has been lowered.

ACTON CENTRAL STATION

Electric bell communication is provided between the box and the points at the Western end of the Station. A special code of rings is in operation and is exhibited on the ground.

SOUTH ACTON

A telephone, with loud sounding bell, is provided adjacent to the dwarf shunting signal reading from the down siding to the Hammersmith branch, to enable Trainmen and shunting staff to communicate with the Signalman at South Acton Junction box. Guards of trains, or Firemen in the case of light engines, proceeding on to the Hammersmith branch must inform the Signalman at South Acton Junction box by this telephone when their train, complete with tail lamp attached, comes to a stand clear of the connection with the down main line.

WORKING OF NORTH LONDON INCLINE

The Incline between the Western and Midland Lines is worked by token instruments in accordance with the instructions exhibited in the Midland token box at the top of the incline and in North London Incline box.

No train must proceed on to the incline unless the Driver is in possession of the token, or he has seen one in the possession of the Driver of an engine to which his train is attached.

Keys to the door of the Midland token box supplied for use of the Inspectors must, when not in use, be kept in the St. Pancras (Western and Midland Lines) Yard Inspectors' Offices. A spare key is kept in St. Pancras Junction box and in North London Incline box, and on handing a token to a Driver or Fireman working a train on to the Wharf or Exchange sidings only, the Signalman at North London Incline box must take care that the key is attached to the pouch. The Driver or Fireman of a train returning from the Wharf or Exchange sidings must be careful to attach the key to the pouch before handing it back to the Signalman at North London Incline box.

When a train requires to proceed from North London Incline box to the North London line during the time a train is at the Wharf or Exchange sidings, the Signalman at the North London Incline box will ring the bell outside the Midland token hut. The Guard at the wharf or sidings must proceed at once to the telephone to ascertain what is required, and in the event of it being necessary to clear the line, the train must be placed in the sidings clear of the incline. After this has been done, the Fireman must place the token in the token instrument, and the incline must not again be fouled until another token has been obtained.

If the token should become wet or dirty it must be dried or cleaned before being placed in the token instrument.

Section obstructed by accident, by disabled train, or by portion of train.

Working of train to or from the point of obstruction.

Token damaged or lost, or failure of token instrument.

Electric Token Block Regulations 14, 15, 18, 23 and 25 apply. Should the instruments fail, or should a token be damaged so that it cannot be placed in the instrument, a Pilotman will be appointed to accompany each train passing over the incline.

All trains requiring to pass on to the Western Lines main line must have an engine in front, and a Guard's van in which a Guard must ride, in the rear, when ascending the incline.

Midland Lines trains going to the Exchange sidings must be brought to a stand at the points leading into the wharf siding, until permission has been obtained from the Western Lines Inspector or Shunter in charge for the train to enter the exchange siding.

HAMMERSMITH

Bath Road and Rugby Road crossings. The normal position of the gates at these level crossings is across the railway. Up and down trains must be brought to a stand at each 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.

The up and down home signals at Bath Road crossing are fixed in the Danger position and may only be passed on the authority of the Guard or Shunter in charge.

POPLAR

Poplar loop line junction. Warning bells on the wall of Poplar loop line box and on a telegraph pole approximately 50 yards away, are fixed to give warning to men on the ground of the approach of trains signalled from No. 1 shunting siding or " Under the Wall " siding along the up line to Blackwall Bridge. When the signals controlling the movements out of these two sidings are lowered, the bells will ring continuously until the signal has been replaced to danger.

If, in the event of a failure of one of the signals, it becomes necessary to authorise movements past the signal in the Danger position, the person who gives authority for the movements to commence must verbally warn the ground staff at work in the vicinity.

Shunting in coal yard. Shunting operations in the coal yard must cease when a train requires to enter from the main line. The signalman at Poplar Central box must have an understanding with all concerned.

Working on East Quay. Engines must not pass over the Wall Road beyond a point opposite the Engine board, nor, in the case of the other three roads, beyond the first turntables.

A warning bell on Yard Master's Office, Field sidings is fixed to indicate the approach of a train to the men on the ground. When the main line starting signal is lowered, the bell will ring continuously until the train reaches a treadle close to the Yard Master's office.

Field Sidings. Should trains arriving in these sidings come to a stand foul of an adjoining arrival road the Guard must at once proceed to Blackwall Bridge box, and advise the Signalman.

The person in charge of a train entering the coal yard or of a shunting movement from or to the coal yard which has been occupying the goods lines, must advise the Signalmen at Central box when the train or shunting movement has come to a stand in the coal yard clear of the goods lines and no further movement towards the goods lines requires to be made.

Shunting from Poplar yard to East Quay. All shunts propelled from Poplar yard to the Collier Dock must be brought to a stand with the engine at the Preston Road home signal, and then hand-signalled towards the East Quay by the Shunter.

Blackwall Bridge and loop line junction. The Guard, or Shunter must advise the Signalman at Loop Line Junction and Blackwall Bridge boxes when the arrival lines are clear.

Engines may be taken along No. 8 road from Blackwall Bridge to Loop Line Junction box but only by authority of the Yard Inspector after communication with the Signalman at Blackwall Bridge box.

Blackwall Bridge. The subsidiary signal applicable to movements from No. 8 road only authorises movements to proceed as far as the water column.

BOW

Tredegar Road Sidings—Messrs. Nestle's Private Siding. The dock will not admit of other than passenger vehicles being used for the conveyance of milk; steel passenger brake vans and refrigerator vans, etc., are prohibited from working there, as the stage is too high for the doors of the vehicles.

Bow Common Gas Works traffic. Empty wagon trains from the Gas Works to Fairfield Road sidings to be limited to 22 wagons and a brake van, and drawn into Fairfield Road sidings. When Fairfield Road sidings are occupied trains may be run round in Bow station.

Shunting at Bow Common Gas Works Siding. Before detaching the engine, the Guard, in addition to pinning down sufficient brakes to ensure the wagons remain stationary, must also place a sprag in the wheels of the last wagon at the Bow Station end of the shunt.

Devons Road arrival and departure roads. Before taking engines or trains to or from these roads, Trainmen must obtain instructions from the Shunter at the hut.

A board is fixed between Nos. 2 and 3 carriage shed roads, and engines must not pass this board without the permission of the Shunter at the hut.

Guards of freight trains arriving at Devons Road must, on arrival, inform the Shunter at the hut the composition of their train.

VICTORIA PARK

Running round. Trains from Poplar for the E. R. (E. Section) line and requiring to run round must draw clear of the trailing points from the E. R. line at Victoria Park Station and the engine must run round via the crossover road on the Graham Road side of the Junction.

LONDON SUBURBAN AREA ELECTRIFIED LINES

General description. The up and down lines between the following points, including certain crossover roads and sidings, are equipped with positive and negative conductor rails for the operation of electric trains:—

(*a*) Broad Street and Richmond (Via Hampstead Jn. line).
No. 2 lines between Kentish Town Jn. and Broad Street.
No. 1 line from Kentish Town Jn. to York Road Jn.

(*b*) Willesden (H. L. Jn.) and Mitre Bridge Jn.

(*c*) Willesden and Kensal Green Jn. (via New Curve).

(*d*) Euston and Watford Jn. (slow lines Euston to Camden No. 2 thence via the electrified line).

(*e*) Colne Jn. and Croxley Green Jn.

(*f*) Watford (High Street Jn.) and Croxley Green Jn.

(*g*) Croxley Green Jn. and Croxley Green.

(*h*) Kentish Town Jn. and junction with up and down electrified lines at Camden No. 2.

(*i*) City Loop between Kensal Green Jn. and junction with up and down electrified line at Willesden.

Electric trains—Broad Street, Richmond, Kew and Watford. The restriction with regard to stock exceeding 57 ft. long by 9 ft. 2 ins. wide over projections working on the Hampstead Junction line does not apply to electric trains working on the Board Street, Richmond, Kew and Watford services.

WILLESDEN NEW STATION

Where the last vehicle on a down train from Kensal Green Junction direction comes to a stand at Willesden New Station before passing the box there, the Guard must, immediately the train stops, advise the Signalman that the train has arrived with tail lamp attached.

RICKMANSWORTH BRANCH

When a train is ready to leave Rickmansworth the Signalman at Croxley Green Junction box must be advised by means of the telephone situated outside the Booking Office.

CROXLEY GREEN BRANCH

Immediately a train has been brought to a stand at the starting signal for Croxley Green Junction, the Guard must proceed to the box. When the branch is clear and the train is ready to proceed, the Signalman will hand the token to the Guard, who must convey it to the Driver. The Guard must afterwards rejoin his train at the nearest compartment.

Key token working. No train must proceed on to the single line between Croxley Green Junction and Croxley Green Station unless the Driver is in possession of a key token, or he has been shown the token which has been delivered to the Driver of an engine to which his engine is attached, except as provided in Electric Token Block Regulations 14, 18 and 25.

Pouches are provided in which the key token is placed before being handed to the Driver.

The Driver of an electric train, after obtaining a key token for Croxley Green at Croxley Green Junction box may return from Croxley Green to Croxley Green Junction box without passing the key token through the key token instrument at Croxley Green Station, but when necessary to clear the single line to enable a key token to be obtained by the Signalman at Croxley Green Junction box for a second train to proceed to Croxley Green Station, the first train must be drawn clear of the single line at Croxley Green Station before the key token is placed in the instrument. Before a passenger train is allowed to return to Croxley Green Junction box from Croxley Green Station without passing the key token through the key token instrument at Croxley Green, the Person in charge at Croxley Green must telephone to the Signalman at Croxley Green Junction box and obtain his authority for the train to proceed to that box. Such train must not leave Croxley Green until the Driver is instructed to do so by the person in charge there, and should the telephone have failed the Driver must be advised accordingly and instructed to proceed cautiously to Croxley Green Junction box.

Section Obstructed by Accident, by Disabled Train, or by portion of Train.
Engine entering Section for Examination of Line.
Working of Trains to and from Point of Obstruction.
Failure of Token Apparatus or Token Damaged or Lost.

The instructions in Electric Token Block Regulations 14, 15, 18, 23 and 25 apply. The Person working the instrument at Croxley Green Station must be regarded as the Signalman.

When it is necessary to ascertain if the line is clear, an engine must not be allowed to enter the section unless a key token has been obtained from the key token instrument and is in the possession of the Driver. The circumstances must be explained to the Driver, and he must be instructed to proceed cautiously through the section, prepared to stop short of any obstruction. Where practicable, the engine must be accompanied by a Station Master or other competent person. After sunset or during fog or falling snow, the engine must always be so accompanied.

The person in charge of the key token station at which the engine enters the section can in these circumstances obtain a key token, and the key 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.

STANMORE BRANCH

Drivers of up trains in possession of the Train Staff, not required to be drawn clear of the single line at Harrow are authorised to return to Belmont or Stanmore without handing the Train Staff to the appointed person at Harrow, and before giving the all-right signal the Person in charge at Harrow must satisfy himself that the Driver is in possession of the Train staff.

The " up and down " line at Stanmore must not be used for stabling purposes.

ST. ALBANS BRANCH

St. Albans branch—Working of A.C.V. (non-bogie type) lightweight diesel units. Signalmen will deliver the Train Staff to and receive it from the Guard who, for such purposes, is specially authorised to ride in the car from which the train is being driven.

The Train Staff when received by the Guard must be immediately handed to the Driver and if this is not done the Driver must not proceed until he has received the staff applying to the section the train is about to enter. Immediately before reaching the staff station the Guard must obtain the staff from the Driver in readiness to hand it to the Signalman.

ST. ALBANS

Trains must, as far as possible, stop with the engine outside the station roof at the St. Albans or the Watford end. Engines waiting at the passenger station must always stand clear outside the station roof.

HATFIELD (E.R.) TO ST. ALBANS

Sidings—Working of. The points connecting the undermentioned sidings with the running line are secured by lock, the key of which is the Single Line Staff. Guards working trains having to call at these sidings to attach or detach must have with them a key of the siding gates. Spare keys are kept at Hatfield and St. Albans. The gate must be left locked across the siding on leaving.

Fiddle Bridge Siding.
Smallford Siding.
Hill End Depot.
Hill End Siding.
Feetville Siding.
Salvation Army Siding.
Sander's Siding.

DUNSTABLE

Coaching vehicles 57 ft. in length and 9 ft. 4 ins. in width over projections, must not work into the bay platform line and the disused platform.

AYOT (E. REGION) TO DUNSTABLE

Laportes Siding. A down freight train must not call at this siding to detach or attach wagons. Traffic to or from the siding must be worked on Up freight trains or on pilot trips from Luton. When worked by pilot trip the whole of the wagons with brake van attached must, on arrival, be placed in the siding through the connection at the west end. The engine must then be detached and taken on the running line to the east end of the siding to attach wagons to be taken away. Shunting must not be done at the west end, nor must any vehicles be left or placed on the running line between the two connections except when the siding is being shunted with the engine at the east end. When this has to be done the brake van must first be put on the Single line and the brake fully applied, and all other wagons must be attached to it and sufficient brakes on them pinned down to prevent them moving. The number of wagons worked on any trip from Luton must not exceed the number for which there is accommodation in the siding at the time. A sufficient number of brakes must be pinned down on wagons left in the siding to prevent their moving foul of the catch points at the east end.

DUNSTABLE TOWN

Bagshawe's Siding. Traffic for this siding may be detached from Down trains by gravitation, but all outwards traffic must be attached to Up trains and taken through to Luton.

BUCKINGHAM

Goods yard and refuge siding. When it is necessary for a train to be shunted into the goods yard or refuge siding to allow another train to pass, the Signalman must work the points between 8-15 p.m. and 6-45 a.m., and the Guard between 6-45 a.m. and 8-15 p.m.

LEVEL CROSSING ARRANGEMENTS—BANBURY, DUNSTABLE, AND AYLESBURY BRANCHES

The gates at level crossings on the above-mentioned branch lines are placed across the railway and during the periods when a Crossing Keeper is not on duty as shown below the gates will be kept open for road traffic, the signals during such periods being kept at Danger.

Unless special arrangements have been made otherwise, Drivers must stop at each level crossing for the Fireman to open the gates and the Guard to close them, and where necessary may pass the signals concerned at Danger.

Branch	Period during which gates are placed across railway when no crossing keeper on duty and signals kept at Danger
Banbury	From 11-15 p.m. Saturdays until 5-15 a.m. Mondays.
Dunstable	Weeknights, after the passage of the last booked train (Saturdays excepted) to 4-45 a.m., and last booked train Saturday to 4-45 a.m. Mondays.
Aylesbury	3-30 p.m. Monday to Friday to 10-30 a.m. following morning. 3-30 p.m. Saturday to 10-30 a.m. Monday.

WOBURN SANDS

Footpath leading out of lower end road. This foopath crossing is situated 200 yards east of Woburn Sands station. Guards of up freight trains which come to a stand at the station must, if necessary, divide the train, the rear portion being left between the footpath crossing and the level crossing gates, and the front portion drawn ahead clear of the level crossing gates.

RIDGMONT

Working of Marston Valley Brick Co.'s siding—Down line. This siding must only be served by down trains terminating there, which must always be drawn into the reception line complete.

Under no circumstances must vehicles be attached or detached at this siding by a train standing on either the up or down line, nor must shunting operations be performed on these lines.

The signal reading into the sidings must not be taken off for a train to enter the sidings until the Shunter has ascertained that the gate is open. In the event of a Shunter not being on duty, the signal must not be taken off until the train has been brought to a stand, when the Driver may draw forward to the gate, which must be opened by the Fireman.

LIDLINGTON

Up stopping passenger trains consisting of up to four coaches must be brought to a stand in such a position that the coaches will be alongside the high level portion of the platform.

MILLBROOK

Forder's Sidings—Working of traffic to London Brick Co.'s Car Kiln Siding. A gate indicated by a stop lamp is provided in the Car Kiln Siding opposite the stop blocks of the shunting neck and trains requiring to enter the siding must be brought to a stand thereat.

On arrival at the gate the Guard or Shunter in charge must operate the plunger provided on the gate to call the attention of the firm's Boilerhouseman. The Boilerhouseman will open the gate and will, by means of the sounding of warning bells and the exhibition of illuminated signs, assist in advising the firms' employees that shunting is taking place.

No movement must be made into the siding until the Guard or Shunter in charge has carried out the provisions of Rule 112(a).

BEDFORD ST. JOHN'S

Goldington. Guards of trains (Firemen in the case of light engines) must inform the Signalman at Bedford St. John's No. 2 box, by telephone, when their trains have arrived clear on the reception line, with tail lamp complete.

Drivers of trains standing on the reception line requiring to run round their trains via the single line must obtain a token from the subsidiary instrument and this must be conveyed by the Driver to the Signalman at Bedford St. John's No. 2 box and the Signalman there informed that the engine is ready to proceed to the rear of the train on the reception line.

Immediately the engine has passed on to the reception line clear of the single line the Signalman must be informed by telephone.

Drivers requiring to leave the reception line at the Bedford end must inform the Signalman at Bedford St. John's No. 2 box by telephone when they are ready to depart.

During the time the Crossing Keeper at Goldington Crossing is not on duty the Signalman will hand the key of the ground frame hut to the Driver when passing the box, who must return it to the box when the work at the sidings has been completed.

When the Crossing Keeper at Goldington Crossing is not on duty, the Guard, or Fireman in the case of a light engine, must ascertain that no road user is approaching the crossing before allowing a movement proceeding towards the C.E.A. sidings to be made over the crossing. Drivers of trains coming from the C.E.A. sidings must stop on the approach side of the crossing for the Fireman to carry out the above instruction.

BEDFORD ST. JOHN'S—*continued*

Except between the times shown below, the gate at the C.E.A. private sidings will be kept locked across the lead to the sidings:—

Mondays to Fridays: 7-30 a.m. to 5-0 p.m.
Saturdays: 7-30 a.m. to 12-0 noon.

Guards of freight trains requiring to enter the sidings outside the above times must first obtain the key to the gate from the Signalman at No. 2 signal box, and return it to the signal box when the work at the sidings has been completed.

NORTHAMPTON

Guards of up freight trains calling at No. 4 box for examination must, when the examination is complete, or if there are defective wagons to be detached, immediately advise the Signalman at No. 4 box by means of the telephone fixed in the up side relief cabin adjacent to No. 4 box.

Bridge Street. When engines from the locomotive shed are for different destinations they must leave separately.

LONG BUCKBY

When trains are stopped on the up line for attaching or detaching, or are shunted into the refuge siding, Drivers must not start again after receiving the Guard's signal until they have allowed sufficient time for him to rejoin his van and release the hand brake, and Guards must be careful to see that the hand brake is released when the van is passing over the diamond crossings.

Down intermediate block signal between Hillmorton Sidings and Rugby Midland No. 1. The second paragraph of Instruction No. 3 and paragraph (c) of Instruction No. 4 respecting the working of Intermediate Block Signals, do not apply to the down Northampton line signal, and should the Enginemen be unable to get the attention of the Signalman on the telephone the Fireman must use the telephone fixed near the points of the crossover road between the up Peterborough and down Northampton line, or fixed near the points of the connection between the down Northampton and down goods line. Should these telephones also be out of order the Fireman must proceed to the box to obtain the instructions of the Signalman.

Up intermediate block signal between Clifton Mill and Rugby Midland No. 1. The second paragraph of Instruction No. 3 and paragraph (c) of Instruction No. 4 respecting the working of Intermediate Block Signals, do not apply to the up Peterborough line signal, and should the Enginemen be unable to get the attention of the Signalman on the telephone the Fireman must use the telephone fixed near the points of the crossover road between the up Peterborough and down Northampton line, or fixed near the points of the connection between the down Northampton and down goods line. Should these telephones also be out of order the Fireman must proceed to the box to obtain the instructions of the Signalman.

COVENTRY AVOIDING LINE

Trains exceeding 20 wagons from Gosford Green to Coventry must draw forward on the up road to Humber Road Junction. The engine must then be detached and returned to Gosford Green to be attached to the rear of the train which it must propel from the up road on to the up main line at Humber Road Junction, and then proceed through the crossover road on to the down main line to Coventry. When the engine has run round its train at Gosford Green it must not start propelling towards Humber Road Junction until the Signalman at Gosford Green has given a green hand signal to proceed.

WYKEN BRANCH

Coventry Corporation Electricity Works. If a train has to be divided before being drawn off the single line the Guard or Shunter must walk in front of the engine whilst setting back to remove the rear portion of the train, and must see the occupation level crossing is clear. Care must be taken when this movement is being made not to leave the rear portion of the train foul of the occupation level crossing.

Trains leaving Hawkesbury Lane for the Wyken Branch must be made up, complete with brake van leading, in the marshalling sidings before the points in No. 13 Siding, giving access to the Wyken Branch, are set for that line.

HAWKESBURY LANE

Movements from up sidings ground frame to station box over the up line must not exceed an engine and 2 brake vans.

GRIFF BRANCH

When the Driver cannot see the position of the home signal at Griff Junction, no train must start off the new Griff branch for the main line until the Shunter or Guard has ascertained the signal has been lowered and verbally informed the Driver.

Griff Level Crossing and Old Colliery. Foreman acts as Pilotman. On the Pilotman's authority the single line may be occupied for shunting purposes up to the fixed signals, provided both signals are at Danger.

GNOSALL

All shunting operations at the goods yard must be performed with the engine at the Newport end of the wagons.

HADLEY—TRENCH SIDINGS

Messrs. Somerfield's Siding. Spring catch points are fixed in this siding on either side of the main road level crossing. The Hadley Junction Shunter must accompany trips to and from the siding and will be responsible for seeing the spring catch points are held over by the lever provided. If it is necessary to clip the catch points for a movement, he must obtain the necessary clips and padlocks from Trench Sidings signal box and will be responsible for seeing that the points are afterwards restored to the open position and the clips and padlocks returned to the signal box.

WELLINGTON AND NANTWICH

Booking of passengers at the various halts between Wellington and Nantwich. Guards of passenger trains running between Wellington and Crewe must collect an excess fare receipt book at either Wellington or Crewe before joining their trains for the purpose of booking passengers at the various halts en route.

LONGDON HALT

(Situated at 164 m. 8 chs. between Wellington (Salop) and Crudgington.)

Stopping of trains. Platforms are provided on the down and up sides, each 100 feet long. Enginemen must approach carefully and bring the vehicle in which the Guard is riding, together with the adjoining one, to a stand at the platform.

Stations between Wellington and Crewe booking passengers for Longdon Halt, also the ticket examining staff at Wellington and Crewe, must arrange that the passengers who wish to alight at the Halt are seated as far as possible in the compartments of the vehicle in which the Guard is riding or in the next adjoining carriage, and the Guard in charge of the train is responsible for seeing that passengers do not alight or join the train except at the platform. Separate access is provided to each platform from the public road.

Passengers' luggage will not be labelled at the Halt and the Guard of the train must see that the luggage is labelled to destination at Wellington or Crudgington.

Parcels traffic will not be dealt with at the Halt.

Lighting. The Halt is lighted by two paraffin lamps on each platform. These lamps will be serviced at Wellington and Crudgington and will be conveyed to the Halt in accordance with instructions issued from time to time by the District Operating Superintendent.

CRUDGINGTON

Refuge Siding—Foot crossing. Whenever a freight train is shunted into the refuge siding, it must stand clear of the footpath so as to leave the crossing clear. When this cannot be done, the Guard of any train shunted into the siding must divide the train so as to leave the crossing free, and he must remain at the crossing and see personally to the safe passage of pedestrians.

Guards and Shunters must also be careful to see that no one is crossing during the time they are shunting or closing up wagons.

Refuge Siding—Hand points to be kept locked. The three hand points leading from the Up Refuge Siding to the Straight Siding, Coal Siding and New Siding respectively, are kept locked over for the Refuge except when shunting operations necessitate the use of any of these Sidings.

Short Dock Siding. Passenger trains picking up or detaching vehicles in the Short Dock Siding must not be set back further than the foot of the platform ramp.

The three keys are kept by the Signalman who will allow out of his possession only when shunting is required to be done in or out of the roads referred to.

After the shunting is finished the Signalman must obtain the keys from the man in charge of the work and an assurance from him that the points are properly set and locked over for the Refuge Siding.

Guards of trains that are to be shunted into the Refuge Siding must see that these hand points are correctly set for their trains to set back into the Siding.

ROWTON HALT

(Situated at 167 m. 18¼ chs. between Crudgington and Ellerdine Halt.)

Stopping of trains. The platforms on the down and up sides are each 80 feet long. Enginemen must approach carefully and bring the vehicle in which the Guard is riding, to a stand at the platform.

Stations between Wellington and Crewe booking passengers for Rowton Halt, also the ticket examining staff at Wellington and Crewe, must arrange that the passengers who wish to alight at the Halt are seated as far as possible in the compartments of the vehicle in which the Guard is riding and the Guard in charge of the train is responsible for seeing that passengers do not alight or join the train except at the platform. Seperate access is provided to each platform from the public road.

Passengers' luggage will not be labelled at the Halt and the Guard of the train must see that the luggage is labelled to destination at Crudgington or Peplow.

Parcels traffic will not be dealt with at the Halt.

Lighting. The Halt will be lighted by one paraffin vapour lamp on each platform. These lamps will be serviced at Crudgington and Peplow and will be conveyed to the Halt in accordance with instructions issued from time to time by the District Operating Superintendent.

Two long-burning lamps are provided for lighting the approach steps to the platforms and these will be attended to by the Crudgington staff.

ELLERDINE SIDING (between Crudgington and Peplow) 168 m. 38 chs.

Access to this siding can be obtained only from the down main line, and the points are worked from a ground frame, the key being kept in the Porter's room.

The points and signals at the ground frame will be worked by the Porter in charge at the siding, who will also attend to the signal lamps.

After the departure of the train that calls at the siding, the Porter must place the signals in the " all right " position and inform Crudgington and Peplow that the train has left.

Traffic for the siding will be dealt with by the down local goods train unless some special arrangements are made.

Traffic from the Crewe direction for the siding must be taken through to Crudgington and worked back from there as arranged.

Traffic from the siding for the Wellington direction will be worked to Peplow or Market Drayton according to services available for going forward.

Telephone communication is provided and fixed in the ground frame cabin and the Porter must advise Crudgington when there is traffic to be picked up and the Signalman at Crudgington must inform the Trainmen.

ELLERDINE HALT

(Situated between Crudgington and Peplow on Crudgington side of overbridge at 168½ m.p.)

Stopping of trains. Platforms are provided on the down and up sides, each 100 ft. long. Enginemen must approach carefully, and bring the vehicle in which the Guard is riding, together with the adjoining one, to a stand at the platform.

Stations between Wellington and Crewe booking passengers for Ellerdine Halt, also the ticket examining staff at Wellington and Crewe, must arrange that the passengers who wish to alight at the Halt are seated as far as possible in the compartment of the vehicle in which the Guard is riding or in the next adjoining carriage, and the Guard in charge of the train is responsible for seeing that the passengers do not alight or join the train except at the platform. Separate access is provided to each platform from the roadway above, and the ticket office is by the down side entrance. There is a milk slope on the up side.

Booking of passenger traffic and collection of tickets. Fares are arranged between the Halt and Wellington, Crudgington, Peplow, Hodnet, Market Drayton and Crewe, also cheap fares on certain days to Wellington, Market Drayton and Shrewsbury. Between the hours of 7-35 a.m. and 3-20 p.m., Saturdays excepted, 4-20 p.m. Saturdays only, staff will be provided to book passengers joining the trains and collect the tickets of passengers alighting.

Forwarded and received parcels and milk traffic will be dealt with at the Halt during these hours only.

Passengers joining trains at the Halt before 7-35 a.m. and after 3-20 p.m., Saturdays excepted, 4-20 p.m. Saturdays only, must be excessed by the Guard of the train.

During the period when the Halt is unstaffed, parcels traffic must be put out at Peplow and forwarded to Ellerdine Halt by the first available service when the Halt is staffed.

Passengers' luggage will be labelled to destination from Ellerdine Halt except the luggage of passengers joining trains before 7-35 a.m. and after 3-20 p.m., Saturdays excepted, 4-20 p.m. Saturdays only, when the Guard of the train must see that the luggage is labelled at Peplow or Crudgington.

The lamps at Ellerdine Halt will be trimmed and lighted by the goods siding Porter and extinguished in accordance with the instructions issued from time to time by the District Operating Superintendent.

PEPLOW

Detaching vehicles from rear of up passenger trains. When a vehicle has to be detached from the rear of an up passenger train the Signalman must set the points for the yard and the man who is to uncouple the vehicle will be responsible for seeing that this is done before he detaches the vehicle.

HODNET

Hodnet Station is treated as unstaffed halt after 6-30 p.m. on weekdays. Guards of trains calling after this time must collect tickets from passengers alighting and arrange for passengers joining to be excessed.

Parcels traffic for Hodnet during the time the station is unstaffed must be put out at Tern Hill or Peplow and reforwarded next morning.

Each platform at Hodnet is lit by two P.V. lamps. Guards of 8-52 p.m. from Crewe to extinguish up platform lamps and convey them to Peplow. Guard of 9-25 p.m. from Wellington to extinguish down platform lamps and convey them to Tern Hill. Lamps to be returned to Hodnet by first train next morning.

Up and down refuge siding. The four pairs of hand points leading from the refuge siding are kept locked for the refuge siding, except when required for shunting operations.

The keys are kept by the Signalman, and he will only allow them out of his possession when the points are required to be unlocked for shunting purposes.

After the shunting is finished, the Signalman must obtain the keys from the man in charge of the work and get an assurance from him that the four pairs of hand points are locked in the correct position.

Footcrossing 20 yards on station side of box. When freight trains stop to do work the Guard must divide his train so as to leave the foot crossing clear.

Guards and Shunters must be careful to see that no one is crossing during the time they are shunting or closing up wagons.

Starting of down passenger trains during fog or falling snow. As the down starting signal is not visible from the platform in fog or falling snow, the Station Master must satisfy himself that it is lowered before giving the Guards the signal to start their trains.

WOLLERTON HALT

(Situated at 173 m. 32¾ chs. between Hodnet and Tern Hill.)

Stopping of trains. Platforms are provided on the down and up sides, each 100 feet long. Enginemen must approach carefully, and bring the vehicle in which the Guard is riding, together with the adjoining one, to a stand at the platform.

Stations between Wellington and Crewe booking passengers for Wollerton Halt, also the ticket examining staff at Wellington and Crewe, must arrange that the passengers who wish to alight at the Halt are seated as far as possible in the compartments of the vehicle in which the Guard is riding, or in the next adjoining carriage, and the Guard in charge of the train is responsible for seeing that passengers do not alight or join the train except at the platform.

Separate access is provided to each platform from the public road.

Passengers' luggage and booking of parcels traffic. Passengers' luggage will not be labelled at the Halt and the Guard of the train must see that the luggage is labelled to destination at Hodnet or Tern Hill.

Parcels and milk traffic will be dealt with at the Halt by special arrangement made by the District Traffic Superintendent.

Lighting. The Halt is lighted by one paraffin vapour lamp on each platform. These lamps will be serviced at Hodnet and Tern Hill and will be sent to the Halt in accordance with instructions issued from time to time by the District Operating Superintendent.

TERN HILL

Drivers to whistle. Drivers of all trains must sound the engine whistle when approaching Tern Hill station.

Detaching or attaching vehicles. Whenever a vehicle arrives in the rear of a down passenger train, the road must be set from down main to siding before the vehicle is detached from the train.

No marshalling of vehicles must be permitted in the rear of a down passenger train on the down main line.

Vehicles for despatch by down passenger trains should be attached in the rear irrespective of the destinations of other rail traffic which may be on the train, and Market Drayton must be promptly advised and do any marshalling that may be required. If, however, the rear vehicle on a down train arriving at Tern Hill is unbraked, the Tern Hill vehicles must be attached next engine.

Whenever a vehicle arrives in rear of an up passenger train, it must be unloaded at the platform if practicable and the empty vehicle sent forward by the same train. If not, the train must be crossed to the down main line and the vehicle detached clear of the cross-over points, after which the train will draw to up road and the vehicle will then be lowered from down main to siding. The cross-over points must remain in the reverse position until the vehicle has been moved from down main to siding.

Should it be necessary at any time for the engine of a down or up passenger train to be uncoupled in order that a vehicle or vehicles may be detached or attached, this must not be done until the van brake at each end of the train have been screwed tightly on by the Guard, who must afterwards detach and attach the engine and vehicles.

Occupation crossing at 176 m.p. between Market Drayton and Tern Hill. A whistle board is fixed for up trains at 176½ m.p.

Loading Timber. When timber is being loaded on the siding adjacent to the up main line the box must be switched in. Before commencing loading the Foreman Loader must obtain permission from the Signalman.

The Signalman must not give permission for the loading to commence until the " Blocking Back Inside Home " signal 2—4 has been sent to and acknowledged by Market Drayton Station, or other signal box next in circuit in the rear, and the up line signals have been placed at danger.

As soon as it becomes necessary to accept an up train the Signalman must instruct the Foreman Loader to cease loading and the " Obstruction removed " signal 2—1 must not be sent until the Signalman has seen that loading has ceased and the up line is quite clear.

The timber loading operations must not be recommenced until the Signalman's permission has again been obtained, and the Signalman must not give permission for the timber loading to be recommenced until the train has passed Tern Hill and is proceeding in the section towards Hodnet, and the provisions of the second paragraph have been complied with.

The Signalman and Foreman Timber Loader will communicate with each other verbally in every case.

MARKET DRAYTON

Electric gong fixed at South end. The electric gong fixed on the abutment of the overbridge at the South end of the station communicates with the signal box.

When any shunting is required at the South end, the following code of rings on the gong must be used by the man conducting the operations:—

	No. of Rings
Up main to down main or vice versa	1–2
Up main to horse dock up side or vice versa	2–2
Up main to bay	2–3
Up main to No. 2 siding, down side or vice versa	2–4
Up main to No. 1 siding, down side or vice versa	2–5

Shunting loop—Down side. Trains shunting in the loop and requiring to draw up to the dead end must not pass the fouling point with down refuge siding unless the junction Signalman's permission to do so has first been obtained.

Up-hill traffic sidings. In disposing of traffic in these sidings the long siding (next to L.M.R. main line) must be filled first, and both that and the back siding must be filled before placing wagons on the straight road leading to the goods yard.

Wagons put off in either of these sidings must be pushed well clear of the points opposite the junction box.

Shunters and Guards putting off traffic must be careful to securely pin down a sufficient number of wagon brakes to prevent wagons dropping down to the points.

Working after dusk. When forming or disposing of up freight trains after dusk, if it is necessary for an engine to run round the van and wagons standing on up main line for the purpose of propelling them along the up main line towards the Station box to draw them into the yard at the South end (as for instance in disposing of the L.M.R. incoming freight trains), the following regulations must be carefully observed:—

Before the engine leaves the wagons on the up main line to run round them, the Shunter or person in charge must first obtain the shunting lamp from the Signalman in the station box and place it on the wagon left on main line nearest to Hodnet, showing a white light towards Hodnet.

When the van and all the wagons have been drawn back off the up main into the siding, and the up line is clear, the Shunter or person in charge must take the shunting lamp back to the station box Signalman and inform him that the up main line is clear.

The station box Signalman must not accept an up train from the junction until the shunting lamp has been returned to him and he has been told by the Shunter or person in charge that the up main line is clear.

Whilst the shunting lamp is out of his possession, the station Signalman must place a collar on the lever of the up home signal as a reminder.

Water pumping plant. An indicator showing whether the water in the tank is high or low, and an alarm bell to call the Signalman's attention are provided in Silverdale Junction box. The bell can be stopped by pressing the plunger provided.

When the bell alarm indicates that the water supply is low, or in the event of failure, an immediate advice must be sent to the District Outdoor Machinery Engineer, North Shed, Crewe (Ext. 2418 between 7-30 a.m. and 5-0 p.m. and Ext. 2524 between 5-0 p.m. and 7-30 a.m.) D.T.S. Control, Stoke, D.O.S. Control (Ext. 2141) Crewe, and W.R. Control, Shrewsbury.

ADDERLEY

Booking of passengers and collection of tickets. Staff will be in attendance at Adderley from 8 a.m. to 5-45 p.m. on weekdays and for the 9-15 a.m. from Wellington and 8-35 p.m. from Crewe passenger trains on Sundays only.

Guards of trains arriving at Adderley at times when staff are not in attendance must arrange for passengers to and from that station to travel in compartments as near as possible to their vans.

When the station is unattended Guards will collect tickets and hand them in at Audlem or Market Drayton and must excess passengers joining at Adderley.

Parcels traffic for Adderley on trains arriving there when the station is unstaffed must be put out at Audlem or Market Drayton and re-forwarded by a subsequent convenient service.

Staff will be in attendance at Adderley from 7-45 a.m. to 4-25 p.m. Mondays to Fridays (inclusive) and between 7-45 a.m. to 1-25 p.m. on Saturdays only.

COXBANK HALT

(Situated at 182 m. 54 chs. between Adderley and Audlem.)

Stopping of trains. Platforms are provided on the down and up sides, each 80 feet long. Enginemen must approach carefully and bring the vehicle in which the Guard is riding to a stand at the platform.

Stations between Wellington and Crewe booking passengers for Coxbank Halt, also the ticket examining staff at Wellington and Crewe, must arrange that the passengers who wish to alight at the Halt are seated as far as possible in the compartments of the vehicle in which the Guard is riding or in the next adjoining carriage, and the Guard in charge of the train is responsible for seeing that passengers do not alight or join the train except at the platform. Separate access is provided to each platform from the public road overbridge.

Passengers' luggage will not be labelled at the Halt, and the Guard of the train must see that the luggage is labelled to destination at Adderley or Audlem.

Parcels traffic will not be dealt with at the Halt.

Lighting. The Halt is lighted by two paraffin vapour lamps on each platform. These lamps will be serviced at Market Drayton and Audlem and will be conveyed to the Halt in accordance with the instructions issued from time to time by the District Operating Superintendent.

COOLE PILATE HALT

(Situated at 185 m. 47¼ chs. between Audlem and Nantwich.)

Stopping of trains. Platforms are provided on the down and up sides, each 80 feet long. Enginemen must approach carefully and bring the vehicle in which the Guard is riding to a stand, at the platform.

COOLE PILATE HALT—*continued*

Stations between Wellington and Crewe booking passengers for Coole Pilate Halt, also the ticket examining staff at Wellington and Crewe, must arrange that the passengers who wish to alight at the Halt are seated as far as possible in the compartments of the vehicle in which the Guard is riding, and the Guard in charge of the train is responsible for seeing that passengers do not alight or join the train except at the platform. There is a public footpath level crossing over the lines at the Halt.

Passengers' luggage will not be labelled at the Halt, and the Guard of the train must see that the luggage is labelled to destination at Audlem or Nantwich.

Parcels traffic will not be dealt with at the Halt.

Lighting. The Halt will be lighted by a paraffin vapour lamp on each platform. These lamps will be serviced at Audlem and Nantwich and will be conveyed to the Halt in accordance with the instructions issued from time to time by the District Operating Superintendent.

YORTON

All shunting operations with freight trains must be performed with the engine at the Shrewsbury end of the wagons.

PREES AND WRENBURY

Stopping freight trains having work to do (down main line). The rear of the train must stand near to the box (clear of the level crossing) during shunting operations. The Person in charge of the shunting must not allow the Driver to set back on to the rear of the train, without permission from the Signalman.

WHITCHURCH

Shunting of down freight trains. The Guard of a freight train requiring to set back into No. 2 siding, for the purpose of clearing the ground frame, in order to leave for Crewe, must, before doing so, warn the warehouse staff, and inform the Yard Signalman that he has done so; the latter must not take off his setting back signal until he has received this assurance from the Guard, who will also be held responsible for warning the Driver when setting back, of the position of vehicles standing on the " middle " or " back " roads.

Chester Junction. When an up train is divided between Wrenbury and Chester Junction owing to the inability of the engine to take the whole of the train forward, or should a train break loose between these points, and it is necessary for the engine to return from Chester Junction to the rear portion of its train, the engine must not run to Wrenbury on the down line to propel the rear portion to Whitchurch. The engine must be sent back from Chester Junction on the up line to the rear portion of the train by a Wrong Line Order from the Guard to the Signalman in accordance with Rule 183 (f).

NANTWICH

Occupation Crossing. Vehicles on the up refuge siding or down sidings must not be left standing foul of the occupation crossing on the Crewe side of the Station, and, if necessary, the Guard must divide the train to avoid obstructing the crossing.

Down stopping freight trains having work to do at Willaston. The rear of the train must stand clear of the level crossing during shunting operations. The person in charge of the shunting must not allow the Driver to set back on to the rear of the train without permission from the Signalman.

RUGBY AND STAFFORD VIA BIRMINGHAM AND BRANCHES

BRANDON AND WOLSTON

Binley Colliery Sidings. Before a train is allowed to enter the Colliery sidings the Guard must satisfy himself whether there is already an engine in the sidings.

Should there be another engine in the sidings, the second train must not be allowed to enter until arrangements have been made by the Guard for the engine already in the sidings to stand clear for the second train to arrive.

After the train has set back into the sidings the mechanical gong must be used for conveying shunting signals to the Driver.

L.M.R. trains must not proceed to the empty wagon sidings unless the signal near the overbridge is in the clear position.

Not more than 40 wagons must be propelled into the empty wagon sidings in one shunt.

BETWEEN HAMPTON-IN-ARDEN AND MARSTON GREEN

The down line emergency colour light signals situated adjacent to Elmdon Aerodrome runways will not normally display lights, but in the event of the portion of the down line between the colour light stop signal and Marston Green Station becoming obstructed or damaged by aircraft, the emergency colour light stop and distant signals, which are operated from Marston Green Station 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 stop signal and so advise the Signalman at Marston Green 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 this signal, 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 a failure of the signals Drivers of trains will be 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 signal if hand-signalled to do so.

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 down line emergency colour light stop signal or Marston Green Station up starting signal to instruct his Fireman to carry out an examination on foot and afterwards report to the Signalman, by telephone, in the case of the down line.

The telephone at the emergency colour light stop signal should, whenever practicable, be tested by the Lengthman once daily when examining his length, and 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.

STECHFORD JUNCTION

Stechford Junction No. 1. The taking off of the shunting signal applicable to the down platform loop or down goods line, for trains proceeding to No. 2 box via the down platform loop or down goods line 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 Signalman at Stetchford Junction No. 1 box is exempt from giving verbal warning or hand caution signal for these movements.

BIRMINGHAM—NEW STREET STATION

Should a train break loose between Proof House Junction and New Street, on either the down or up lines, the Driver must go ahead and inform the Signalman at Proof House Junction, or Nos. 1 or 2 boxes, New Street, as the case may be. Should, however, the Driver consider there is any risk of the second portion following up and coming into collision with the first, he must not stop at the box, but must, when passing, endeavour to attract the attention of the Signalman, and make him understand what has occurred by sounding his whistle, etc., and the Signalman must act in accordance with the block regulations. The Guard must, after carefully securing the main portion of the train, put down detonators to protect the obstruction, and return and inform the Signalman at the box in the rear the position of the vehicles. The Inspector must be advised immediately, and he must arrange for an engine to run to the detached portion and, where practicable, propel it to rejoin the front portion of the train. The Inspector must, in all cases, accompany the engine and will be responsible for seeing the work properly carried out. If both lines are obstructed, the Guard, must act in accordance with Rule 181.

The instruction on page 75 of the General Appendix headed " Signalling of Engines on Running Lines " does not apply to the subsidiary signals fixed below the following signals :—

Line	Signal
No. 3 platform	No. 5 box up starting .. .. }
No. 4 platform	No. 5 box up starting .. .. } Fixed on overbridge in centre of
No. 4 platform	No. 5 box down home 1 .. } Station.

Starting of trains—Rules 141 and 143. Indicators not normally illuminated, are provided on platforms 7 and 8 (up trains only), 9 (up and down trains) and 10 (down trains only).

Immediately a Guard's signal to start a train (the engine of which is in advance of the indicator) has been given, the Person in charge of the platform in question must press the plunger which will cause the indicator to exhibit the letter " R " and this will be an indication to the Driver of the train that the Guard's signal to start has been given.

Colour light starting signals fixed on East face of footbridge—Nos. 5 and 6 platform lines. Drivers are notified that the down Western to Western and down Midland to Western distant signal for No. 1 box may be taken off when the above signals are exhibiting a Danger aspect, and they must control their trains accordingly.

Empty coaching trains coming through the North tunnel on the up line must not be stopped in the tunnel for the purpose of being divided or having vehicles detached from them, but must be drawn within sight of the Signalman before any portion is uncoupled. The Foreman or Shunter in charge must inform the Signalman when vehicles have been detached. Care must also be taken that only one tail lamp is attached to these trains, although vehicles constituting two or more trains may be attached together, in order to be sent into New Street as one train. Any additional tail lamps must be removed, so as to prevent misunderstanding in case of accidental breakaway.

Letters and invoices to Birmingham New Street. All Railway Service letters arriving at Birmingham New Street by train must, unless the train is met by a Letter Sorter, be placed by the Guard in one of the letter boxes marked " Letters " provided for the purpose. The boxes are placed in the following positions:—

No. 1 platform	On the wall next to the Inspector's Office.
Nos. 4 and 5 platforms ..	Underneath the steps leading to the footbridge.
No. 6 platform	On the wall adjoining the Booking Office on the platform.
No. 7 platform	Dispatch Office.
Nos. 8 and 9 platforms ..	On the wall underneath the footbridge.
No. 10 platform	On the wall adjoining the Telegraph Office.

Letters must not be left in the train nor put with parcels. Letters bearing parcels stamps should be dealt with in the same way as ordinary parcels traffic.

Guards of trains arriving at No. 1A platform must leave the hand brake on in all cases before leaving their trains.

Every effort should be made by Enginemen to avoid engines blowing off steam and emitting smoke when working in and around the vicinity of the Station.

Trains leaving the West Suburban Tunnel, and running into the Station, must give one long whistle to warn Shunters and others of their approach.

Working in Birmingham New St. Station. Engines, whether attached to trains or not, **standing** on No. 7 platform line must not draw foul of No. 3 siding (middle road) without permission from the Signalman at No. 2 box or from the Platform Inspector. The Platform Inspector, before giving such permission, must obtain permission from the Signalman at No. 2 box.

Drivers of trains **entering** the station on No. 7 platform line must be prepared to stop clear of the connection with No. 3 siding for attaching and detaching purposes on receiving a signal from the Platform Inspector to do so.

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

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

Movement of engines without Firemen on running lines. Referring to Rule 132; when it is necessary for the Fireman of a Midland Lines passenger train at Birmingham to go to the Guard in order to obtain the Journal of the run, the Driver may (in clear weather only) move his engine as the station staff require whilst the Fireman is absent for that purpose.

Banking of passenger trains, Nos. 9 and 10 platform lines—In clear weather. An engine must not assist a passenger train in the rear until the bank engine indicator for the line concerned, operated from No. 2 box, shows the proceed indication. The indicators are controlled from Nos. 4 and 5 boxes and, when in the proceed position, will indicate to the Driver of the assisting engine that signals worked from those boxes have been taken off for the train to proceed to Church Road Junction.

In the event of the bank engine indicator failing, the authority for the Driver of the bank engine to pass the indicator will be given by the Signalman.

Should a Driver of a down train after departing from No. 5 or No. 6 platforms to the down Wolverhampton main line find it necessary to request assistance through the engine being over-powered he must at once send his Fireman to No. 5 box. The assisting engine must not pass New Street No. 5 down starting signal unless the Driver has requested assistance through the tunnel to Sheepcote Lane box.

Assisting trains in the rear. When a down train departing from No. 5 or No. 6 platforms exceeds the authorised tonnage for the class of engine and the Driver requests assistance in starting, this may be given in rear but the assisting engine must not proceed beyond New Street No. 5 box down starting signal, unless the request is for assistance to Sheepcote Lane.

Shunting movements, Nos. 1A and 2A platform lines. When No. 6 signal box is closed, the following signals may be passed at danger during shunting operations, on the authority of the Shunter in charge:—

Up home to No. 1A.
Down home and " shunt ahead," No. 1A to up line.
Down home and " shunt ahead," No. 2A to down line.

SOHO

Down sidings. Wagons left in these sidings must be clear of the running loop and the points left set for that line after work has finished.

Soho Soap Works—Up branch siding. Wagons with loads which project over the side of the wagon on the fence side must not pass into this siding either from the Coal Yard end or the Soho Soap Works end.

SMETHWICK JUNCTION LINE

Passenger trains between the L.M.R. Station at Smethwick and the Smethwick Junction end of the Stourbridge branch of the Western Region must be worked by tank engines.

OLDBURY

The second paragraph of clause 9 of the " Instructions respecting the Working of Intermediate Block Signals," will not apply to movements for which a setting back signal is provided.

ALBION

New sidings. No train or engine must pass the notice board fixed near the points leading from the shunting neck to the dead end siding unless permission has been obtained from the Signalman at Station box by telephone fixed in Shunters' cabin.

When a train is ready to leave the new sidings the Guard or Shunter (or Driver in the case of light engines) must obtain permission from the Signalman by telephone before leaving.

After sunset or during fog or falling snow the Person in charge of a movement requiring to work in the new sidings must advise the Signalman immediately the train has arrived under cover of the stop board clear of the dead end siding.

Top sidings. Guard of up trains calling at Albion for traffic purposes must inform the Signalman by telephone fixed near the up home signal the number of wagons they have to detach and ascertain particulars of traffic to be attached.

Roway Level Crossing. Drivers of engines working in Albion Sidings must not foul or pass over Roway Level Crossing until instructed to do so either verbally or by hand signal from the Guard or Shunter in charge.

TIPTON, OWEN STREET

Level crossing. Up freight trains having to attach or detach must be brought to a stand on the Wolverhampton side of the level crossing, and if the train does not clear the crossing, the rear portion must be left on the Wolverhampton side clear of the level crossing. Wagons to be detached from down trains at Tipton, Owen Street, must be marshalled next the engine.

COSELEY DEEPFIELDS

Guards of up freight trains between Coseley Deepfields and Tipton must apply the hand brake when passing through Coseley Deepfields Station sufficiently to keep all couplings tight, and keep it so applied until the engine has taken the weight of the train on the gradient rising 1 in 120. The brake must then be released until the brake van is clear of the gradient, when it must be again applied while the train is travelling down the gradient of 1 in 111, into Tipton Station, when it must be released, providing all signals are off for Dudley Port.

WOLVERHAMPTON

Down bay. Trains running to this bay must not exceed four 57 ft. eight-wheeled vehicles with tank engine, or four 50 ft. eight-wheeled vehicles with tender engine.

BUSHBURY

Wolverhampton Gas and Electric Construction Companies sidings. Two Guards or Shunters must be in charge of trains for the Gas Co.'s siding, which must not exceed 40 wagons. Trains must be brought to a stand at the top of the incline, where one man must be stationed to pin down sufficient brakes on the leading wagons to control the train, the other man to assist and attend to the points.

Trains for the Electric Co.'s siding, which must not exceed 10 wagons, must be brought to a stand at the entrance to the siding and brakes pinned down. The boundary gate must be opened before the points are set for the siding.

Guards or Shunters must, after clearing the down main line, verbally inform Bushbury No. 1 Signalman that the vehicles are clear of the down main line and inside the trap.

The examination and shunting of trains on the down reception line at Bushbury No. 2 is PROHIBITED.

No. 1 box—Working from W.R. line to L.M.R. line. Immediately a train has been brought to a stand at the Stop board in connection with the down W.R. line the Guard or Shunter in charge, or the Fireman in the case of a light engine, must immediately advise the Signalman at No. 1 box of this by means of the telephone fixed at the Stop board.

FOUR ASHES

The trap points in the goods yard siding leading to the Midland Tar Distillers Siding are controlled by Annett's key kept in Four Ashes Station box. The Guard, or Fireman in the case of a light engine, must, before commencing shunting operations, obtain the key from the box and return it to the box when shunting is completed.

The trap points must be left normally in the " throw-off " position.

PENKRIDGE

Passenger trains calling at Penkridge Goods. When a passenger train is conveying a vehicle for Penkridge Goods, the Guard must advise the Driver to call there, and must instruct the platform staff at Wolverhampton in the case of down trains, and Stafford in the case of up trains, to advise Penkridge.

HARBORNE BRANCH

Class 3 Passenger Tank engines (2—6—2) must not be coupled to another engine of any type.

ROTTON PARK ROAD

Up trains must come to a stand at the Stop board to enable the Guard to set the points leading to the sand drag for the main line, and he must hold them in that position until the train has drawn clear, when the Driver must again bring the train to a stand to enable the Guard to rejoin.

Mitchells and Butlers' Sidings. Down freight trains having work at the sidings must draw the whole of the train clear of the catch points, and must not commence work until the Driver has an assurance from the Guard that this has been done.

Guards detaching wagons must see that they are secured by brakes and sprags. The wheels of the first wagon must in each case be spragged before the shunt is made into the siding, and the engine must not be detached until the wagons have come to a stand, and the brake on each wagon pinned down.

Before releasing brakes or taking out sprags from wagons that are about to be brought out of the siding on to the main line, the Guard must make certain that the wagons are all coupled together and coupled to the engine.

When wagons are being drawn out of the siding Drivers must be careful to start without snatching.

Traffic must be put in the siding at the Harborne end, and must be taken out at the Birmingham end.

HAGLEY ROAD AND HARBORNE

No wagons must be allowed to stand on the single line during shunting or other operations unless the brake on each wagon is pinned down. When wagons are left on the single line they must be attached to a brake van, the brake of which must be applied before the engine is uncoupled from the wagons.

HARBORNE

Corporation of Birmingham siding, situated on the up side of the line, leads from No. 3 goods siding. Wagons from the sidings must not be shunted towards the single line.

SOHO POOL BRANCH—SOHO POOL TO SOHO ROAD

Single line worked by staff only in accordance with the Regulations for working on single lines with one engine in steam, with the following exception :—When necessary, a train from Soho Pool may be assisted by an engine in the rear, and in such cases the train staff must be shown by the Guard to the Driver of the train engine and then handed to the Driver of the bank engine, which must accompany the train to Soho Road Station box.

If the staff is required at Soho Road Station for a following train for Soho Pool, the Driver must not surrender it until he is satisfied that the whole of his train is clear of the single (running) line, and the arrival road at Soho Pool Wharf.

Guards working trains to Soho Pool must return with the staff to Soho Road Station when instructed to do so by the Signalman at that place, immediately the train is clear of the single (running) line, and the arrival road.

BANKING—SOHO ROAD LINE—UP LINE

The train engine must draw the train to the home signal at Handsworth Junction and wait there until the bank engine comes to the rear, either from Perry Barr Station Junction or Perry Barr North Junction.

In the case of trains for the Stour Valley the bank engine must come to a stand at the up home signal for Soho East Junction.

ASTON

Robinson's Siding. Guards detaching wagons must see they are properly secured by brakes or sprags before the engine is detached, unless the Firm's Men are present to take charge of the vehicles. If the Firm's Staff are not present two Guards must accompany the wagons into the siding and be in possession of brake sticks to control the wagons. When wagons have to be attached they must be coupled together before the engine is attached and the last wagon on the line, whether drawn out or left, must be secured by a sprag.

Engines must only work sufficiently far into the sidings to leave the wagons clear, and to pick up from the outgoing road.

Washwood Heath, Metropolitan Sidings. No shunting must take place until permission has been obtained from the Firm's Shunter, who will be present during the time shunting operations are in progress, and an additional L.M.R. shunter must accompany the train.

Engines propelling wagons into the sidings must have them under such control that they can be stopped immediately in case of necessity. In all cases, sprags must be put in the wheels of the leading wagon, and a sufficient number of brakes fastened down to ensure the Driver having complete control. Wagons must not be detached and left on the incline but must be taken into the Works.

Trips from the sidings must always have a brakevan in rear in which the Guard must ride, and when an assisting engine is provided this must always be in the rear.

Nechells Gas Works Sidings. A telephone is provided which gives communication with the Gas Board's staff at the Weigh Office, and before a train is allowed to enter the Gas Works Sidings, the Guard must contact the Gas Board's staff to obtain the necessary authority and at the same time to ascertain which sidings are clear.

When shunting in the sidings has been completed, and the train is clear of the sidings the Guard must advise the Gas Board's staff, by telephone.

Engines must not enter Nos. 3 and 4 sidings, and must not enter more than an engine's length beyond the points into Nos. 1 and 2 sidings.

Before the engine is detached from wagons which are to be left in the sidings they must be proprely secured by the brakes and sprags. When wagons are placed in the sidings against others, the whole of the wagons must be coupled and secured before the engine is detached.

Not more than 15 loaded wagons must be taken out of or put into, the sidings at one time.

WITTON

Down loop. Should a train require to set back from the down main line into the loop, through the self-acting points the Guard or Shunter must hold these points in the proper position by means of the lever provided, and obtain the Signalman's permission before giving the Driver a signal to set back.

The operations must be conducted under the supervision of the Shunter, or Guard, who must verbally inform the Driver of the yard shunting engine that the loop is occupied.

PERRY BARR

Station Junction—S.P.D. Ltd. Sidings. Should it be necessary to leave wagons on the up branch line whilst serving the siding the Guard or Shunter must pin down a sufficient number of wagon brakes to prevent the wagons from moving after the engine is detached.

BESCOT

Up side—Bescot No. 3 box. No. 9 siding is used as a shunting neck, and no train must be allowed to enter this siding from the Walsall end.

On the taking off of the small semaphore signal on the up home signal from Walsall, Drivers must proceed cautiously to the footbridge, where they must bring their trains to a stand to allow the Guard or Shunter to set the points for the particular siding on which they are to arrive, and must then proceed into Nos. 5, 6, 7 or 8 sidings, as the case may be, as far as such line is clear.

When an up train has arrived, complete with tail lamp, in either Nos. 5, 6, 7 or 8 sidings, and is clear of the trap points, the Guard or Shunter must give 2—1 on the plunger fixed near the points.

In case of mishap occurring by which any of the lines are fouled, six consecutive rings must be given on the bell.

Newton Junction. The lowering of the set-back signal on No. 2 up departure line for an engine to set back, will only authorise the Driver to travel to the Brook Sidings end of No. 2 departure line, and he must bring his engine to a stand short of, and well clear of, the crossings of the adjacent lines at Brook Sidings ground frame, and stand there until verbally instructed by the Shunter or Person in Charge what he is to do.

Up side—Bescot No. 4 box. Trains must not enter No. 9 siding at this end until authorised by the Shunter.

WEDNESFIELD

When it is necessary for wagons to be left standing on the down line on the Wolverhampton side of the through connection from the up line to the Ductile Steel sidings, the engine must not be uncoupled until the brakes have been pinned down on not less than one third of the wagons.

CURZON STREET

Drivers working passenger trains into New Street via Aston and Vauxhall, and empty coaching stock trains travelling fast line, must take into consideration the weight of the train they are working, together with the class of engine, and if necessary must bring their train to a stand opposite Vauxhall box, unless the up distant signal for Proof House Junction box is lowered, indicating a clear road into New Street, if there is any risk of the engine not being able to start if stopped at Proof House Junction up overhead line outer home signal.

VAUXHALL

A warning bell is provided, adjacent to the up shunting neck, fixed on a telegraph pole on the Station side of the box. The sounding of this bell will be an indication to Shunters, Guards and others working in the Carriage Sidings that an up train, not stopping at Vauxhall, is approaching on the up fast line.

SHENSTONE

When it is necessary for the engine of a passenger train to uncouple from the train to attach or detach vehicles, the Guard must not leave his van until he has applied and chained the hand brake, and must not release it until the engine has again been coupled to the train.

LEIGHSWOOD BRANCH

Trains to and from Aldridge Brick Works must be brought to a stand at Brick Yard Row level crossing and must not proceed over the crossing until instructed to do so by the Aldridge Brick Tile and Coal Company's man.

NORTON JUNCTION

Norton Junction Sorting Sidings. Trains must be brought to a stand at the Stop-board fixed near the crossover road near Norton Junction No. 3 box, and also at the Stop-board fixed near to the crossover road between Norton Junction No. 3 box and Harrison's Sidings box, and before moving forward Drivers must be certain the crossover road is not in use and the line ahead is clear.

When either of the crossover roads is to be used, the Shunter must be in charge of the movement, and must not allow the crossover road to be used when a train is approaching until such train has been brought to a stand short of the crossover road. The Driver must then await verbal instructions from the Shunter before moving his train.

A train must not pass the notice board situated near the foot of the hump on the north side unless the Driver is instructed to do so by the Shunter. When a train is approaching from the Harrison's Sidings direction past the stopboard near the canal bridge, the Shunter must stop the train before giving permission for it to pass the notice board.

Working in wrong direction. When an up train arrives at the Stop-board adjacent to Bridge No. 2, between Harrison's Siding and Norton Junction No. 3, and the line ahead is occupied, the engine may, after the vehicles have been properly secured, be detached and allowed to proceed to Norton Junction No. 1 over the down line. The passage of the engine between Stop-board and No. 3 box will be supervised by the Shunter. From No. 3 box forward, the authority of the Signalman at that box must be obtained for the movement over the down through siding.

When a train is drawn forward on the Norton branch down line at Norton Junction to be afterwards set back to the down main line, the instructions for setting back must in all cases be communicated to the Driver verbally by the Guard, Shunter, or Person in charge, and in no circumstances must the Driver rely upon any hand signal exhibited.

LICHFIELD CITY STATION

Rule 55 is exempt in connection with diesel units forming starting passenger trains standing on the up platform line immediately ahead of No. 2 box starting signals gantry in the centre of the Station. This exemption will not apply to a diesel passenger train detained at No. 1 box up home signals.

DUDLEY

Vehicles over 50 ft. in length with continuous footboards must not pass over No. 5 points into the carriage shed sidings next to the retaining wall.

GREAT BRIDGE

Guards of freight trains for Dudley must advise the Signalman at Great Bridge Station box when the loading of their train exceeds 43 wagons and brakevan.

WEDNESBURY

Hill Top Foundry Siding. Immediately on the arrival of a train which is to serve the Hill Top Foundry Sidings, the Fireman's call plunger at the down home signal for No. 1 box must be operated.

LEWIS'S TILERIES BRANCH AND HOLLY BANK COLLIERY

Trips to Holly Bank Colliery must come to a stand at the Holly Bank Colliery signal, situated at the Essington end of the stock sidings, and remain there until the Shunter in charge has been to the group of hand points between this signal and the Colliery box and satisfied himself that the road is properly set. The Trip Shunter must not give the Driver a signal to start until he has received a signal from the Shunter at the points.

Broad Lane Crossing. Referring to Rule 99, the normal position of the level crossing gates 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, either verbally or by hand signal by the Guard or Shunter in charge who will be responsible for opening the gates and closing them after the movement has been made.

WYRLEY

Working between Wyrley Church Bridge Sidings Box, Church Bridge Goods Yard, and Hawkins' Colliery Sidings. The lines between these places are worked as sidings and, except when authority is given by the Station Master, not more than one train or two engines coupled together must be allowed upon them at one time.

No train must enter upon or pass over, in either direction, the portion of the line between the hand-worked signal and the points where the line divides the Church Bridge goods sidings and Hawkins' Colliery sidings, unless the Shunter or other responsible person is present and authorises the movement to be made, and in the case of down trains lowers the signal for the train to pass.

Vehicles must be drawn with a brake van in the rear in both directions between the box and the junction of the Church Bridge goods yard and the Hawkins' Colliery lines, and vehicles on trains going to the goods yard or colliery must be gravitated past the engine at the junction, from which point they must be propelled.

Before a train proceeds to the Goods Yard or Colliery Sidings the Shunter must open the crossing gates, which are normally across the sidings, and take off the signal, and the Guard must attend to the catch points. After the train has passed over the crossing the gates must be replaced across the sidings.

Wagons must not be detached from the engine in the sidings alongside the main line at the box until they have been brought to a stand and properly secured.

The Guard must travel in the brake van and be prepared to apply wagon brakes in the event of the train coming to a stand before passing on the incline.

NORTON BRANCH

Between Conduit New Sidings and Conduit Junction. The Signalman at Conduit Junction must walk in front of any L.M.R. train for Conduit Sidings or Conduit New Sidings, and see the line between Conduit Junction and Conduit New Sidings is clear, and that the colliery engine does not come out and foul the running line. In the case of trips worked by the Conduit Colliery or the Five Ways Colliery engines the Shunter employed by the colliery whose engine is so working is responsible for walking in front of the trip and taking similar precautions.

Trains going from Conduit Junction to Five Ways or from Five Ways to Conduit Junction, must not go on to the single line between Conduit Junction and the stop board at Conduit New Sidings until the Driver is satisfied that it is clear. The Guard or Fireman, as the case may be, must walk in front and warn the Colliery Company's staff not to shunt foul of the running line.

Conduit New Sidings. Shunters in charge of N.C.B. engines working through the connection to Conduit New Sidings, must, on completion of the shunting, padlock the trap points to the throw off position.

Five Ways Mineral Branch—Between Five Ways and Conduit New Sidings. In addition to L.M.R. trains, the Five Ways N.C.B. Unit engines work over this branch, and the Conduit N.C.B. Unit engines work over a section of the branch between Conduit Colliery sidings and Conduit Junction and between Conduit Colliery sidings and Conduit New sidings.

Two keys are provided for padlocking the trap points, which must be obtained from the Signalman at Conduit Junction and must be returned to him on completion.

Five Ways. Before proceeding towards Five Ways, the Guard must satisfy himself that the Colliery Company's engine is stationary, and must set the road for the single line to the Colliery sidings.

The line between the trap points and the sidings is used as the Colliery Company's shunting neck, and on arrival from Conduit, Trainmen having to place wagons in the sidings must at once place the signal provided for the purpose to Danger, to warn the Colliery Enginemen that they must not come out on the shunting neck from the Colliery sidings. Before returning to Conduit the signal must be taken off. Its normal position is Clear.

After placing empty wagons in the sidings at Five Ways, engines waiting for loaded wagons must stand on the single line protected by the trap points.

Before a train worked by either the Colliery Company's or the L.M.R. men leaves Five Ways towards Conduit, the trap points must be set for the running line, and after the passage of such train must at once be reversed and securely padlocked for the trap by the Guard.

Highbridge Level Crossing. Trains must not stand foul of this crossing.

The normal position of the crossing gates is across the railway and when Harrison's Siding box is open the Signalman is responsible for operating the gates, and at other times the Trainmen concerned will be responsible for opening and closing the gates. Drivers of down trains must be advised by the Signalman at Norton Junction No. 3 box when Harrison's Siding box is closed, and must obtain the key for the gates from them and hand the key to the Signalman at Conduit Junction or the Signalman at Norton Crossing Junction as the case may be, and Drivers of up trains must be advised by one of the last mentioned persons when Harrison's Siding box is closed, and he must obtain the key from one of these persons and hand it back to the Signalman at Norton Junction No. 3 box.

Working of through siding and long siding between East Cannock Junction box and Littleworth Junction. Trainmen requiring to proceed on the through siding and long siding to Littleworth Junction will be advised by the Signalman at East Cannock Junction box when shunting staff are not on duty at Littleworth Junction. During such time the Guard or Fireman in the case of a light engine, will be responsible for authorising the Driver to pass the Stop and Await Instructions board at Littleworth Junction after ensuring that the line ahead is clear and all points necessary have been placed in the proper position. The Shunter at Littleworth Junction or, when no shunting staff are on duty, the Guard or Fireman in the case of a light engine, will be responsible for advising the Signalman at East Cannock Junction box by telephone when a movement has arrived complete inside the Stop and Await Instructions board.

The Shunter at Littleworth Junction will be responsible for obtaining the prior permission of the Signalman at East Cannock Junction box before permitting a movement to proceed on the through siding and long siding beyond the Stop and Await Instructions board towards East Cannock Junction box. When shunting staff are not on duty at Littleworth Junction, the Guard, or Fireman in the case of a light engine, will be responsible for obtaining the prior permission of the Signalman at East Cannock Junction box.

Working of single line between Norton Crossing Junction box and Littleworth Junction. No train must proceed on to the single line between Norton Crossing Junction box and Littleworth Junction unless the Driver is in possession of a token, or he has been shown the token which has been delivered to the Driver of an engine to which his engine is attached except as provided in Electric Token Block Regulations 14, 18 and 25.

When shunting staff are not on duty at Littleworth Junction, the Guard, or Fireman in the case of a light engine, will be responsible for obtaining a token from the token instrument at that point, in accordance with the instructions exhibited thereat, before proceeding on to the single line towards Norton Crossing Junction box.

Section obstructed by accident, by disabled train, or by portion of train.

Engine entering section for examination of line.

Working of trains to and from point of obstruction.

Failure of token instrument or token damaged.

Electric Token Regulations 14, 15, 18, 23 and 25 apply. The person working the instrument at Littleworth must be regarded as the Signalman.

Should the instrument fail so that a token cannot be obtained, or should a token be damaged so that it cannot be placed in the instrument, the Signalman at Norton Crossing Junction box must be advised at once.

When it is necessary to ascertain if the line is clear an engine must not be allowed to enter the section unless a token has been obtained from the token instrument and is in possession of the Driver. The circumstances must be explained to the Driver, and he must be instructed to proceed cautiously through the section, prepared to stop short of any obstruction. Where practicable, the engine must be accompanied by a Station Master or other competent person. After sunset or during fog or falling snow, the engine must always be so accompanied.

The Person in charge of the token station at which the engine enters the section can in these circumstances, obtain a token, and the token so obtained must not be placed in the instrument at either end of the section until the Person in charge, or Driver, as the case may be, has reported that the line is safe for the passage of trains.

WALSALL

Ryecroft Junction—Coal trains from the Cannock and Lichfield Lines for Birchills Electricity Sidings may be propelled on the up line or set back over the down line from Ryecroft Junction to Lichfield Road Junction. When an assistant engine is utilised, the train must be drawn, the assistant engine being attached in front of the brake van; the train engine to remain coupled to the train in rear.

No. 2 box. The withdrawal of the scotch from the down middle line must not be taken as an indication that the Signalman is ready for a movement to be made on the down middle line, and no such movement must be made until the Shunter or other Person in charge on the ground has received a signal from the Signalman at No. 2 that he is ready for the movement to be made.

Trains composed of coaching stock and light engines entering platforms already occupied by other trains, during fog or falling snow. During fog or falling snow, Drivers must, when admitted to the station by a calling-on signal, 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.

No. 1 box. Drivers of trains arriving at the Stop board applicable to the through siding, must not proceed past the Stop board towards No. 1 box unless instructed to do so by the Foreman or Shunter on the ground.

When there is no ground staff on duty, it will be the responsibility of the Shunter or Guard in charge of the movement, (the Firemen in the case of a light engine), to proceed on foot to No. 1 box to obtain the instructions of the Signalman.

Shunting of coaching stock—Midland Yard, protection of carriage cleaners. Before shunting operations are commenced the Guard or Shunter accompanying the engine or engine and coaches must, on arrival, operate the bell switch provided in the Midland Yard (Loco. Sidings) Shunters cabin and then proceed to meet the Carriage Cleaning Foreman to advise him what is required to be done.

The Carriage Cleaning Foreman must proceed to meet the Guard or Shunter immediately the bell rings.

Pleck Junction. When placing wagons in the reception siding at the Wolverhampton end engines must only set back clear of the trap points in the reception siding.

BLOXWICH

Working of up freight trains, Essington Wood Sidings box. Guards of up freight trains brought to a stand inside the up outer home signal before passing the box must as soon as possible after the train comes to a stand, advise the Signalman that the train is complete with tail lamp attached.

Guards of up freight trains which require to stop at Bloxwich for the application of wagon brakes must so advise the Signalman at Essington Wood Sidings box, prior to the departure of the train from that point.

HEDNESFORD

East Cannock Junction. During fog or falling snow, when a train is brought to a stand at East Cannock box for the Driver to be told to draw ahead clear of the junction points and set back on to the Norton branch, if the Driver does not draw ahead far enough, and comes to a stand before the train is clear over the points leading to the Norton branch, the Guard must screw his hand brake hard on, at the same time pinning down as many wagon brakes as may be necessary to hold the train, and confer with the Signalman and Driver explaining to them the exact state of affairs. Before starting to draw ahead the Driver must allow the Guard sufficient time to take off the brakes and rejoin his van.

RUGELEY TOWN

Brereton Siding. Vehicles must not be placed on the up line at Colliery Sidings frame without a brake van in the rear, and any vehicle or vehicles shunted on to a portion of a train which may have been left on the up line must be coupled to the engine and not loose shunted.

When necessary, trains of not more than 10 wagons with brakevan leading may be propelled along the up line from Brereton Siding box to Colliery Sidings ground frame.

DARLASTON BRANCH

No movement must be made in either direction past Stopboards Nos. 1 and 2 without the permission of the Shunter in charge at Patent Shaft Sidings, nor past Stopboard No. 3 without the permission of the Shunter in charge at Fallings Heath level crossing.

All freight trains working at Messrs. Keay's and Guest, Keen and Nettlefold's, Atlas, and Alma sidings or the Darlaston Steel and Iron Company's sidings, and using either of the running lines for shunting purposes, must have a brake van or engine at the Darlaston end of the wagons. If a brake van, the brake must be secured by a chain, and in addition, a sufficient number of wagon brakes must be pinned down and sprags used, to ensure control of the wagons.

Drivers of movements in the wrong direction on the down line from Fallings Heath Crossing to Darlaston Junction must bring their train to a stand at the overbridge at Darlaston Junction and not proceed until authorised by the Signalman at Darlaston Junction box.