

Week Days.

OSWESTRY AND GOWEN.

Up Trains.

[illegible]

WEEK DAYS—continued.

[illegible]

GROUP TRAINS—continued.

SUNDAYS.

STATIONS.		E†	J	D	B	B	B	B	B	B	B	B	B
		Crad- ley Empty new Vans.	Salt- Fright	Empty C'ches.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.
Oswestry	dep.	a.m. 12 1	a.m. 1 0	a.m. 6† 0	a.m. 9 15	a.m. 9 45	a.m. 10 50	a.m. 11 25	p.m. 12 15	p.m. 3 25	p.m. 4 15	p.m. 4 45	p.m. 6 30
Park Hall Halt.	"				9 20	9 50	10 55	11 30	12 20	3 30	4 20	4 50	6 35
Gobowen	arr.	12 10	1 10	6† 6	9 23	9 53	10 58	11 33	12 23	3 33	4 23	4 53	6 38

D—Departs Gobowen 4.35 p.m. for Weston-Rhyn, Saturdays and School holidays excepted. Not advertised Gobowen to Weston-Rhyn.

L—Third Class only.

W—On Wednesdays runs to Hockley as Livestock train ("E" Head Lamps) if required. Otherwise runs definitely to Gobowen as Freight.

s—Advertised 1 minute earlier.

+—Carries "C" Head Lamps from Gobowen.

WEEK DAYS.

Mile P Mile- age from Llan- gollen Line Jct.	STATIONS.	Ruling Grade 1 in	Time Allowances for Ordinary Freight Trains. See page 2.		D 3.25 Chest'r Mails and Freight Z	J Freight	K Blae- au Freight	K Freight	B Pass.	B Auto.	B 7.3 a.m. Wrex- ham Pass.	B Bar- mouth Jct. Freight	B Auto.	B 7.43 a.m. Bread head Pass.	B 7.50 a.m. Barkin head Pass.	A Pee- li bell Pass.	K Frgh't	B Auto.
			Point- to- Point Times.	Allow for Stop.															Mins.	Mins.
1	RUABON	dep.	314 R.	4.17	a.m.	4.45	5.55	6.29	7.0	a.m.	7.18	7.50	8.25	9.10	9.31	11.0	11.15	11.26
1	Llangollen	"	314 F.	4.20	a.m.	4.48	5.58	6.23	7.5	a.m.	7.20	7.50	8.25	9.10	9.31	11.0	11.15	11.26
1	Acrefair	"	54 R.	4.20	a.m.	4.48	5.58	6.23	7.5	a.m.	7.20	7.50	8.25	9.10	9.31	11.0	11.15	11.26
1	Trevor	"	85 F.	4.20	a.m.	4.48	5.58	6.23	7.5	a.m.	7.20	7.50	8.25	9.10	9.31	11.0	11.15	11.26
1	Sun Bank Halt.	"	75 R.	4.20	a.m.	4.48	5.58	6.23	7.5	a.m.	7.20	7.50	8.25	9.10	9.31	11.0	11.15	11.26
1	LLANGOLLEN	"	330 R.	4.34	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	(Passenger Station).	"	330 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Llangollen.	"	330 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	(Goods Junction).	"	110 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Berwyn	"	80 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Deeside	"	80 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Glyndyfrdwy	"	80 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Carrog	"	352 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Bonwm Halt	"	792 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	CORWEN	"	276 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Cynwyd	"	200 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Llandrillo	"	200 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Llandderfel	"	150 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	BALA JUNCTION	"	254 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Llangower Halt	"	254 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Flag Station.	"	200 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Llanuwchllyn	"	71 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Llys Halt	"	126 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Garneddwen Halt	"	64 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Loop & Stop Board	"	58 F.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Drws-y-Nant	"	66 F.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Wulon Halt	"	50 F.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Bontnewydd	"	91 F.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Dolserau Halt	"	200 F.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	DOLGELLEY	"	132 RF	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Peemaenpool	"	51 L.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Arthog	"	222 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	Barmouth Junction	"	222 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26
1	BARMOUTH	"	222 R.	4.37	a.m.	4.37	6.16	6.42	7.8	a.m.	7.33	8.03	8.33	9.27	9.39	11.15	11.26	11.26

BARMOUTH, DOLGELLEY, CORWEN, LLANGOLLEN AND RUABON.
Up Trains.
Week Days.

E—Calls if required to pick up on notice to the Station Master at Corwen on notice to Guard at Llangollen. **J**—7.15 a.m. ex Pwllheli. **N**—10 minutes recovery time allowed, Llangollen to Ruabon. **X**—7.15 a.m. ex Criccieth. **Z**—11.5 a.m. ex Pwllheli.

H—Calls to set down only
R Acrefair, or Bowers Siding.
W—See note, page 141.

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BARMOUTH, DOLGELLEY, CORWEN, LLANGOLLEN & RUABON Up Trains—continued.

WEEK DAYS.

[illegible]

BALA JUNCTION, FESTINIOG AND BLAENAU FESTINIOG.

Single Line worked under the Electric Train Staff Regulations. Through Electric Train Token working is in operation between Arenig and Trawsfynydd, when Cwm Prysor is switched out. The Crossing Stations are Bala Junction, Bala, Arenig, Trawsfynydd, Festiniog, Blaenau Festiniog.

Down Trains.

Week Days.

Distance from Bala Jct.	STATIONS.	Ruling Gradient, 1 in	Time Allowances for Ordinary Freight Trains. See page 2.				Workmen	B	Workmen	B	RR	F	G	G	B	B	Pass.	Ttho	K	D	K	B	B	K	B	K	B	K	B	K
			Point-to-Point Times.	Allow for Stop.	Mins.	Mins.																								
M.	C.		Mins.	Mins.	Mins.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
0	55	Bala Junction	200 F.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
1	54	BALA	L.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
3	28	Stop Board	160 R.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
5	0	Frongoch	60 R.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
6	51	Tyddyn Bridge Halt	60 R.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
7	71	Capel Celyn Halt	60 R.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
8	38	Stop Board	66 R.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
11	12	Arenig	50 R.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
11	12	Cwm Prysor	55 R.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
11	25	Relief Sidings	L.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
11	65	Stop Board	60 F.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
14	42	Ervevynog Halt.	60 F.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
15	60	Llŷar Halt	60 F.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
17	8	Trawsfynydd	60 F.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
18	78	Trawsfynydd Lake Halt	60 F.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
19	75	Maentwrog Road	60 F.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
22	3	FESTINIOG	50 R.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
23	4	Teigi Halt	60 R.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
24	17	Manod	75 R.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
24	85	Pengwern Siding	L.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
24	85	Tan-y-Manod S.	140 F.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
25	35	BLAENAU FESTINIOG	60 F.	dep.	arr.	1	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5

D—On Saturdays depart Trawsfynydd 12.25 p.m., Festiniog 12.39 p.m./1.18 p.m., arrive Blaenau Festiniog 1.33.

BALA JUNCTION, FESTINIOG AND BLAENAU FESTINIOG—continued.

Down Trains.

Week Days.

STATIONS.																																		
	Mixed.	Pass.		Mixed. (Not adver- tised).	11.6 a.m. Bar- mouth Jct. Fright	1.5 p.m. ex Wrex- ham Auto.	SO	Pass.	SO	Pass.	3.45 p.m. Wrex- ham Pass.	B	B	Engine at 5.35 p.m. Bala.	RR	Fright	Pass.	B	SO	Pass.	B	8.45 p.m. Ru- abon Fright	K	K	B	B	7.0 p.m. Barmouth Jct. to Ruabon.	9.38 p.m. 10 41 11 4	B	B	9.20 p.m. ex Wrex- ham Pass.	B	9.45 p.m. ex Wrex- ham Pass.	
Bala Junction	dep.	2 27		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
BALA	arr.	2 27		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Stop Board	dep.	1 15		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Frongoch	arr.	1 23		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Tyddyn Bridge Halt	dep.	1 28		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Capel Celyn Halt	arr.	1 37		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Stop Board	dep.	1 47		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Arenig	arr.	1 55		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Cwm Pryor	dep.	2 20		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Relief Sidings	arr.	2 23		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Stop Board	dep.	2 23		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Brycheiniog Halt	arr.	2 28		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Llafar Halt	dep.	2 40		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Travafynydd	arr.	2 45		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Travafynydd	dep.	2 50		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Travafynydd Lake Halt	arr.	2 50		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Maentwrog Road	dep.	3 0		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
FESTINIOG	arr.	3 5		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Teigl Halt	dep.	3 11		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Manod	arr.	3 21		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Manod	dep.	3 26		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Manod	arr.	3 31		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Manod	dep.	3 32		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Pengwern Siding	arr.	3 32		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
Tan-y-Manod S.	dep.	3 38		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.
BLAENAU FESTINIOG	arr.	3 38		2 55	2 11	2 34	3 35	3 37	3 37	3 37	4 48							8 48	8 55			9 38	6.45 p.m. Ru- abon Fright					7.0 p.m. Barmouth Jct. to Ruabon.	9 38			9.20 p.m. ex Wrex- ham Pass.		9.45 p.m. ex Wrex- ham Pass.

L—Third Class.

†—Arrive Stop Board 2.5 p.m.

Week Days.

S—Wagons to be propelled from Reservoir Siding to Trawsfynydd. Regulation 8a to apply.

BLAENAU FESTINIOG, FESTINIOG AND BALA JUNCTION—continued.

Up Trains.

Week Days.

[illegible]

A—Alternative times when not required to call between Bala and Corwen, depart Bala 4.8 p.m., pass Bala Junction 4/11 p.m

B—Arrive 1.36 p.m.
C—Arrivé 2.6 p.m.

D—Arrive 2.37 p.m.

L—Third class only.

RUABON AND DOLGELLEY BRANCH.

The Single Line between Llangollen Goods Junction and Corwen East is worked by Electric Train Staff, see note §. The Single Line between Corwen West and Bala Junction is worked by Electric Train Token, from Bala Junction to Bontnewydd by Electric Train Staff, see note §. Bontnewydd to Dolgelley by Electric Token, Dolgelley to Penmaenpool by Token, and thence to Barmouth Junction by Electric Token. When Deeside is switched out, Token working will be in operation between Llangollen Goods Junction and Glyndyfrdwy. The Double Line between Llangollen Line Junction and Llangollen Goods Junction, and between Corwen East Box and Corwen West Box, is worked by the Double Line Disc Block Telegraph. The Crossing Stations are as follows: Llangollen Goods Junction, Deeside Loop, Glyndyfrdwy, Carrog, Corwen, Llandrillo, Llandderfel, Bala Junction, Llanuwchllyn, Garneddwen Loop, Drws-y-Nant, Bontnewydd, Dolgelley, Penmaenpool.

§—When Carrog is switched out, Token working is in operation between Glyndyfrdwy and Corwen East Box, and when Garneddwen Loop Signal Cabin is switched out, Token working is in operation between Llanuwchllyn and Drws-y-nant.

Notes re Trains shown on Pages 141—144.

ROADSIDE TRAFFIC FOR BARMOUTH AND BEYOND arriving at Ruabon after departure of the 4.45 a.m. Train must be sent forward by the 7.3 a.m. Passenger Train, Wrexham to Barmouth.

DOWN TRAFFIC FOR CARROG.—Must be taken to Corwen and return on 8.55 a.m. Freight—ex Bala.

CORWEN London, Midland Region Trains. Week Days.

STATION.		Pass.	Pass.		9.50 a.m. D'high Fr ^g ht	Pass.	Pass.	Pass. SO D	Pass.		Pass.	Pass. SO D	
Corwen	arr.		a.m. 7 35	a.m. 9 59		p.m. 1 6	p.m. 12 54	p.m. 4 34	p.m. 5 55	p.m. 6 5		p.m. 8 44	p.m. 10 30

STATION.		Pass.	Pass.	Min.to Den- bigh SO	Pass. SO D		Min.to Den- bigh SX	Pass.	Pass.	Pass.	Pass.	Empty C'ches SO D	
Corwen	 dep.	a.m. 8 10	a.m. 11 10	p.m. 7 30	p.m. 1 40	....	p.m. 2 5	p.m. 2 25	p.m. 5 0	p.m. 6 50	p.m. 9 25	p.m. 10 45	....

D—Discontinued.

DOLGELLEY AND PENMAENPOOL. Shunting and Light Engines.

DOWN.		1	2	3 SX	4 SO	
Dolgelley	dep.	a.m. 11 50	p.m. 5 40	p.m. 9 22	p.m. 10 17	—
Penmaenpool	arr.	a.m. 11 55	p.m. 5 45	p.m. 9 27	p.m. 10 16	—

1.—Shunting Engine. 2.—After working 5.15 p.m. Drwsynant. 3.—After working 8.51 p.m. Barmouth. 4.—After working 9.40 p.m. Barmouth **SO**

UP.		5	6	7	8	9 SX
Penmaenpool	dep.	a.m. 5 35	a.m. 6 15	a.m. 7 5	a.m. 10 0	p.m. 4 0
Dolgelley	arr.	a.m. 5 40	a.m. 6 20	a.m. 7 10	a.m. 10 5	p.m. 4 5

5.—To work 6.10 a.m. **SX** Freight ex Dolgelley. 6.—To work 3.25 a.m. Chester (Mails and Freight). 7.—To work 7.30 a.m. ex Dolgelley. 8.—Shunting engine. 9.—To work 4.25 p.m. ex Dolgelley.

Down Trains.

CHESTER TO BIRKENHEAD.

Week Days.

Head Lamps	J	F	J	C	E	C	G	J	C	H	G	F	F	F	2	2	2	2	2
STATIONS.	10.20 p.m. Cross Newydd Coal to Ellesmere Port	2.12 a.m. Saltny West Ches. Jct. Frt	1.30 a.m. Newydd Frt	9.5 p.m. Bor-desley Jct. Frt	9.55 p.m. Stourbridge Jct. Frt	1.15 a.m. Oxley Frt	Light Engine	Local Freight.	9.10 p.m. Paddy Frt	Frht	W.R. Engine and Two Vans to Port.	Thro' Frht Ches. Jct. Frt	5.25 a.m. Saltny West Ches. Jct. Frt	5.35 a.m. Saltny West Ches. Jct. Frt	Pass.	Pass.	Pass.	Pass.	Pass.
M. C.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.
CHESTER (Station)	arr. 12.04	dep. 12.05																	
Brook Lane	arr. 12.04	dep. 12.05																	
Upton-by-Chester H.	arr. 12.04	dep. 12.05																	
Mollington	arr. 12.04	dep. 12.05																	
Capenhurst	arr. 12.04	dep. 12.05																	
Ledsham Junction	arr. 12.04	dep. 12.05																	
Ledsham	arr. 12.04	dep. 12.05																	
Halsby	arr. 12.04	dep. 12.05																	
West Kirby	arr. 12.04	dep. 12.05																	
Hooton South Jct.	arr. 12.04	dep. 12.05																	
Hooton	arr. 12.04	dep. 12.05																	
Hooton North Jct.	arr. 12.04	dep. 12.05																	
Bromborough	arr. 12.04	dep. 12.05																	
Spital	arr. 12.04	dep. 12.05																	
Port Sunlight	arr. 12.04	dep. 12.05																	
Bevington & New Ferry	arr. 12.04	dep. 12.05																	
Rock Ferry	arr. 12.04	dep. 12.05																	
Mersey Junction	arr. 12.04	dep. 12.05																	
Green Lane Junction	arr. 12.04	dep. 12.05																	
Blackpool Street	arr. 12.04	dep. 12.05																	
Brook Street	arr. 12.04	dep. 12.05																	
BIRKENHEAD (Town)	arr. 12.04	dep. 12.05																	
BIRKENHEAD (W'side) arr.	arr. 12.04	dep. 12.05																	

§—1½ minutes allowed at stations where arrival times are not shown.

†—To work 7.0 a.m. RR, Ellesmere Port to Rowley Regis or Oldbury.

Ellesmere Port 6.56—7.57 a.m., West Ches. Jct. arrive 8.10 a.m.

Arrive Ellesmere Port 5.59 a.m.

SUSPENDED

Grange Lane.

After shunting.

Week Days.

Head Lamps	2	C	E	2	1	2	4	2	Pass.	Ex- press.	1	2	7	7	2	4	2	1	4	7	7	2	2	2
STATIONS.	Pass.	2.55 a.m. Oxley Freight	1.45 a.m. Oxley Freight	Work- men's Train.	Ex- press 12.5 a.m. from Padd'n	Pass.	Empty Stock	Pass.	Pass.	Pass.	Ex- press.	Pass.	Light Engine	Light Engine	Pass.	Empty Stock	Pass. (7.32 a.m. Wrex- ham)	Pass. L	Empty Stock	Light Engine	Light Engine	Pass.	Pass.	
	£	MX	MO	B	K	£	£	£	£	£	£	£	SO	SO	£	£	£	£	£	£	£	£	£	
CHESTER (Station) {arr. dep.}	6.57	arr. dep.	arr. dep.	7.11 7.17	6.54 7.10	6.32 a.m. ex Lime Street.	arr. dep.	7.45	7.49	8.15	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.23	8.42	8.40 a.m. from Stanlow and Thornton.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	
Brook Lane {arr. dep.}	7.2	F7 14L	7.15	7.21	7.19			7.54	7.58	8.24	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.31	8.41		arr. dep.	arr. dep.	arr. dep.	arr. dep.	
Upton-by-Chester H. {arr. dep.}	7.5	7.5		7.26	7.19			7.54	7.58	8.24	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.31	8.41		arr. dep.	arr. dep.	arr. dep.	arr. dep.	
Mollington {arr. dep.}	7.11	7.11		7.30	7.19			7.54	7.58	8.24	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.31	8.41		arr. dep.	arr. dep.	arr. dep.	arr. dep.	
Capenhurst {arr. dep.}	7.11	7.11		7.30	7.19			7.54	7.58	8.24	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.31	8.41		arr. dep.	arr. dep.	arr. dep.	arr. dep.	
Ledsham Junction {arr. dep.}	7.15	F7 28L	S7 32L		FL			8.2	8.2	8.24	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.31	8.41		arr. dep.	arr. dep.	arr. dep.	arr. dep.	
Ledsham {arr. dep.}	SL	7.19			FL			8.2	8.2	8.24	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.31	8.41		arr. dep.	arr. dep.	arr. dep.	arr. dep.	
Helsby dep.						7.33		7J43																
West Kirby dep.						7.19																		
Hooton South Jct. {pass dep.}		F7 31L			7.23 7.27	8.1		8J9	8.12	8.38	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.45	8.53	8.56	9.01	9.05	9.03	9.05	
Hooton {arr. dep.}	7.28	7.28	7.37		7.27	7.55		8.14	8.12	8.38	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.45	8.53	8.56	9.01	9.05	9.03	9.05	
Hooton North Jct. {pass dep.}	SL	SL			FL			8.14	8.12	8.38	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.45	8.53	8.56	9.01	9.05	9.03	9.05	
Bromborough {arr. dep.}	7.33	7.33			7.59			8.19	8.17	8.33	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.45	8.53	8.56	9.01	9.05	9.03	9.05	
Spital {arr. dep.}	7.40	7.40							8.22	8.36	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.45	8.53	8.56	9.01	9.05	9.03	9.05	
Port Sunlight {arr. dep.}	7.40	7.40							8.22	8.36	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.45	8.53	8.56	9.01	9.05	9.03	9.05	
Bebbington & New F'ry {arr. dep.}	7.40	7.40							8.22	8.36	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.45	8.53	8.56	9.01	9.05	9.03	9.05	
Rock Ferry {arr. dep.}	7.40	7.40							8.22	8.36	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.45	8.53	8.56	9.01	9.05	9.03	9.05	
Mersey Junction {arr. dep.}	7.52	7.52			7.38	8.10		8.29	8.32	8.48	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	8.45	8.53	8.56	9.01	9.05	9.03	9.05	
Green Lane Junction {pass dep.}	FL	F7 43L	F7 45		7.40	8.12		8.29	8.32	8.48	arr.													

A—P.B. 8.41 a.m. **B**—5.50 a.m. ex Rhyl, P.B. Chester arrive 7.13 a.m.
F—P.B. Rock Ferry arrive 9.27 a.m. **G**—P.B. 9.1 a.m.
L—7.8 a.m. ex Llandudno. **N**—P.B. Chester arrive 8.3 a.m.

C—P.B. Hooton arrive 9.6 a.m. **D**—P.B. Rock Ferry arrive 9.10 a.m.
J—P.B. Helsby depart 7.42 a.m., Hooton arrive 8.10 a.m.
K—Grange Lane. §—1½ minutes allowed at stations where the train is stopped.

arrive 8.41 a.m. **E**—P.B. Hooton depart 9.5 a.m.
K—Not advertised between Chester and Birkenhead
 arrival times are not shown. ¶—P.B. 7.51 a.m.

Down Trains.

CHESTER TO BIRKENHEAD—continued.

Week Days.

Head Lamps	2	1	2	2	F	1	2	G	E	G	2	2	J	1	F	F	2	2	C	2	F	2
STATIONS.	Pass. (7.35 a.m. Llan- gollen)	Ex- press 7.17 a.m. Bala.	Pass. 7.17 a.m. Bala.	Pass. 9.45 a.m.	3.25 a.m. Oxley Frgh't MX	Ex- press 6.0 a.m. B'ham	Pass. 10.24 a.m.	10.10 West Jct. Frgh't	Light Engin to E-Port SX	4.0 MX Light Engin to E-Port Frgh't	Motor Pass. B	Local Frgh't B	Pass. 7.25 a.m. Leam- ington Spa.	Frgh't to Port Sun- light Jct. Frgh't	11.20 a.m. West Ches. Jct. Frgh't	Work- men Pass. SO SX	Pass. R MX SO	Prce's Pass. R MX SO	Frgh't MW FO	Pass.		
CHESTER (Station)	arr. 8.52	9.19	9.27	9.45	9.45	9.41	10.7	10.10	10.23	10.27	10.40	10.40	10.55	10.55	10.46	11.32	11.45	11.54	11.54	11.54		
Brook Lane	dep. 9.2	9.27	9.27	9.45	9.45	9.7	9.51	10.23	10.27	10.40	10.40	10.55	10.55	10.46	11.32	11.45	11.54	11.54	11.54	11.54		
Upton-by-Chester H.	dep. 9.6	9.27	9.27	9.45	9.45	9.7	9.51	10.23	10.27	10.40	10.40	10.55	10.55	10.46	11.32	11.45	11.54	11.54	11.54	11.54		
Mollington	arr. 9.10	9.27	9.27	9.45	9.45	9.7	9.51	10.23	10.27	10.40	10.40	10.55	10.55	10.46	11.32	11.45	11.54	11.54	11.54	11.54		
Capenhurst	arr. 9.15	9.27	9.27	9.45	9.45	9.7	9.51	10.23	10.27	10.40	10.40	10.55	10.55	10.46	11.32	11.45	11.54	11.54	11.54	11.54		
Ledsam Junction	dep. 9.17	9.27	9.27	9.45	9.45	9.7	9.51	10.23	10.27	10.40	10.40	10.55	10.55	10.46	11.32	11.45	11.54	11.54	11.54	11.54		
Ledsam	arr. 9.20	9.27	9.27	9.45	9.45	9.7	9.51	10.23	10.27	10.40	10.40	10.55	10.55	10.46	11.32	11.45	11.54	11.54	11.54	11.54		
Helsby	dep. 9.20	9.27	9.27	9.45	9.45	9.7	9.51	10.23	10.27	10.40	10.40	10.55	10.55	10.46	11.32	11.45	11.54	11.54	11.54	11.54		
West Kirby	dep. 8.55	9.27	9.27	9.45	9.45	9.7	9.51	10.23	10.27	10.40	10.40	10.55	10.55	10.46	11.32	11.45	11.54	11.54	11.54	11.54		
Hooton South Jct.	pass 9.26	9.39	9.41	9.57	10.10	10.19	10.24	10.36	10.47	10.57	10.58	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01		
Hooton	arr. 9.23	9.29	9.41	9.57	10.10	10.22	10.28	10.36	10.47	10.57	10.58	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01		
Hooton North Jct.	pass 9.23	9.29	9.41	9.57	10.10	10.22	10.28	10.36	10.47	10.57	10.58	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01		
Bromborough	dep. 9.34	9.40	9.51	9.58	10.13	10.32	10.36	10.36	10.47	10.57	10.58	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01		
Spital	arr. 9.34	9.40	9.51	9.58	10.13	10.32	10.36	10.36	10.47	10.57	10.58	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01		
Port Sunlight	pass 9.30	9.37	9.49	9.55	10.8	10.38	10.41	10.38	10.47	10.57	10.58	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01		
Bebington & New Ferry	arr. 9.30	9.37	9.49	9.55	10.8	10.38	10.41	10.38	10.47	10.57	10.58	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01		
Rock Ferry	pass 9.34	9.40	9.51	9.58	10.13	10.32	10.36	10.36	10.47	10.57	10.58	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01		
Mersey Junction	arr. 9.36	9.42	9.53	9.58	10.13	10.32	10.36	10.36	10.47	10.57	10.58	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01		
Green Lane Junction	pass 9.36	9.42	9.53	9.58	10.13	10.32	10.36	10.36	10.47	10.57	10.58	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01	11.01		
Blackpool Street	arr. 9.40	9.46	9.57	10.4	10.19	10.38	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51		
Brook Street	arr. 9.40	9.46	9.57	10.4	10.19	10.38	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51		
BIRKENH'D (Town)	dep. 9.40	9.46	9.57	10.4	10.19	10.38	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51		
BIRKENH'D (W'side)	arr. 9.40	9.46	9.57	10.4	10.19	10.38	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51	10.51		

A—Advertised Chester arrive 10.56 a.m. **B**—Chester Middle Yard depart 10.15 a.m. **C**—Grange Lane. **D**—On Saturdays depart Hooton 12.6 p.m., Ellesmere Port 12.20—12.45 p.m., West Cheshire Junction arrive 1.0 p.m. **E**—Advertised Hooton depart 9.38 a.m., Rock Ferry arrive 9.57 a.m. **F**—P.B. arrive 11.17 a.m. **G**—On Saturdays depart 12.6 p.m. **H**—On Saturdays depart 12.6 p.m. **I**—On Saturdays depart 12.6 p.m. **J**—On Saturdays depart 12.6 p.m. **K**—On Saturdays depart 12.6 p.m. **L**—On Saturdays depart 12.6 p.m. **M**—On Saturdays depart 12.6 p.m. **N**—On Saturdays depart 12.6 p.m. **O**—On Saturdays depart 12.6 p.m. **P**—On Saturdays depart 12.6 p.m. **Q**—On Saturdays depart 12.6 p.m. **R**—On Saturdays depart 12.6 p.m. **S**—On Saturdays depart 12.6 p.m. **T**—On Saturdays depart 12.6 p.m. **U**—On Saturdays depart 12.6 p.m. **V**—P.B. 12.36 p.m. **W**—P.B. 12.36 p.m. **X**—P.B. 12.36 p.m. **Y**—P.B. 12.36 p.m. **Z**—P.B. 12.36 p.m. **AA**—P.B. 12.36 p.m. **AB**—P.B. 12.36 p.m. **AC**—P.B. 12.36 p.m. **AD**—P.B. 12.36 p.m. **AE**—P.B. 12.36 p.m. **AF**—P.B. 12.36 p.m. **AG**—P.B. 12.36 p.m. **AH**—P.B. 12.36 p.m. **AI**—P.B. 12.36 p.m. **AJ**—P.B. 12.36 p.m. **AK**—P.B. 12.36 p.m. **AL**—P.B. 12.36 p.m. **AM**—P.B. 12.36 p.m. **AN**—P.B. 12.36 p.m. **AO**—P.B. 12.36 p.m. **AP**—P.B. 12.36 p.m. **AQ**—P.B. 12.36 p.m. **AR**—P.B. 12.36 p.m. **AS**—P.B. 12.36 p.m. **AT**—P.B. 12.36 p.m. **AU**—P.B. 12.36 p.m. **AV**—P.B. 12.36 p.m. **AW**—P.B. 12.36 p.m. **AX**—P.B. 12.36 p.m. **AY**—P.B. 12.36 p.m. **AZ**—P.B. 12.36 p.m. **BA**—P.B. 12.36 p.m. **BB**—P.B. 12.36 p.m. **BC**—P.B. 12.36 p.m. **BD**—P.B. 12.36 p.m. **BE**—P.B. 12.36 p.m. **BF**—P.B. 12.36 p.m. **BG**—P.B. 12.36 p.m. **BH**—P.B. 12.36 p.m. **BI**—P.B. 12.36 p.m. **BJ**—P.B. 12.36 p.m. **BK**—P.B. 12.36 p.m. **BL**—P.B. 12.36 p.m. **BM**—P.B. 12.36 p.m. **BN**—P.B. 12.36 p.m. **BO**—P.B. 12.36 p.m. **BP**—P.B. 12.36 p.m. **BQ**—P.B. 12.36 p.m. **BR**—P.B. 12.36 p.m. **BS**—P.B. 12.36 p.m. **BT**—P.B. 12.36 p.m. **BU**—P.B. 12.36 p.m. **BV**—P.B. 12.36 p.m. **BW**—P.B. 12.36 p.m. **BX**—P.B. 12.36 p.m. **BY**—P.B. 12.36 p.m. **BZ**—P.B. 12.36 p.m. **CA**—P.B. 12.36 p.m. **CB**—P.B. 12.36 p.m. **CC**—P.B. 12.36 p.m. **CD**—P.B. 12.36 p.m. **CE**—P.B. 12.36 p.m. **CF**—P.B. 12.36 p.m. **CG**—P.B. 12.36 p.m. **CH**—P.B. 12.36 p.m. **CI**—P.B. 12.36 p.m. **CJ**—P.B. 12.36 p.m. **CK**—P.B. 12.36 p.m. **CL**—P.B. 12.36 p.m. **CM**—P.B. 12.36 p.m. **CN**—P.B. 12.36 p.m. **CO**—P.B. 12.36 p.m. **CP**—P.B. 12.36 p.m. **CQ**—P.B. 12.36 p.m. **CR**—P.B. 12.36 p.m. **CS**—P.B. 12.36 p.m. **CT**—P.B. 12.36 p.m. **CU**—P.B. 12.36 p.m. **CV**—P.B. 12.36 p.m. **CW**—P.B. 12.36 p.m. **CX**—P.B. 12.36 p.m. **CY**—P.B. 12.36 p.m. **CZ**—P.B. 12.36 p.m. **DA**—P.B. 12.36 p.m. **DB**—P.B. 12.36 p.m. **DC**—P.B. 12.36 p.m. **DD**—P.B. 12.36 p.m. **DE**—P.B. 12.36 p.m. **DF**—P.B. 12.36 p.m. **DG**—P.B. 12.36 p.m. **DH**—P.B. 12.36 p.m. **DI**—P.B. 12.36 p.m. **DJ**—P.B. 12.36 p.m. **DK**—P.B. 12.36 p.m. **DL**—P.B. 12.36 p.m. **DM**—P.B. 12.36 p.m. **DN**—P.B. 12.36 p.m. **DO**—P.B. 12.36 p.m. **DP**—P.B. 12.36 p.m. **DQ**—P.B. 12.36 p.m. **DR**—P.B. 12.36 p.m. **DS**—P.B. 12.36 p.m. **DT**—P.B. 12.36 p.m. **DU**—P.B. 12.36 p.m. **DV**—P.B. 12.36 p.m. **DW**—P.B. 12.36 p.m. **DX**—P.B. 12.36 p.m. **DY**—P.B. 12.36 p.m. **DZ**—P.B. 12.36 p.m. **EA**—P.B. 12.36 p.m. **EB**—P.B. 12.36 p.m. **EC**—P.B. 12.36 p.m. **ED**—P.B. 12.36 p.m. **EE**—P.B. 12.36 p.m. **EF**—P.B. 12.36 p.m. **EG**—P.B. 12.36 p.m. **EH**—P.B. 12.36 p.m. **EI**—P.B. 12.36 p.m. **EJ**—P.B. 12.36 p.m. **EK**—P.B. 12.36 p.m. **EL**—P.B. 12.36 p.m. **EM**—P.B. 12.36 p.m. **EN**—P.B. 12.36 p.m. **EO**—P.B. 12.36 p.m. **EP**—P.B. 12.36 p.m. **EQ**—P.B. 12.36 p.m. **ER**—P.B. 12.36 p.m. **ES**—P.B. 12.36 p.m. **ET**—P.B. 12.36 p.m. **EU**—P.B. 12.36 p.m. **EV**—P.B. 12.36 p.m. **EW**—P.B. 12.36 p.m. **EX**—P.B. 12.36 p.m. **EY**—P.B. 12.36 p.m. **EZ**—P.B. 12.36 p.m. **FA**—P.B. 12.36 p.m. **FB**—P.B. 12.36 p.m. **FC**—P.B. 12.36 p.m. **FD**—P.B. 12.36 p.m. **FE**—P.B. 12.36 p.m. **FF**—P.B. 12.36 p.m. **FG**—P.B. 12.36 p.m. **FH**—P.B. 12.36 p.m. **FI**—P.B. 12.36 p.m. **FJ**—P.B. 12.36 p.m. **FK**—P.B. 12.36 p.m. **FL**—P.B. 12.36 p.m. **FM**—P.B. 12.36 p.m. **FN**—P.B. 12.36 p.m. **FO**—P.B. 12.36 p.m. **FP**—P.B. 12.36 p.m. **FQ**—P.B. 12.36 p.m. **FR**—P.B. 12.36 p.m. **FS**—P.B. 12.36 p.m. **FT**—P.B. 12.36 p.m. **FU**—P.B. 12.36 p.m. **FV**—P.B. 12.36 p.m. **FW**—P.B. 12.36 p.m. **FX**—P.B. 12.36 p.m. **FY**—P.B. 12.36 p.m. **FZ**—P.B. 12.36 p.m. **GA**—P.B. 12.36 p.m. **GB**—P.B. 12.36 p.m. **GC**—P.B. 12.36 p.m. **GD**—P.B. 12.36 p.m. **GE**—P.B. 12.36 p.m. **GF**—P.B. 12.36 p.m. **GG**—P.B. 12.36 p.m. **GH**—P.B. 12.36 p.m. **GI**—P.B. 12.36 p.m. **GJ**—P.B. 12.36 p.m. **GK**—P.B. 12.36 p.m. **GL**—P.B. 12.36 p.m. **GM**—P.B. 12.36 p.m. **GN**—P.B. 12.36 p.m. **GO**—P.B. 12.36 p.m. **GP**—P.B. 12.36 p.m. **GQ**—P.B. 12.36 p.m. **GR**—P.B. 12.36 p.m. **GS**—P.B. 12.36 p.m. **GT**—P.B. 12.36 p.m. **GU**—P.B. 12.36 p.m. **GV**—P.B. 12.36 p.m. **GW**—P

Down Trains. CHESTER TO BIRKENHEAD—continued. Week Days.

Head Lamps	4	2	2	F	2	1	G	7	2	2	2	2	1	2	2	2	2	2	1	4	4	2
STATIONS.	Empty Stock	Pass.	Workmen's	Thro' Freight	Pass.	W	Light Engine	Light Engine	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Empty Stock	Empty Stock	Pass.
	SX	SO	SX	SX	SO	SO	SX	SX	SO	SX	SX	SX	SX	SX	SX	SX	SX	SX	SX	SX	SO	SO
CHESTER (Station) {arr. dep.}	SUSPENDED	5 3	5 17	5 10	5 18	5 22	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Brook Lane {arr. dep.}		5 7	5 21	5 14	5 22	5 26	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Upton-by-Chester H. {arr. dep.}		5 11	5 25	5 18	5 26	5 30	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Mollington {arr. dep.}		5 13	5 27	5 20	5 28	5 32	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Capenhurst {arr. dep.}		5 15	5 29	5 22	5 30	5 34	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Ledsham Junction {arr. dep.}		5 17	5 31	5 24	5 32	5 36	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Ledsham {arr. dep.}		5 19	5 33	5 26	5 34	5 38	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Helsby {arr. dep.}		5 21	5 35	5 28	5 36	5 40	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
West Kirby {arr. dep.}		5 23	5 37	5 30	5 38	5 42	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Itooton South Jct. {arr. dep.}		5 25	5 39	5 32	5 40	5 44	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Itooton {arr. dep.}		5 27	5 41	5 34	5 42	5 46	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Bromborough {arr. dep.}		5 29	5 43	5 36	5 44	5 48	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Ipital {arr. dep.}		5 31	5 45	5 38	5 46	5 50	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Port Sunlight {arr. dep.}		5 33	5 47	5 40	5 48	5 52	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Bevington & New Fry {arr. dep.}		5 35	5 49	5 42	5 50	5 54	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Rock Ferry {arr. dep.}		5 37	5 51	5 44	5 52	5 56	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Mersey Junction {arr. dep.}		5 39	5 53	5 46	5 54	5 58	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Green Lane Junction {arr. dep.}		5 41	5 55	5 48	5 56	5 60	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Blackpool Street {arr. dep.}		5 43	5 57	5 50	5 58	5 62	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
Brook Street {arr. dep.}		5 45	5 59	5 52	5 60	5 64	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
BIRKENHEAD (Town) {arr. dep.}		5 47	5 61	5 54	5 62	5 66	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47
BIRKENHEAD (W'side) {arr. dep.}		5 49	5 63	5 56	5 64	5 68	5 13	5 15	5 39	5 49	5 58	6 0	6 12	6 22	6 25	6 28	6 31	6 34	6 37	6 40	6 44	6 47

A—P.E. Rock Ferry arrive 5.47 p.m. B—P.B. 5.56 p.m. C—4.50 p.m. ex Shrewsbury. D—Not advertised. J—Helsby C.L.C. K—Advertised Rock Ferry arrive 7.37 p.m.
M—8.40 a.m. Margate. N—2.36 p.m. ex Barnmouth. W—9.30 a.m. Bournemouth (West) SO. 8-14 minutes allowed at stations where arrival times are not shown.
†—Advertised Chester arrive 5.16 p.m.

Down Trains. CHESTER TO BIRKENHEAD—continued. Week Days.

Head Lamps.....	2	J	2	2	G	1	7	2	G	G	2	2	2	2	F	4	7	F	A	2	2	7	2	7	4
STATIONS																									
CHESTER (Station) ..	arr.	2.35	5.50																						
Brook Lane ..	dep.	W. Rhyn Coal.	ex. Wigan Pass.																						
Upton-by-Chester H. ..	dep.	SO	SX	SX	SX	H	SX	SX	SO	SO	§	§	§	§	SX	SX	Light Engine	Freight	Pass.	Pass.	Pass.	Pass.	Pass.	Light Empty Engine Stock.	
Mollington ..	arr.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Capenhurst ..	arr.	6.37				7.11	7.20								8.40				9.11						
Ledsham Junction ..	dep.	6.50				7.15									8.44				9.25						
Ledsham ..	arr.	6.59				7.22	7.28								8.48				9.33						
Helsby ..	dep.	SL				SL	FL								8.53				FL						
West Kirby ..	dep.														8.58				FL						
Hooton South Jct. ..	pass	6.51																							
Hooton ..	arr.	7.28				7.26	7.32								7.51										
Hooton North Jct. ..	pass	7.37				7.34	7.40								7.55										
Bromborough ..	dep.	SL				FL	FL								SL										
Spital ..	arr.	7.30													8.35										
Port Sunlight ..	arr.	7.41													8.40										
Bebington & New Ferry ..	arr.	7.46													8.45										
Rock Ferry ..	arr.	7.52				7.42	7.48								8.50										
Mersey Junction ..	pass	7.55				7.44	7.50								8.55										
Green Lane Junction ..	pass	7.58				7.46	7.52								8.58										
Blackpool Street ..	arr.	7.59				7.43	7.49								9.00										
Brook Street ..	arr.					7.45	7.51								9.05										
BIRKENHEAD (Town) ..	arr.					7.50	7.56								9.10										
BIRKENHEAD (W'side) arr.															9.15										

A—Helsby depart 10.7 p.m. SO
H—2.10 p.m. ex Paddington. P—Advertised Hooton arrive 7.33 p.m.
C—Advertised Rock Ferry arrive 10.17 p.m.
D—Works 9.40 p.m. Birkenhead to Pontypool Road.
F—Calls to set down Guard.
U—Mondays to Fridays inclusive runs to Birkenhead (W); Saturdays to Grange Lane.
§—1½ minutes allowed at stations where arrival times are not shown.

Down Trains. CHESTER TO BIRKENHEAD—continued.

WEEK DAYS.

SUNDAYS.

Head Lamps	2	G	E	2	2	4	2	7	J	7	1	J	E	E	F	1	2	2	2	2	3
STATIONS.	Pass.	W.R. Engine and Two Vans to Port.	2.45 p.m. Rowley Regis E. Port.	Pass. RR	Pass. SX	Empty Stock	Pass. SX	Light Engine	9.15 p.m. Crosses Newydd Coal.	Light Engine	Pass. SX	Pass. SX	9.15 p.m. Crosses Newydd Coal.	9.5 p.m. Bordesley Jct. E. Port.	12.15 a.m. Rowley Regis E. Port.	2.55 a.m. Oxley Regis E. Port.	Workmen's men's.	Workmen's men's.	Pass.	Pass.	Pass.
CHESTER (Station)	arr.	p.m.	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52
Brook Lane	dep.	10.40	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52
Upton-by-Chester H.	dep.	10.40	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52
Mollington	arr.	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52
Cippenhurst	arr.	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52
Ladsham Junction	arr.	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52
Ladsham	arr.	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52
Helsby	dep.	10.40	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52
West Kirby	dep.	10.40	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52	10.52
Hooton South Jct.	pass	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
Hooton	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
Hooton North Jct.	pass	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
Bromborough	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
Port Sunlight	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
Babington & New Ferry	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
Rock Ferry	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
Marsey Junction	pass	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
Green Lane Junction	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
Blackpool Street	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
Brook Street	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
BIRKENHEAD (Town)	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
BIRKENHEAD (W'side) arr.	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15

B—6.20 a.m. ex Rhyl. G—To work 12.15 a.m. (Tues. to Sun.) Ellesmere Port to Rowley Regis. Z—Engine and trainmen to return from Ellesmere Port as ordered by Chester, W.R. Control.

†—Advertised Hooton arrive 11.47 p.m.

§—1½ minutes allowed at stations where arrival times are not shown.

¶—On Saturdays arrive Chester 11.32 p.m. (W.B. only). Forward unaltered.

Week Days.

C—On Mondays arrive Hooton 4.25 a.m.
H—Runs to West Kirby Platform at Hooton.
 —1½ minutes allowed at stations when arrival times are not shown.
D—Conveys full oil—maximum load, 24 tanks.
J—P.B. 6.51 a.m. †—P.B. 6.52 a.m.

†-P.B. 6.52 a.m.

Week Days.

BIRKENHEAD TO CHESTER—continued.

Up Trains.

[illegible]

A—P.B. 7.33 a.m. **B**—On Saturdays depart Hooton 8.49 a.m. **C**—To Liverpool (Lime Street) **(SX)**, Helsby **(SO)**. **D**—To Margate. **E**—Arrives 7.46 a.m. **F**—Arrive Upton-by-Chester H. 7.23 $\frac{1}{2}$.
G—P.B. 6.37 a.m. **H**—Runs to West Kirby Platform at Hooton. **J**—Advertised Hooton depart 7.57 a.m. **K**—Advertised Hooton arrive 7.58 a.m. **M**—P.B. 8.26 a.m. **N**—P.B. 7.56 a.m.
T—P.B. Chester arrive 8.20 a.m. **U**—Helsby (C.L.C.) **SX** arrives Helsby (General) 7.43 a.m. **(SO)**. **Y**—P.B. Chester arrive 8.11 a.m. **Z**—To Paddington.
1—Advertised Rock Ferry depart 7.46 a.m. **2**—Conveys fuel oil—maximum load, 24 tanks. Also runs to Tysdale when required. **3**— $\frac{1}{2}$ mins. allowed at stations when arrival times are not shown.

Week Days.

[illegible]

H—Runs to West Kirby Platform at Hooton.

§—1½ minutes allowed at stations where arrival times are not shewn.

“—Ellesmere l’ort pass 3/31 p.m.

BIRKENHEAD TO CHESTER—continued.

Up Trains. Week Days.

Sundays.

Head Lamps	F	C	2	D	F	J	2	2	2	1	4	2	7	2	1	2	2	4	2	2	C	2	C
STATIONS.	F	C	2	D	F	J	2	2	2	1	4	2	7	2	1	2	2	4	2	2	C	2	C
BIRKENHEAD (W'side) dep.																							
BIRKENHEAD (Town) dep.																							
Goods Depot " "																							
Canning St. South " "																							
Grange Lane " "																							
Green Lane Junction " "																							
Mersey Junction " "																							
Rock Ferry " "																							
Bebington & New Fry " "																							
Port Sunlight " "																							
Spital " "																							
Bromborough " "																							
Hooton North Jct. " "																							
Hooton " "																							
Hooton South Jct. " "																							
Helsby " "																							
West Kirby " "																							
Ledham " "																							
Ledham Junction " "																							
Capehurst " "																							
Wollington " "																							
Upton-by-Chester H. " "																							
Brook Lane " "																							
CHESTER (Station) " "																							

B—Advertised Chester depart 11.42 a.m. F—Arr. Bebington and New Ferry 11.26, Saital 11.31, Bromborough 11.37. H—Runs to West Kirby Platform at Hooton. K—Arrives Capenhurst 7.50 a.m.
 L—To Birmingham. M—Conveys fuel oil—maximum load, 24 tanks. R—To Shrewsbury (via W.R.). S—SO Brook Lane 11.2. V—To Paddington. Z—Via Chester Cutting.
 †—Chester South End arrive 12.25 a.m.

Up Trains.

BIRKENHEAD TO CHESTER—continued.

Sundays.

Head Lamps.....	2	1	4		4	7	2	2	1	2	7	1	2	2	7	2	2	2	2	G
STATIONS.	Pass.	Ex- press	Empty Stock.	Empty Stock.	Empty Stock.	Light Engine	Pass.	Work- men.	B'ham Pass.	Pass.	Ex- press.	Pass.	Ex- press.	Pass.	Light Engine	Pass.	Light Engine	Wrex- ham Pass.	Pass.	Light Engine
BIRKENHEAD (W'side) dep.	2 30	2 55							4 45	5 0	6 40	6 45	7 12	7 22	7 30	7 45	7 54	8 55	9 53	11 32
BIRKENHEAD (Town) "	SUS PEN DED	FL SL 3 34	FL 3 30	FL 3 32	FL 3 32	FL 3 35	FL 3 38	FL 3 40	FL 3 45	FL 3 48	FL 3 50	FL 3 53	FL 3 55	FL 3 58	FL 3 59	FL 3 59	FL 3 59	FL 3 59	FL 3 59	FL 3 59
Goods Depot " "	2 34	2 59	3 30	3 30	3 30	3 35	3 38	3 40	3 45	3 48	3 50	3 53	3 55	3 58	3 59	3 59	3 59	3 59	3 59	3 59
Canning St. South " "	2 36	2 59	3 30	3 30	3 30	3 35	3 38	3 40	3 45	3 48	3 50	3 53	3 55	3 58	3 59	3 59	3 59	3 59	3 59	3 59
Blackpool Street Jct. " "	2 37	2 59	3 30	3 30	3 30	3 35	3 38	3 40	3 45	3 48	3 50	3 53	3 55	3 58	3 59	3 59	3 59	3 59	3 59	3 59
Grange Lane Junction... pass	2 40	2 59	3 30	3 30	3 30	3 35	3 38	3 40	3 45	3 48	3 50	3 53	3 55	3 58	3 59	3 59	3 59	3 59	3 59	3 59
Mersey Junction... {	2 40	2 59	3 30	3 30	3 30	3 35	3 38	3 40	3 45	3 48	3 50	3 53	3 55	3 58	3 59	3 59	3 59	3 59	3 59	3 59
Rock Ferry " dep.	2 40	2 59	3 30	3 30	3 30	3 35	3 38	3 40	3 45	3 48	3 50	3 53	3 55	3 58	3 59	3 59	3 59	3 59	3 59	3 59
Bevington & New Ferry " "	2 40	2 59	3 30	3 30	3 30	3 35	3 38	3 40	3 45	3 48	3 50	3 53	3 55	3 58	3 59	3 59	3 59	3 59	3 59	3 59
Port Sunlight " dep.	2 40	2 59	3 30	3 30	3 30	3 35	3 38	3 40	3 45	3 48	3 50	3 53	3 55	3 58	3 59	3 59	3 59	3 59	3 59	3 59
Spital " dep.	2 40	2 59	3 30	3 30	3 30	3 35	3 38	3 40	3 45	3 48	3 50	3 53	3 55	3 58	3 59	3 59	3 59	3 59	3 59	3 59
Bromborough " dep.	2 40	2 59	3 30	3 30	3 30	3 35	3 38	3 40	3 45	3 48	3 50	3 53	3 55	3 58	3 59	3 59	3 59	3 59	3 59	3 59
Hooton North Jct. " pass	2 53	3 12	3 42	3 42	3 42	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10
Hooton " dep.	2 55	3 15	3 42	3 42	3 42	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10	4 10
Hooton South Jct. " pass	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Helsby " arr.	3 28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
West Kirby " arr.	3 28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ledsam " dep.	—	FL 3 19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ledsam Junction... pass	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Capenhurst " dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wollington " dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Updon-by-Chester H. " "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brook Lane " arr.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CHESTER (Station) {	—	3 27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—	3 40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

A—P.B. 10.1 p.m.

C—Advertised Rock Ferry depart 3.0 p.m.

D—To Learning Spa.

E—P.B. Rock Ferry depart 9.1 p.m.

§—11 minutes allowed at stations where arrival times are not shown.

SHREWSBURY, WELSHPOOL and MINSTERLEY.

Down Trains.

Week Days.

Distances from Shrewsbury.		Milepost Mileage (\$from Sutton Bridge. †From Cruckmeole Junction).		STATIONS.		Ruling Gradient 1 in	Time Allowances for Freight Trains—see page 2.						A	F	B
							Ordinary Trains.			Mail.	Frgh't.	Pass.			
							Point- to- Point Times.	Allow for Stop.	Allow for Start.						
M.	C.	M.	C.	Double Line.	SHREWSBURY Coleham Meole Brace J. Hookgate Hanwood Cruckmeole J. Colliery Siding	L.	Mins.	Mins.	Mins.				a.m.	a.m.	a.m.
															3 48	7 20	7 23
0	54		51½			127 R.	—	—	1	—	—	—	3 51	4 30	7 23
1	39		16½			100 R.	—	—	—	—	—	—	—	—	—
3	4	2	51				—	—	—	—	—	—	—	—	—
4	74	4	6½			100 R.	11	1	1	—	—	—	—	—	7 33
5	39	4	52½			100 F.	2	1	1	—	—	—	3 59½	4 50	7 35
—	—	—	—				—	—	—	—	—	—	—	—	—
6	75	1½	35½		Plealey Road	100 R.	4	1	1	—	—	—	—	—	—
8	35	2½	75		Pontesbury	100 R.	4	1	1	—	—	—	—	—	7 44
8	55	3½	15		Snailbeach Jct.	100 R.	1	1	1	—	—	—	—	—	—
—	—	3½	71		Malehurst Siding	275 F.	—	A	A	—	—	—	—	—	—
10	13	4½	48½		Minsterley	106 R.	5	1	—	—	—	—	—	—	7 49
—	—	—	—				—	—	—	—	—	—	—	—	—
7	36	6	18½		Yockleton	100 R.	5	1	1	—	—	—	—	—	—
11	10	10½	22		Westbury	100 R.	13	1	2	—	—	—	4 8½	5 10	—
13	29½	12½	41½		Plas-y-Court Halt.	100 F.	—	—	—	—	—	—	—	—	—
14	9	13½	20½		Breidden	187 F.	9	2	2	—	—	—	—	—	—
17	3	16½	15		Buttington	136 R.	9	2	1	—	—	—	4 20	5 30	—
19	64	—	—		WELSHPOOL	101 F.	12	1	—	—	—	—	4 25	5 40	—

STATIONS.		B		K		K		A		K		A		B	
		Passenger.		Freight.		Freight.		8.5 a.m. Birmingham to Aberystwyth Passenger.		Freight.		8.10 a.m. B'ham to Aberystwyth Pass.		Passenger.	
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Double Line.	SHREWSBURY	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
	Coleham	—	7 55	—	8 10	—	8 50	9 7	—	9 15	—	9 28	—	10 35	—
	Meole Brace J.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Hookgate	—	—	—	—	—	—	—	—	9 25	9 45	—	—	—	—
	Hanwood	—	8 5	8 23	8 33	—	—	—	—	9 53	—	—	—	10 45	—
	Cruckmeole J.	8 7	—	8 37	8 56	C ⁹	4 ^S	9 15	—	—	—	9 36	—	10 47	—
	Colliery Siding	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Plealey Road	—	—	—	—	9 9	9 19	—	—	—	—	—	—	—	—
	Pontesbury	—	—	—	—	9 25	9 40	SUSPE	NDED	—	—	SUS	—	—	—
	Snailbeach Jct.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Malehurst Siding	—	—	—	—	C	R	—	—	—	—	—	—	—	—
	Minsterley	—	—	—	—	9 48	—	—	—	—	—	—	—	—	—
	Yockleton	—	8 12	9 2	9 7	—	—	—	—	—	—	—	—	10 52	—
	Westbury	8 19	8 22	9 22	9 33	—	—	9 24	—	—	—	9 45	10 59	11 0	—
	Plas-y-Court Halt.	8 27	8 28	—	—	—	—	—	—	—	—	—	—	11 6	—
	Breidden	8 31	8 32	9 44	—	—	—	9 32	—	—	—	9 53	11 9	11 10	—
	Buttington	8 37	8 38	9 53	—	—	—	9 37	—	—	—	9 58	11 17	11 16	—
	WELSHPOOL	8 43	—	10 6	—	—	—	9 42	—	—	—	10 3	11 21	—	—

STATIONS.		A		B		A		K		G	
		Aberystwyth Passenger. SO X		Pass.		10.10 a.m. Paddington to Aberystwyth Passenger. SO		Frgh't SX B		Eng. and Van. RR T	
		arr.	dep.	dep.		arr.	dep.	arr.	dep.	arr.	dep.
Double Line.	SHREWSBURY	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
	Coleham	—	12 40	—	1 23	—	—	—	—	—	
	Meole Brace J.	—	—	—	1 25	—	—	—	—	—	
	Hookgate	—	—	—	—	—	—	—	—	—	
	Hanwood	—	—	—	1 34	—	—	—	—	—	
	Cruckmeole J.	12 51	—	—	1 36	—	1 45	—	—	—	
	Colliery Siding	—	—	—	—	—	—	—	—	—	
	Plealey Road	—	—	—	1 40	—	—	—	—	—	
	Pontesbury	—	—	—	1 44	—	—	—	—	—	
	Snailbeach Jct.	SUSPE	NDED	—	—	SUSPE	NDED	—	—	—	
	Malehurst Siding	—	—	—	—	—	—	—	—	—	
	Minsterley	—	—	—	1 49	—	—	—	—	—	
	Yockleton	1 0X	1 5	—	—	—	1 54	—	—	2 9	
	Westbury	—	—	—	—	—	—	—	—	—	
	Plas-y-Court Halt.	—	1 11	—	—	—	2 0	—	—	2 16	
	Breidden	1 1	1 14	—	—	—	2 5	—	—	2 21	
	Buttington	1 21	1 30	—	—	—	—	—	—	2 26	
	WELSHPOOL	—	—	—	—	2 10	2 15	—	—	2 26	

A—Trains marked CR at Malehurst Sidings should be allowed such additional time as may be necessary for the work. B—To be kept clear of 1.45 p.m. RR Engine and Van Coleham to Welshpool when latter runs.

T—Runs on Welshpool Fair Days.

X—Stops at Westbury for crossing purposes only, when required.

SHREWSBURY, WELSHPOOL and MINSTERLEY—cont.

Down Trains.

Week Days.

STATIONS.	A		B				B	B					
	Passenger.		Passenger.				Pass.	Passenger.					
	arr.	dep.	arr.	dep.			dep.	arr.	dep.				
Double Line. SHREWSBURY Coleham Meole Brace J. Hookagate Hanwood Cruckmeole J. Colliery Siding	p.m.	p.m.	p.m.	p.m.			p.m.	p.m.	p.m.				
	—	3 10	—	3 40			6 20	—	6 32				
	3 12½	—	3 43	—			6 23	6 55	—				
	—	—	—	—			—	—	—				
	—	—	—	—			—	—	—				
	3 20	—	3 50	—			6 30	6 42	—				
Plealey Road	—	—	—	—			6 37	—	—				
Pontesbury	Not to be de-	—	—	—			6 41	—	—				
Snailbeach Jct.	tained after	—	—	—			—	—	—				
Malehurst Siding	3.25 p.m. for	—	—	—			—	—	—				
Minsterley	connection.	—	—	—			6 46	—	—				
Yockleton	3 29	X3 39	—	3 57			—	—	6 49				
Westbury	—	4 4	4 4	4 6			—	6 56	6 58				
Plas-y-Court Halt	—	—	—	4 12			—	7 4	7 4				
Breidden	—	—	4 15	4 16			—	7 7	X7 8				
Buttington	3 50	—	4 21	4 22			—	7 13	7 14				
WELSHPOOL	3 55	4 0	4 27	—			—	7 19	—				

Week Days—continued.

Sundays.

STATIONS.		B				F			A				
		Passenger.				Fr ^{ht}			10.35 a.m. Birmingham to Aberystwyth Passenger.				
		arr.	dep.			dep.			arr.	dep.			
Double Line.	{ SHREWSBURY Coleham Meole Brace J. Hookgate Hanwood Cruckmeole J. Colliery Siding	p.m.	p.m.			p.m.			a.m.	p.m.			
		—	9 44	..	..	11 35	..	..	11 49V	12 16	..	..	..
		9 47	—	..	..	—	..	..	12 18½	—	..	..	..
		—	—	..	..	—	..	..	—	—	..	..	..
		—	9 55	..	..	—	..	..	p. m.	—	..	..	..
		9 57	—	..	..	11 49	..	..	12 16	—	..	..	..
Plealey Road		..	..	..	..	Westbury arr. 12.8 a.m.	..	..	SUSPE NDED		..	..	..
Pontesbury		..	..	..	..		..	..	..	..	..	..	..
Snailbeach Jct.		..	..	..	..		..	..	..	..	..	..	..
Malehurst Siding		..	..	..	..		..	..	..	..	..	..	..
Minsterley		..	..	..	..	..	..	..	..	..	..	..	..
Yockleton		—	10 2	..	..	—	..	..	—	—	..	..	..
Westbury		10 9	10 11	..	..	12X21	..	..	12 25	..	..	..	..
Plas-y-Court Halt		—	10 17	..	..	—	..	..	—	—	..	..	..
Breidden		10 20	10 21	..	..	—	..	..	12 31	..	..	..	..
Buttington		10 26	10 27	..	..	12 55	..	..	12 36	..	..	..	..
WELSHPOOL		10 32	—	..	..	1 5	..	..	12 41	..	..	..	..

V—Engine to turn.

X—Stops at Westbury for crossing purposes only, when required.

§—P.B. Shrewsbury depart 9.42 p.m.

‡—Advertised Shrewsbury depart 6.30 p.m.

¶—Advertised Shrewsbury depart 12.5 p.m.

WELSHPOOL, MINSTERLEY and SHREWSBURY.

Up Trains. Week Days.

Distances from Welshpool. (from Minsterley)		STATIONS.	Ruling Gradient 1 in	Time Allowances for Freight Trains—see page 2.						B		K		B	
							Ordinary Trains.			Pass.	dep.	Freight.		Passenger.	
							Point-to-Point Times.	Allow for Stop.	Allow for Start.			arr.	dep.	arr.	dep.
M.	C.						Mins.	Mins.	Mins.		a.m.	a.m.	a.m.	a.m.	a.m.
2	61	WELSHPOOL	141 F.	...	...	...	8	1	2	...	6 40	6 30	8 20	8 15	8 21
5	55	Buttington	101 R.	...	...	...	10	1	2	...	...	6 50	8 29	8 33	8 39
8	54	Breidden	187 R.	...	...	...	...	...	...	...	...	...	...	8 36	8 44
12	28	Plas-y-Court Halt.	100 R.	...	...	...	9	2	1	...	7 15	7 40	8 42	8 50	8 51
		Westbury	100 F.	...	...	...	9	1	1	...	C	R	8 50	8 51	8 51
		Yockleton	100 F.	...	...	...	...	...	...	...	...	...	...	...	...
		Minsterley	106 F.	...	...	...	...	A	A	8 5	...	...	...	...	...
		Malehurst Siding	275 F.	...	...	...	5	1	1	...	...	...	...	...	...
11	38	Snailbeach Jct.	100 F.	...	...	...	1	1	1	8 10	...	...	...	...	...
11	58	Pontesbury	100 F.	...	...	...	...	...	...	8 14	...	...	...	...	...
13	18	Plealey Road	100 F.	...	...	...	4	1	1	...	...	...	...	...	...
		Colliery Siding	100 R.	...	...	...	5	1	1	8 18	8 0	8 32	8 55	8 57	8 57
14	22	Cruckmeole J.	100 R.	...	...	...	2	1	1	8 21	...	...	...	...	...
14	70	Hanwood	100 R.	...	...	...	...	...	...	...	...	...	...	...	...
16	66	Hookgate	...	...	...	...	...	...	...	...	...	...	...	...	...
18	25	Meole Brace J.	100 R.	...	...	...	11	1	...	8 28	8 50	9 30	9 8	9 8	9 8
19	10	Coleham	127 F.	...	...	...	...	...	...	8 31	10 15	...	...	...	...
19	64	SHREWSBURY	L.	...	...	...	...	...	...	...	...	...	...	...	...

STATIONS.		K		B		A		K		B		K	
		Freight.		Passenger.		9.30 a.m. Aberystwyth to Paddington. SO		Freight.		Passenger.			
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	noon	p.m.	p.m.	...	...
WELSHPOOL		...	...	...	9 48	11 40	11 45	...	...	12 45	12 40	...	...
Buttington		...	...	9 53	9 54	11 50	...	...	...	12 45	12 46	...	...
Breidden		...	...	10 14	10 2	11 55	...	...	...	12 53	12 54	...	...
Plas-y-Court Halt.		...	...	10 44	10 5	p.m.	...	...	...	12 56	12 57	...	...
Westbury		...	...	10 11	10 12	12 1	...	...	...	1 3	1 4	...	...
Yockleton		...	...	10 17	10 18	—	—	...	...	1 10	1 11	...	...
Minsterley		...	...	...	...	...	...	12 0	...	...	...	...	...
Malehurst Siding		...	...	...	...	...	...	...	...	...	...	...	...
Snailbeach Jct.		...	...	...	...	SUSPENDED	...	12 8	12 30	...	...	...	...
Pontesbury		...	...	...	...	...	...	C	R	...	...	...	...
Plealey Road		...	...	...	...	...	...	...	...	...	...	...	...
Colliery Siding		...	...	...	...	...	...	...	...	...	...	...	...
Cruckmeole J.		...	...	10 22	...	12 10	...	12 40	...	1 15	...	...	...
Hanwood		...	10 10	...	10 24	...	...	...	...	1 17	...	...	...
Hookgate		10 17	10 35	...	...	...	...	...	...	...	...	...	...
Meole Brace J.		...	...	10 32	...	12 17	...	12 54	...	1 25	...	...	...
Coleham		10 47	...	...	...	...	...	...	...	...	...	...	...
SHREWSBURY		...	...	10 35	...	...	...	...	...	1 28	...	...	...

STATIONS.		A		B		A		B		K		A	
		9.25 a.m. Relief Penychain to Birmingham RR SO		Pass.		9.35 a.m. Pwllheli to Birmingham Passenger. RR SO		12.0 noon Aberystwyth to Shrewsbury Passenger.		Cotton Hill, Freight SX		12.30 p.m. Aberystwyth to Birmingham Passenger. SO	
		arr.	dep.	dep.	...	arr.	dep.	arr.	dep.	dep.	...	arr.	dep.
WELSHPOOL		p.m.	p.m.	p.m.	...	p.m.	p.m.	p.m.	p.m.	p.m.	...	p.m.	p.m.
Buttington		12 55	1 2	...	...	1 57	2 4	2 27	2 30	...	...	2 40	2 50
Breidden		1 7	1 17	...	...	2 9	...	2 35	2 36	...	...	2 55	...
Plas-y-Court Halt.		1 23	...	...	...	2 15	...	...	2 44	...	...	3 1	...
Westbury		1 29	...	...	...	2 21	...	2 52	2 54	...	...	3 7	...
Yockleton		...	...	...	...	...	...	...	...	...	...	...	...
Minsterley		SUSPENDED	...	2 0	...	SUSPENDED	...	...	...	...	...	SUSPENDED	...
Malehurst Siding		RR	...	...	...	...	...	...	...	...	...	...	...
Snailbeach Jct.		X	...	2 5	...	...	...	...	...	...	...	...	...
Pontesbury		...	...	2 9	...	...	...	...	...	...	...	...	...
Plealey Road		...	...	...	...	...	...	...	...	...	...	...	...
Colliery Siding		...	...	...	...	...	...	...	...	...	...	...	...
Cruckmeole J.		1 38	...	2 12	...	2 30	...	3 4	...	...	...	3 16	...
Hanwood		...	...	2 14	...	...	...	3 7	...	...	...	...	...
Hookgate		...	...	...	...	...	...	...	...	2 50	...	...	...
Meole Brace J.		...	...	...	...	...	...	...	...	...	...	...	...
Coleham		1 50	...	2 22	...	2 39	...	3 14	...	3 0 R	...	3 24	...
SHREWSBURY		...	...	2 25	...	...	...	3 18	...	3 4	...	...	...
Cotton Hill		...	...	...	...	...	...	...	...	3 7	...	...	...

See note on page 174.
 V—Harlewood Sidings.
 X—3 minutes recovery time allowed Buttington to Coleham.
 1—1 minute recovery time Hanwood to Shrewsbury.

WELSHPOOL, MINSTERLEY and SHREWSBURY.

Up Trains.

Week Days—continued.

STATIONS.	B		A		C		B		B
	Passenger.		2.15 p.m. Aberystwyth to Birmingham Passenger. SO		Horse Boxes. RR		Passenger.		Pass.
	arr.	dep.	arr.	dep.	dep.		arr.	dep.	dep.
	p.m.	p.m.	p.m.	p.m.		p.m.	p.m.	p.m.	
WELSHPOOL	—	3 15	4 14	4 20	....	4 25	....	5 20	....
Buttington	3 20	—	4 25	—	....	4 30	....	5 25	5 26
Breidden	—	3 28	4 31	—	....	—	....	5 33	5 34
Plas-y-Court Halt	—	3 31	—	—	....	—	....	5 36	5 37
Westbury	3 37	3 39	4 37	—	....	4 45	....	5 43	5 44
Yockleton	3 45	3 46	—	—	....	—	....	—	5 51
Minsterley .....	....	....	....	....	....	Runs on	....	....	7 15
Malehurst Siding .....	....	....	....	....	....	W'pool	....	....	—
Snailbeach Jct. ....	....	....	SUSPENDED	....	....	Fair	....	....	7 20
Pontesbury .....	....	....	....	....	....	Days.	....	....	7 24
Plealey Road .....	....	....	....	....	....	....	....	....	—
Colliery Siding .....	....	....	....	....	....	....	....	....	—
Cruckmeole J.	3X 50	—	4 40	—	....	4 56	....	5 55	7 27
Hanwood	—	3 54	—	—	....	—	....	5 57	7 29
Hookagate .....	—	—	—	—	....	—	....	—	—
Meole Brace J. ....	—	—	—	—	....	—	....	—	—
Coleham	4	2	4 56	—	....	5 4	....	6	7 30
SHREWSBURY	4 10	—	—	—	....	5 7	....	6 8	7 42

Week Days—continued.

Sundays.

STATIONS.	F				B		F		A	
	Freight.				Pass.		Freight.		3.25 p.m. Aberystwyth to Birmingham Passenger.	
	arr.	dep.			dep.		arr.	dep.	arr.	dep.
	p.m.	p.m.			p.m.		p.m.	p.m.	p.m.	p.m.
WELSHPOOL	—	6 35	....	....	8 55	....	—	11 45	5 30	5 35
Buttington	6 45	—	....	....	9 1	....	11 55	—	5 40	....
Breidden	6 59	X 7 9	....	....	9 9	....	—	—	5 45	....
Plas-y-Court Halt	—	—	....	....	—	....	—	—	—	....
Westbury	7 22	—	....	....	9A19	....	CR	12X20	5 51	....
Yockleton	C	R†	....	....	9 26	....	—	—	—	....
Minsterley	....	....	....	....	....	....	....	....	....	....
Malehurst Siding	....	....	....	....	....	....	....	....	....	....
Snailbeach Jct.	....	....	....	....	....	....	....	....	SUSPENDED	....
Pontesbury	....	....	....	....	....	....	....	....	....	....
Plealey Road	....	....	....	....	....	....	....	....	....	....
Colliery Siding	....	....	....	....	....	....	....	....	....	....
Cruckmeole J.	7 40	....	....	....	9 30	....	12 35	....	6 0	....
Hanwood	—	....	....	....	9 32	....	—	....	—	....
Hookagate	....	....	....	....	....	....	....	....	....	....
Meole Brace J.	....	....	....	....	....	....	....	....	....	....
Coleham	7 57	8 10	....	....	9 40	....	12 49	12 55	6 7	....
SHREWSBURY	8Z18	....	....	....	9R43	....	1B3	....	610V	6Y26

A—Westbury arrive 9.17 p.m.

B—Coton Hill.

R—P.B. Welshpool dep. 8.50, Shrewsbury arr. 9.36 p.m. Advertised in advance of working times throughout. Advertised times to be worked to if possible.

V—Engine to turn.

Y—Advertised Shrewsbury depart 6.25 p.m.

Z—Abbey Foregate. Worked by L.M.R. engine from Coleham. Rear portion to Coton Hill. Worked by W.R. engine Coleham to Coton Hill, Coleham depart 8.20 p.m., Coton Hill arrive 8.30 p.m.

†—L.M.R. traffic works through to Coton Hill as necessary and is tripped to Abbey Foregate at 1.30 a.m. Calls at Westbury to detach cattle traffic only.

‡—Calls when required to pick up meat traffic.

§—5 minutes recovery time Hanwood to Shrewsbury.

WREXHAM, RHOS AND TREVOR (GOODS YARD).

Wrexham and Rhos.—Single Line worked under the Electric Train Staff Regulations, the Train Staff Stations being Rhos Junction, Legacy and Rhos, and the Crossing Stations are Rhos Junction and Rhos; also Legacy for two Freight Trains, or a Freight and a Passenger Train or Motor. Two Passenger Trains or Motors cannot be crossed at Legacy.

Rhos and Trevor Goods Yard.—Single Line between Rhos and Plas-yn-Wern Loop is worked with Wooden Train Staff.—Colour, White; Shape, Square. The Line between Plas-yn-wern Loop and Trevor Goods Yard is worked with Wooden Train Staff.—Colour, Red; Shape, Square.

Down Trains.

Week Days Only.

Mile- post from Rhos Jct.	Dis- tance from Wrex- ham.	STATIONS.		Ruling Gra- dient 1 in	Time Allowances for Freight Trains. See page 2.			K	K	K	K	K	K
					Point- to- Point Times.	Allow for stop.	Allow for start.	Frgh	Frgh	Frgh	Frgh	Frgh	Frgh
M.	C.	M.	C.		Mins.	Mins.	Mins.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	1	5	WREXHAM (S. Fk.) dep.	—	—	—	—	—	—	—	—	—
—	55	1	60	Rhos Junction.....	103 R.	2	1	—	—	11 10	—	—	—
1	72	2	78	Rhostyllen.....	50 R.	4	1	—	—	11 13	—	—	—
				Legacy.....	51 R.	10	1	—	—	CR	—	—	—
										11 E 38	—	—	—
				Llwynenion.....	{ arr. dep.	—	—	—	—	—	—	—	—
						8	1	—	—	—	—	—	—
3	14	4	19	RHOS	{ arr. dep.	—	—	—	—	11 C 48	—	—	—
3	68	4	73	Pant.....	159 R.	—	—	—	—	12 40	—	2 10	—
				Rhos Yd. & Copy Wks.	91 R.	—	—	—	—	12 50	—	—	—
				Stop Board.....	91 R.	—	—	—	—	—	—	—	—
4	90	5	45	Plas Bennion Cross'g ..	192 R.	—	—	—	—	—	—	—	—
4	58	5	79	Weighing Machine Sg.	159 F.	—	—	—	—	K	—	P	—
5	4	6	19½	Plas-yn-Wern Cross'g ..	138 F.	—	—	—	—	—	—	2 P 30	—
5	20	6	35	Stop Board.....	138 F.	—	—	—	—	Frgh	—	—	—
5	28½	6	43½	Acrefair Crossing.....	48 F.	—	—	—	—	—	—	—	—
5	64	6	79	Hughes & Lances Sdg.	99 F.	—	—	—	—	dep.	—	—	—
5	75	7	10	Acrefair (Gds. Dpt.) S.	35 F.	—	—	—	—	—	—	—	3 55
5	79	7	14½	Cefn Crossing.....	32 F.	—	—	—	—	a.m.	—	—	—
6	10	7	25	Monsanto Sg., Acrefair ..	32 F.	—	—	—	10 0	11 10	1 45	—	—
6	40	7	55	Pontcysyllte.....	32 F.	—	—	—	—	—	—	—	—
6	41	7	58	Trefnant (Ed. Sdg.) ..	40 R.	—	—	8 15	—	—	—	—	—
6	72	8	6	TREVOR (Gds. Yd.) arr.	28 R.	—	—	8 20	10 10	11 20	1 55	Dep. Plas-yn-W Cross'g 2.35 p.m. (See page 179.)	4A 20 4 25

Up Trains.

Week Days only.

STATIONS.		Ruling Gra- dient 1 in	Time Allowances for Freight Trains. See page 2.			K	K	K	K	K	K
			Point- to- Point Times.	Allow for stop.	Allow for start.	Frgh	Frgh	Frgh	Frgh	Frgh	Frgh
			Mins.	Mins.	Mins.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
TREVOR (Gds. Yd.) dep.	—	—	—	—	—	7 40	9 10	—	10 30	12 50	—
Trefnant (Eds. Sdg.) ..	28 F.	—	—	—	—	7 45	—	—	—	—	3 75
Pontcysyllte ..	40 F.	—	—	—	—	—	—	—	—	—	3B 20
Monsanto S., Acrefair ..	32 R.	—	—	—	—	—	9 20	—	—	—	—
Cefn Crossing.....	32 R.	—	—	—	—	—	—	10 40	1 0	—	—
Acrefair (Gds. Dept.) ..	32 R.	—	—	—	—	—	—	—	—	—	—
Hughes & Lances Sdg.	85 R.	—	—	—	—	—	—	—	K	—	—
Acrefair Crossing.....	99 R.	—	—	—	—	—	—	—	Frgh	—	—
Plas-yn-W'n Csg. & S.	72.5 R.	—	—	—	—	—	—	—	SX	3 10	—
Weighing Machine Sg.	159 R.	—	—	—	—	—	—	—	—	—	—
Plas Bennion Cross'g ..	159 R.	—	—	—	—	—	—	—	p.m.	—	—
Pant.....	73.6 R.	—	—	—	—	—	—	—	1 10	—	—
RHOS	50.6 R.	—	—	—	—	—	—	—	1 20	3 30	—
Stop Board.....	52 F.	—	—	—	—	—	—	—	—	3 55	—
									P	—	—
Llwynenion.....	{ arr. dep.	—	—	—	—	—	—	—	—	—	—
Legacy.....	51 F.	7	1	1	—	—	—	—	—	—	—
Rhostyllen.....	51 F.	9	1	1	—	—	—	—	—	—	—
Stop Board.....	50 F.	3	1	1	—	—	—	—	—	—	—
Rhos Junction.....	50 F.	—	—	—	—	—	—	—	—	—	—
WREXHAM (S. Fk.) arr.	103 F.	2	1	—	—	—	—	—	—	4 17 4 20	—

A—Arrive Trefnant Siding 4.5 p.m.

B—Depart Trefnant Sdg 3.30 p.m.

C—Trip Rhos to Llwynenion

Brick Works and back when required.

E—Arrive Legacy 11.28 a.m.

†—End of Branch.

§—RR Hughes and Lancaster Sdg. to Trefnant.

‡—Junction with Ruabon-Barmouth line.

¶—RR Trefnant Sdg.

GARDDEN LODGE JUNCTION AND ABERDERFYN. (PONKEY BRANCH).

Week Days only.

From Gardden Lodge Junction to Aberderfyn by Wooden Staff.—Shape, Square ; Colour, Red.

Down Trains.					Up Trains.				
Distance from Gardden Lodge	STATIONS.		Ruling Gradient 1 in	K	Distance from Wrexham.	STATIONS		Ruling Gradient 1 in	K
M. C.				Frgh't SX	M. C.				Frgh't SX
— 68	Gardden Lodge	dep.	—	p.m. 1 40	4 23	Aberderfyn	dep.	390 R.	p.m. 3 0
—	Ruabon Brick Co.'s Siding	arr.	570 F.	1 50	4 29	Casw'ks & Aston's S.	arr.	40 R.	—
— 75	Moreton Siding	dep.	87 R.	2 5	5 6	Moreton Siding	dep.	87 F.	—
1 58	Aberderfyn	arr.	40 F.	2 20	5 13	Ruabon Brick Co.'s S.	arr.	87 F.	3 15
				2 30	6 1	Gardden Lodge	dep.	570 R.	3 40

PLAS-YN-WERN CROSSING AND DELPH WORKS.

Week Days Only.

Down Trains.					Up Trains.				
STATIONS.		K			STATIONS.		K		
		Frgh't SX					Frgh't SX		
Plas-yn-Wern Crossing	dep.	p.m. 2 35	....	....	DELPH WORKS	dep.	p.m. 3 0	....	....
DELPH WORKS	arr.	2 40	..	..	Plas-yn-Wern Crossing	arr.	3 P5	..	..

EXCHANGE OF TRAFFIC TO AND FROM L.M.R. SALTNEY—MOLD JUNCTION.

TRIPS WILL RUN ON WEEKDAYS AS UNDER:—

STATIONS	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.				
Saltney	A	S	X	10 0	A	S	O	9 40	B	1 50	—	5 20
Saltney Junction	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10
Chester	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10
Saltney Junction	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10
Mold Junction	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10
STATIONS	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.				
Mold Junction	—	—	—	11 30	—	—	—	—	C	6 20	—	—
Saltney Junction	—	—	—	11 30	—	—	—	—	6 28	—	—	—
Chester	—	—	—	11 30	—	—	—	—	6 33	—	—	—
Saltney Junction	—	—	—	11 30	—	—	—	—	—	—	—	—
Saltney	—	—	—	11 30	—	—	—	—	—	—	—	—

A—Continuation of 7.45 a.m. ex Croes Newydd.

B—5 minutes later on Saturdays, Saltney to Chester.

C—Engine and two brake vans. Latter for 3.40 a.m. Chester to Croes Newydd.

W.R. engines of the 51XX, 66XX and 28XX classes may work between Saltney and Mold Junction without the A.T.C. shoes clipped up.

WREXHAM, BRYMBO, MOSS VALLEY AND MINERA.

The Line from Wrexham to Brymbo West Crossing is Double, worked by Block Telegraph. The Line from Brymbo West Crossing to Minera is Single; it is worked by Electric Train Staff from Brymbo West Crossing to Coed Poeth, and by Wooden Train Staff from Coed Poeth to Minera.
The Line from Moss Valley Junction to Gatewen is Single and is worked by Wooden Train Staff.
The Line between all other points shewn on this page is Single, and worked by Wooden Train Staff only.

Down Trains.

Week Days only.

Mile-post Mileage from Croes Newydd North Fork.				Distance from Wrex- ham.		No. of Engine.....		Ruling Gra- dient 1 in	Time Allowances for— Ordinary Freight Trains. See page 2.			2	1	2	3		4
STATIONS.									Point-to- Point Times.	Allow for stop.	Allow for st art.	Min- eral.	Min- eral.	Min- eral.	Min- eral. to Vron Sidings	H 5.25 a.m. ex Middle ton let. MO a.m. 10 42 10 43	Min- eral.
M	C.	M.	C.					—	Mins.	Mins.	Mins.	a.m.	a.m.	a.m.	a.m.		a.m.
—	—	—	25	WREXHAM				dep.	200 R.	...	...	...	...	...	...	...	...
—	—	—	45	Croes Newydd N. Fork				200 R.	...	...	...	...	...	...	...	...	...
—	—	—	45	Croes Newydd S. Fork				3878R.	...	...	...	...	...	...	...	...	...
—	33	—	57	Croes Newydd Yard				dep.	78 R.	...	1	8 5	8 35	10 0	10 20	10 45	11 20
—	70	1	15	Moss Valley Junction				arr.	55 R.	3	1	—	—	—	—	10 50	—
—	74½	1	19½	Stop Board				arr.	81 R.	...	...	—	—	—	—	—	—
1	27	1	52	Gatewen				arr.	81 R.	...	...	8 15	—	—	—	—	—
1	65	2	10	PLAS POWER (Pass. Stn.)				dep.	—	6	1	2	...	—	—	—	—
2	1	2	26	Plas Power Colliery Sdg.				55 R.	...	...	...	...	—	—	—	—	—
2	17	2	42	Broughton Forge				45 R.	3	1	1	...	—	—	—	—	—
2	35	2	60	Broughton Crossing				45 R.	1	1	1	...	—	—	—	—	—
3	10	3	34	BRYMBO (Pass. Stn.)				45 R.	6	1	1	...	—	—	—	—	—
3	19	3	43	Brymbo Joint Junction				171 R.	...	...	...	...	—	—	—	—	—
3	36	3	60	Brymbo Mid. Crossing				arr. dep.	36 R.	1	1	2	8 57	—	10 42	11 12	11 42
												9 5	—	10 59	11 55		
3	41	3	67	Brymbo West Crossing				dep.	70 R.	...	...	...	...	—	—	—	—
4	31	4	37	Caeilo Brick Works				39 R.	4	1	1	...	To Vron Sidings.	—	—	...	...
4	55	4	61	Smelt Siding				53 R.	6	1	1	...	—	—	—	...	...
5	66	6	13	COED POETH				arr. dep.	59 R.	10	1	1	...	10 42	11 10	...	...
6	11	6	38	Vicarage Crossing				175 R.	...	...	...	...	...	...	...	...	...
6	11	6	73	Berwig Crossing				35 R.	...	...	...	...	To Vron Sidings.	—	—	...	...
7	16	7	41	Minera Lime Works				arr.	30 R.	10	1	...	...	11 22	...	...	...
				Wynn's Siding				30 R.	...	...	...	...	...	...	...	To Vron Sidings.	...

Z—Engine and Van return to Croes Newydd attached to 11.35 a.m. Brymbo to Croes Newydd, thence as ordered by Chester W.R. Control.

NOTE.—The Mineral Trains may be altered according to the requirements of the traffic and Special Trains will be run as required.

Engine No. 1.—After arrival Croes Newydd 10.0 a.m. to work trips as required to Brymbo Joint or Vron Sidings. Enginen relieved and engine subsequently performs shunting in Croes Newydd Yard.

Engine No. 3.—After arrival Croes Newydd 12.10 p.m. work trips as required to Brymbo Joint or Vron Sidings. Single Turn.

Engine No. 4.—After arrival Croes Newydd 2.15 p.m. work trips as required to Brymbo Joint or Vron Sidings. Single Turn.

BRYMBO, COED TALON AND MOLD.

WREXHAM AND MINERA EXTENSION RAILWAY.

The Extension Line commences at 76 yards from Brymbo and ends at 2 miles 1,436 yards from Brymbo. The centre of Brymbo Junction Sidings is at 176 yards from Brymbo. The point at Brymbo from which the distances are based is opposite W.R. mile post, 32½ from Shrewsbury and 15½ from Chester.

The L.M.R. will provide Engine, Guard and Coaches for the Passenger Trains on this Line, and their Engine and Guard will also work all Freight and Mineral Trains to Glascoed Colliery.

The Line is worked by Electric Train Staff, the Staff Stations being Brymbo and Coed Talon. A Key is affixed to the Staves for the intermediate Goods Sidings.

(PASSENGER TRAINS—THIRD CLASS ONLY.)

Down Trains.

Week Days only.

Distance from Brymbo Jct.	M.	C.	STATIONS.		B		K		B	
					Pass.		Min-eral. A		Pass.	
					SX				SX	
					a.m.		a.m.		p.m.	
—	—	—	BRYMBO (W.R.)	dep.	8 35	—	12 10	—	4 50	—
1	44	—	Glascoed Siding	—	—	—	12 30	—	—	—
1	60	—	FFRITH	—	8 41	—	—	—	4 56	—
2	2	—	Trimley Hall Siding	—	—	—	—	—	—	—
2	23	—	Crown Dale Siding	—	—	—	—	—	4 59	—
—	—	—	LLANFYNYDD	—	8 44	—	—	—	—	—
—	—	—	Cefn-y-Coed	—	—	—	—	—	—	—
4	2	—	Coed Talon Colliery Siding ..	—	—	—	—	—	—	—
—	—	—	COED TALON (L.M.R.)	arr.	8 49	—	1 0	—	5 4	—
—	—	—	Tryddyn Junction	—	8 58	—	2 17	—	5 13	—
—	—	—	MOLD	—	9 0	—	2 20	—	5 15	—

A—Glascoed arr. 12.16 p.m. Bwlchgwyn 12.32/12.42 p.m. : Coed Talon dep. 1.55 p.m.

MINERA, MOSS VALLEY, BRYMBO AND WREXHAM.**Up Trains.****Week Days only.**

No. of Engine.....		Time Allowances for Ordinary Freight Trains. See page 2.			2	1	3	4	2		
STATIONS.		Ruling Gradient 1 in	Point- to- Point Times.	Allow for stop.	Allow for start.	Em- pties. K	Min- eral. Ex Vron Sid- ings. K	Min- eral. Ex Vron Sid- ings. K	Min- eral. Ex Vron Sid- ings. K	Min- eral. K	
Wynn's Siding	dep.	—	Mins.	Mins.	Mins.	a.m.	a.m.	a.m.	p.m.	p.m.	
Minera Lime Works	dep.	—	...	...	1	...	...	...	...	1 30	...
Berwig Crossing	"	30 F.	...	...	...	...	...	...	...	...	...
Vicarage Crossing	"	35 F.	...	...	...	...	...	...	...	...	...
COED POETH	arr.	175 F.	10	1	1	...	...	...	...	1 42	...
Stop Board	dep.	—	...	...	...	...	...	...	...	2 0	...
Stop Board	dep.	127 F.	4	1	1	...	...	...	...	2 P7	...
Smelt Siding	"	59 F.	3	1	1	...	...	...	...	...	...
Caello Brick Works	"	53 F.	3	1	1	...	...	...	...	...	...
Stop Board	"	39 F.	3	1	1	...	...	...	...	2 P18	...
Brymbo West	"	39 F.	...	...	...	...	...	...	...	...	...
Brymbo Middle Crossing	arr.	70 F.	2	1	1	...	9 35	11 25	1 35	2 21	...
Brymbo Joint Junction	dep.	—	...	...	...	...	9 45	11 35	1 45	2 35	...
BRYMBO (Pass. Station)	"	36 F.	...	...	...	...	...	...	...	...	...
Stop Board	arr.	171 F.	3	1	1	...	P	P	P	P	...
Stop Board	dep.	—	...	...	...	...	...	...	...	...	...
Broughton Crossing	"	45 F.	3	1	1	...	...	...	P	...	...
Broughton Forge	"	45 F.	2	1	1	...	...	CR	...	CR	...
Plas Power Colliery Siding	"	55 F.	...	...	...	...	...	CR	...	CR	...
PLAS POWER (Pass. Station)	"	55 F.	2	1	1	...	...	...	...	...	...
Gatewen	dep.	81 F.	...	...	...	8 30	...	...	...	...	...
Stop Board	"	81 F.	...	...	...	...	P	P	P	P	...
Moss Valley Junction	"	55 F.	6	1	1	...	...	...	...	...	...
Croes Newydd Yard	arr.	55 F.	2	1	...	8 40	10 0	12 10	2 15	3 10	...
Croes Newydd Shed	dep.	78 F.	...	...	...	...	...	...	...	...	...
Croes Newydd South Fork	arr.	78 F.	...	...	...	...	...	...	...	...	...
Croes Newydd North Fork	dep.	3878 F.	...	...	...	...	...	...	...	...	...
WREXHAM	arr.	200 F.	...	...	...	...	...	...	...	...	...

Loads of Trains from Vron Junction and Steel Works to Croes Newydd:—

These trains must not exceed 26 wagons and Brake Van from Vron Junction and Vron Steel Works, with the following exceptions:

- (1) All ore empties must be worked away in one train.
- (2) Last clearing out train can be made up to a full load.

MOLD, COED TALON AND BRYMBO.

WREXHAM AND MINERA EXTENSION RAILWAY—(PASSENGER TRAINS—
THIRD CLASS ONLY).

Up Trains.**Week Days only.**

STATIONS.		B	K	B						
		Pass. SX	Min- eral. T	Pass. SX						
MOLD	dep.	a.m. 8 4	a.m. 9 25	p.m. 4 15						
Tryddyn Junction	"	8 6	CS	4 17						
COED TALON (L.M.R.)	"	8 16	10 30	4 27						
Coed Talon Colliery Siding	"	—	—	—						
Cefn-y-Coed Siding	"	—	—	—						
LLANFYNYDD	"	8 20	10 43	4 31						
Crown Dale Siding	"	—	—	—						
Trimley Hall Siding	"	—	—	—						
FFRITH	"	8 23	—	4 34						
Bwlchgwyn Siding	"	—	11 3	—						
Glascoed Siding	arr.	—	11 6	—						
BRYMBO (W.R.)	"	8 29	11 25	4 40						

T—Coed Talon arr. 9.45 a.m., Llanfynydd arr. 10.38 a.m., Bwlchgwyn Sdg. arr. 10.56 a.m., Glascoed dep. 11.15 a.m.

Week Days

BRYMBO AND VRON.

Down.

Distance from Vron Jct. at Brymbo.	No. of Engine.....		1		3		4				
			Ruling Gradient 1 in	K Mineral. ex Croes New'd.		K Mineral. ex Croes New'd.		K Mineral. ex Croes New'd.			
M. C.	STATIONS.										
—	Brymbo Middle	dep.	—	a.m. 9 5	....	a.m. 10 50	....	p.m. 1 5	....	....	....
0 38	Brymbo Steel Works	"	37.6 R.	9 10	....	10 50	....	1 5	....	....	....
0 39	Vron Siding	"	37.6 R.	9 10	....	10 50	....	1 10	....	....	....
0 64	Stopblocks	arr.	40.2 R.	....	....	....	....	....	....	....	....

Up.

No. of Engine.....		1		3		4					
		Ruling Gradient 1 in	K Mineral.		K Mineral.		K Mineral.				
	STATIONS.										
	Stopblocks	dep.	40.2 F.	a.m.	a.m.	p.m.					
	Vron Siding	"	40.2 F.	....	....	....	....	....	....	....	....
	Vron Jct. (Gradient Board) ..	"	9 30	....	11 20	....	1 30	....	....	....	....
	Brymbo Steel Works	"	37.6 F.	....	....	....	....	....	....	....	....
	Brymbo Middle Crossing	arr.	37.6 F.	9 35	11 25	1 35	....	....	....	....	....

NOTE.—The Mineral Trains may be altered according to the requirements of the traffic, and Special Trains will be run as required.

WHEATSHEAF JUNCTION AND WHEATSHEAF YARD.

Wheatsheaf Junction is 59 chains from Wheatsheaf Yard.

A six-wheel engine (with short funnel) to work as under :

Week Days.

STATIONS.	Ruling Gradi- ent 1 in	K		STATIONS.	Ruling Gradi- ent 1 in	K	
		Freight.				Freight.	
		arr. p.m.	dep. p.m.			arr. p.m.	dep. p.m.
Croes Newydd Yard	—	—	2 50	Wheatsheaf Junction	82 F.	4 5 *	4 20
Wrexham North	200 R.	2 55	3 9	United Colliery	—	4 23	5 55
Stop Board	200 R.	3 14 P	3 17	Wrexham North	200 F.	6 5	6 15
Wheatsheaf Junction	82 F.	3 20	3 23	South Fork	3878 R.	6 20	6 30
Wheatsheaf Yard	82 R.	3 28 ‡	4 0	Croes Newydd	78 R.	6 35	—

†—Including Trip to Silica Works.

§—Applies Saturdays only. On Saturdays excepted runs 6.38 p.m. South Fork to Bersham, 7.30 p.m. thence to Croes Newydd, arrive 7.51 p.m. **SX**

HOLLINSWOOD AND STIRCHLEY.

This Line is Single throughout and there is no Signal Box upon it. It is worked by one Engine in steam under the regulations shewn in the General Appendix. The Train Staff is Round, colour Black. Worked by Hollinswood shunting engine.

Week Days.

Distance.	STATIONS.	Ruling Gradient 1 in	K Freight MWFO		STATIONS.	Ruling Gradient 1 in	K Freight MWFO	
M. C.			dep.				dep.	
—	Hollinswood	dep.	—	a.m. 11 40	Stirchley	dep.	—	p.m. 1 10
—	Randlay Brick Works ..	arr.	50 F. CR	....	Randlay Brick Works ..	75 F.	CR	....
1 16	Stirchley	"	75 R. 12 0	....	Hollinswood ..	50 R.	1 30	....

LIST OF SIGNAL BOXES.

Distance between Signal Boxes.	NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.					Whether provided with Switch.
		Week Days.			Sundays.		
		Opened.		Closed at	Opened at	Closed at	
		Mondays.	Other Days.				
MAIN LINE—OXLEY SIDINGS TO CHESTER.							
M. C.	Codsall	—	Continuously.	—	—	—	Yes.
3 24½	Albrighton	—	Open as required.	—	—	—	Yes.
1 34	Cosford	—	Continuously.	—	—	—	Yes.
1 70	Ruckley Siding	—	Open for Local Goods.	—	—	—	Yes.
1 43	Shifnal	6. 0 a.m.	—	—	—	10. 0 p.m.	Yes.
1 75	Madeley Junction	6. 0 a.m.	6. 0 a.m.	8.40 p.m.	—	—	Yes.
— 69	Hollinswood	—	Continuously.	—	—	—	Yes.
1 23	Oakengates.... .. .	6. 0 a.m.	—	—	—	3. 0 p.m.	Yes.
1 71	Ketley Junction	5.10 a.m.	5.10 a.m.	9.10 p.m. S X 10.10 p.m. S O	—	—	Yes.
1 6	Wellington : Stafford Junction (No. 1)	—	—	—	—	—	Yes.
— 27	No. 2 Box	Continuously.	—	—	—	—	Yes.
— 15	No. 3 Box	—	—	—	—	—	Yes.
— 29	Market Drayton Jct. No. 4 Box	—	—	—	—	—	Yes.
1 49	Admaston	6.15 a.m.	6.15 a.m.	10. 0 p.m.	—	—	Yes.
1 34½	Allscott Sugar Works	—	Continuously.	—	—	—	Yes.
1 5	Walcot	6. 0 a.m.	6. 0 a.m.	2. 0 p.m.	—	—	Yes.
2 44	Upton Magna... .. .	—	—	—	9. 0 p.m.	A	Yes.
3 24	Shrewsbury : Abbey Foregate Junction	—	—	—	—	—	Yes.
0 26	English Bridge	—	—	—	—	—	Yes.
0 17	Coleham	Continuously.	—	—	—	—	No.
0 20½	Severn Bridge Junction	—	—	—	—	—	No.
0 14	Central Cabin	—	—	—	—	—	Yes.
0 12	Crewe Junction	—	—	—	—	—	No.
0 25	Coton Hill, South Box	—	—	—	11.55 p.m.	2.10 p.m.	Yes.
0 30½	Coton Hill, North Box	—	Continuously.	—	—	—	Yes.
3 2	Leaton	—	Continuously.	—	—	—	No.
1 49½	Old Woods	—	Closed except for local Freight.	—	—	—	Yes.
2 10	Baschurch	—	Continuously.	—	—	—	No.
4 12½	Haughton	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
1 39½	Rednal and West Felton	K	—	—	—	—	Yes.
3 1½	Whittington (Low Level)	—	Continuously.	—	—	—	No.
1 53	Gobowen (South)	—	Continuously.	—	—	—	Yes.
— 16½	Gobowen (North)	—	Continuously.	—	—	—	No.
1 63½	Weston-Rhyn	—	Continuously.	—	—	—	No.
1 20	Chirk	—	Open as required.	—	—	—	Yes.
— 33	Black Park	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
— 64½	Whitehurst	7. 0 a.m.	7. 0 a.m.	7.15 p.m.	—	—	Yes.
1 36	Cefn	—	Open for Local Freight only.	—	—	—	Yes.
1 6½	Ruabon (South Box)	F	—	—	11.55 p.m.	6. 0 a.m.	Yes.
— 30½	Ruabon (Middle Box)	—	Continuously.	—	—	—	Yes.
— 23	Ruabon (North Box)	6. 0 a.m.	6. 0 a.m.	10.0 p.m.	6. 0 a.m.	10.0 p.m.	Yes.
1 33	Johnstown and Hafod	12.30 a.m.	—	12.0 night Sats.)	—	—	Yes.

For Notes see next page.

LIST OF SIGNAL BOXES—continued.

Dis- tance between Signal Boxes.	NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.						Whether provided with Switch.
		Week Days.			Sundays.			
		Opened.		Closed at	Opened at	Closed at		
		Mondays.	Other Days.					

M. C. MAIN LINE—OXLEY SIDINGS TO CHESTER—continued.									
1	25½	Bersham	{	6. 0 a.m.	6. 0 a.m. SX 6. 0 a.m. SO	11.0 p.m. SX 8.40 p.m. SO	—	—	} Yes.
—	57½	Rhos Junction	{	10.30 a.m. 4. 0 p.m.	10.30 a.m. 4. 0 p.m.	N SX P SX	—	—	} Yes.
—	45½	Croes Newydd South Fork	—	—	—	—	10.15 p.m.	6. 0 a.m. Q	Yes.
—	23½	Croes Newydd North Fork	—	—	Continuously.	—	—	—	Yes.
—	20½	Wrexham (South Box)	—	6. 0 a.m.	6. 0 a.m.	10.45 p.m.	10.0 a.m.	12. 0 noon	Yes.
—	20	Wrexham (North Box)	—	5. 0 a.m.	—	11.30 p.m. (Sat.)	—	—	Yes.
1	58	Wheatsheaf Junction	—	7.15 a.m.	6.15 a.m.	11.15 p.m.	—	—	Yes.
0	39½	United Colliery Sidings	—	—	—	—	11.55 p.m.	2. 0 p.m.	Yes.
1	18½	Gresford	—	7. 0 a.m.	6. 0 a.m.	12. 0 night	—	—	Yes.
—	61	Marford	—	—	Open only	for Trains calling.	—	—	Yes.
—	69	Rossett South	—	—	Continuously.	—	—	—	No.
0	30	Rossett North	—	6. 0 a.m.	—	—	—	7. 0 a.m. V	Yes.
2	71½	Balderton	—	—	Continuously.	—	—	—	No.
1	14½	Green Lane Crossing	—	—	Continuously.	—	—	—	Yes.
0	33½	Saltney Dee Junction	—	—	—	—	11.55 p.m.	2. 0 p.m.	Yes.
0	50½	Saltney Junction	—	L.M.R.	Open continuously.	—	—	—	Yes.
—	64½	Chester—Crane Street L.M.R.	}	—	See L.M.R.	Notice.	—	—	No.
—	55½	Chester No. 6		—	—	—	—	—	—

A—Upton Magna to close on Sunday mornings, after passage of 12.5 a.m. Passenger ex Paddington.

F—This is also connected with Shunters' Cabin South End and Plasmadoc Machine House.

K—Rednal to switch in for Local Freight Trains doing work at Rednal, and for Up Passenger Trains having vehicles to attach or detach. Any station sending vehicles to Rednal by any Up Train must advise that station by quickest means at the earliest possible time what number of vehicles there will be and by what train they will be sent.

N—For Rhos Freight to enter Branch and clear Legacy, then close.

P—For Rhos Freight to return from Branch and clear South Fork, then close.

Q—Or after arrival of 2.30 a.m. ex Ellesmere Port.

V—Or after passage of 12.5 a.m. Paddington.

§—Distance from Abbey Foregate.

†—Subject to variation.

KETLEY JUNCTION AND MARSH FARM JUNCTION.

— —	Ketley Station J	5. 5 a.m.	5. 5 a.m.	9. 0 p.m. SX 1020 p.m. SO	—	—	No.
2 30	Horsehay	5. 5 a.m.	5. 5 a.m.	9. 0 p.m. SX 1025 p.m. SO	—	—	No.
1 51	Lightmoor Junction	5. 5 a.m.	5. 5 a.m.	9. 0 p.m. SX 1040 p.m. SO	—	—	No.
1 34	Coalbrookdale	Open only	for Trains	calling.	—	—	Yes.
0 70	Buildwas Station	5. 0 a.m.	5. 0 a.m.	10.0 p.m. SX 1055 p.m. SO	—	—	No.
3 42½	Much Wenlock	6. 0 a.m.	6. 0 a.m.	9. 0 p.m. SX 11.0 p.m. SO	—	—	No.
2 69½	Presthope	6.20 a.m.	6.20 a.m.	6. 0 p.m.	—	—	No.
5 79	Rushbury	6.30 a.m.	6.30 a.m.	5.40 p.m.	—	—	No.
5 7½	Marsh Farm Junction	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.

J—Before Signalmen leave duty they must place the gates across the railway.

LIST OF SIGNAL BOXES—continued.

Distance between Signal Boxes.	NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.						Whether provided with Switch.
		Week Days.			Sundays.			
		Opened.		Closed at	Opened at	Closed at		
		Mondays.	Other Days.					
MARKET DRAYTON AND CREWE.								
M. C.	Crudgington	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.	
4 12	Peplow (see Note K)	{ Open only for Up and Down Local Freights calling at Peplow, or for any passenger train timed there which has to pick up or put off during the time the Station is open for such vehicles.					{ Yes.	
2 14	Hodnet	5. 0 a.m.	—	—	—	2. 0 p.m.	Yes.	
2 55	Tern Hill (see Note K)	Open only	for Trains	calling.	—	—	Yes.	
2 76	Market Drayton Station Box	6. 0 a.m.	6. 0 a.m.	10.30 p.m.	—	—	Yes.	
	Silverdale Junction	—	Contin	uously-	—	—	Yes	
8 40	Adderley	Open only	for trains	calling.	—	—	Yes.	
1 74	Audlem	6. 0 a.m.	—	—	—	2. 0 p.m. §	Yes.	
5 82	Nantwich—Market Drayton Jct. }	—	—	—	—	—		
— 28	Nantwich—Station Crossing	—	—	—	—	—		
— 18	Nantwich—Goods Yard	—	—	—	—	—		
— 84	Nantwich—Newcastle Crossing }	See L.M. R. Notice.		—	—	—		
L.M.R.								
1 6	Willaston—Station	—	—	—	—	—		
1 19	Crewe—Gresty Lane No. 2	—	—	—	—	—		
70	Crewe—Gresty Lane No. 1	—	—	—	—	—		
81	Crewe—South Junction	—	—	—	—	—		

F.—The Three-wire Block System is in operation between Nantwich Junction and Audlem. When Adderley and Audlem Signal Boxes are closed the working will be between Nantwich Junction and Silverdale Junction or Market Drayton Station Box when Silverdale Junction is closed.

K.—Stations having a vehicle for Peplow or Tern Hill on any Passenger Train must notify Peplow or Tern Hill beforehand so that arrangements can be made for the Signal Box to be open to deal with it.

§—Subject to variation.

RUABON AND DOLGELLEY.

—	Acrefair	6. 0 a.m.	6. 0 a.m.	K 6.45 a.m.	—	—	Yes.
1 72	Trevor	4.30 a.m.	4.30 a.m.	7.10 p.m. §	—	—	Yes.
3 44	Llangollen Station	—	—	—	—	—	
— 44	Llangollen Goods Junction .. .	A 4. 0 a.m.	4. 0 a.m.	11.30 p.m.	—	—	No.
2 63	Deeside	2.15 p.m.	2.15 p.m.	5. 0 p.m.	—	—	Yes.
1 72	Glyndyfrdwy	A 4.15 a.m.	4.15 a.m.	11. 0 p.m.	—	—	No.
2 9	Carrog N	{ 7.40 a.m.	7.40 a.m.	9. 0 a.m.	—	—	Yes.
2 65	Corwen, East	{ 2.20 p.m.	2.20 p.m.	5. 0 p.m.	—	—	
— 27	Corwen, West	A 4.30 a.m.	4.30 a.m.	11. 5 p.m.	—	—	No.
4 31	Llandrillo	A 4.50 a.m.	4.50 a.m.	11. 0 p.m.	—	—	No.
2 80	Llandderfel	A 4.50 a.m.	4.50 a.m.	11. 0 p.m.	—	—	No.
3 33	Bala Junction	A 5. 0 a.m.	5. 0 a.m.	10.45 p.m.	—	—	No.
4 79	Llanuwchllyn	A 5. 5 a.m.	5. 5 a.m.	10.50 p.m.	—	—	No.
2 70	Garneddwen Loop	{ 9.20 a.m.	9.20 a.m.	4.40 p.m. SO	—	—	Yes.
3 31	Drws-y-Nant	A 5.30 a.m.	5.30 a.m.	9.40 p.m.	—	—	No.
3 53	Bontnewydd	A 5.40 a.m.	5.40 a.m.	9.10 p.m.	—	—	No.
3 2	Dolgelley Station	A { 5.25 a.m.	5.25 a.m.	9.40 p.m. SO	—	—	No.
2 15	Penmaenpool	A 5.15 a.m.	5.15 a.m.	10.30 p.m. SO	—	—	No.

A—To close after last Train has cleared.

K—Also as required during day.

N—Or when advised by Corwen East or Glyndyfrdwy.

§—or when 7.32 p.m. Freight has left.

BALA JUNCTION AND BLAENAU FESTINIOG.

0 0	Bala Junction	—	See above.	—	—	No.
0 54	Bala	A 5. 0 a.m.	5. 0 a.m.	11. 0 p.m.	—	No.
2 48	Frongoch	A 6.35 a.m.	6.35 a.m.	8*40 p.m.	(*9.25 p. m. Sats.)	No.
5 11	Arenig	A 6.35 a.m.	6.35 a.m.	8*30 p.m.	(*9.50 p. m. Sats.)	No.
2 59	Cwm Prysor	As required.	—	—	—	Yes.
5 73	Trawsfynydd	A *6. 0 a.m.	6. 0 a.m.	8*15 p.m.	(*11.10 p. m. Sats.)	No.
4 78	Festiniog	A *6. 0 a.m.	6. 0 a.m.	8*0 p.m.	(*10.55 p. m. Sats.)	No.
8 23	Blaenau Festiniog	A *6.15 a.m.	6.15 a.m.	7*35 p.m.	(*10.40 p. m. Sats.)	No.

*—Opens correspondingly later when Workmen's Train retimed.

A—To close after last train has cleared.

LIST OF SIGNAL BOXES—continued.

Distance between Signal Boxes.	NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.					Whether provided with Switch.
		Week Days.			Sundays.		
		Opened.		Closed at	Opened at	Closed at	
		Mondays.	Other Days.				

M. C. WREXHAM, BRYMBO AND COED POETH.								
—	—	Croes Newydd East Box	—	—	—	11.55 p.m.	6. 0 a.m.	Yes.
—	26½	Croes Newydd West Box	6.30 a.m.	6.30 a.m.	10.30 p.m.	—	—	Yes.
—	25½	Moss Valley Junction	9. 0 a.m.	9. 0 a.m.	5. 0 p.m.	—	—	Yes.
—	73½	Plas Power N	—	—	—	—	—	Yes.
—	28½	Broughton Forge N	—	—	—	—	—	Yes.
—	68½	Brymbo Station	7.50 a.m.	7.50 a.m.	A	—	—	No.
—	20½	Brymbo Middle	8.40 a.m.	8.40 a.m.	4.40 p.m.A	—	—	No.
—	8	Brymbo West	10. 0 a.m.	10. 0 a.m.	6. 0 p.m.A	—	—	No.
2	21½	Coed Poeth	7.50 a.m.	7.50 a.m.	3.50 p.m.	—	—	No.
1	75½	Moss Valley Junction	See above	for opening	and closing.	—	—	—

A—Or after last train has cleared.

N—To open as required for trains calling to pick up from Broughton and Plas Power Colliery.

WREXHAM AND RHOS.

1 16	Legacy Rhos	Opened as required for Freight Trains.
		Opened as required for Freight Trains.

SHREWSBURY, WELSHPOOL AND MINSTERLEY.

— 65	Meole Brace Junction	Closed.	—	—	—	—	Yes.
1 22	Hookagate	8. 0 a.m.	8. 0 a.m.	3.20 p.m.	—	—	Yes.
		5.45 p.m.	5.45 p.m.	6.15 p.m.	} See note*		
2 13	Hanwood	Also as required during day.	—	—	—	—	Yes
— 45	Cruck Meole Junction	3.40 a.m.	—	—	—	† 1. 0 a.m.	No.
		—	—	—	—	—	
5 51	Westbury	3.40 a.m.	—	—	—	† 1. 0 a.m.	No.
		—	—	—	—	—	
2 79	Breidden	Will open 6.30 a.m. and 9.10 p.m.	as required 7.20 a.m. and 9.10 p.m.	between 7.30 p.m.	—	—	Yes.
—	Minsterley	7.20 a.m.	7.20 a.m.	7.30 p.m.	—	—	No.

*—The crossing gates at Hanwood will be across the railway after 11.45 p.m. Freight from Welshpool (Sat.) has passed to 3.30 a.m. (Mon.). †—Or after 11.45 p.m. Freight from Welshpool (Sat.) has cleared.

CHESTER AND BIRKENHEAD.

For times of Signal Boxes on this section of line see L.M.R. Notice.

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES.

IMPORTANT. THE SPEED OF TRAINS MUST NOT EXCEED 75 MILES PER HOUR AT ANY PLACE EXCEPT WHERE SPECIALLY AUTHORISED.

Inspectors, Signalmen, and others must report to their superior officer every case in which trains run in excess of the speed limits shown below, and full particulars must be forwarded at once to the Divisional Superintendent.

NOTE.—The speed of all light engines or trains ENTERING or LEAVING all Bay, Engine, Carriage, Avoiding and Goods Loop JUNCTIONS must be restricted to 10 miles an hour except where restricted to a lower speed in the following list or elsewhere.

EXCHANGING TRAIN STAFFS AND TOKENS.—At all Stations and places where Train Staffs or Tokens have to be exchanged by hand, the speed of Trains not booked to stop must be reduced to 10 miles per hour when passing the Signalsman. At Stations and places where the Electric Train Staff Exchanging Apparatus is provided, the speed of the Train must in no case exceed 15 miles per hour when passing the Apparatus.

DOWN MAIN LINE.

NAME OF PLACE.	FROM.	TO.	Miles per hr.
Wolverhampton	Down Main	Down Platform	15
Wolverhampton	Down Main	Down Middle	15
Wolverhampton	Goods Loop	Cannock Road Junction	15
Cannock Road Junction	Main	Branch	15
Dunstall Park, 142 m. 36 ch. to 142 m. 60 ch.	All Trains over curve		35*
Stafford Road Junction	All Down Main Line Trains		20
Shifnal, 154 m. 20 ch. to 154 m. 40 ch.	Over Shifnal Viaduct		60*‡
Madeley Junction	Main Line	Madeley Branch	10
Ketley Junction	Main Line	Severn Junction Branch	10
Wellington	Stafford Junction	Market Drayton Junction	10
Wellington	(Through Trains on Platform Lines).		
Wellington, Market Drayton Junction	Stafford Junction	Market Drayton Junction	50
Upton Magna	(Through Trains on Main Lines).		
Shrewsbury	Wellington	Shrewsbury	40
	Down Loop Line		6
	All Trains entering or leaving or through the Station		10
The portions of Lines where the speed is restricted to 10 miles per hour are as follows:			
Severn Bridge Junction Up Home Signal, Hereford Line, and Down Main Home Signal, Wellington Line to Crewe Junction end of Down Platform for W.R. Line, also Crewe Junction Down Starting Signals on gantry for Crewe Line.			
Severn Bridge Junction Up Home Signal, Hereford Line to Bays 3 and 4, approaching end of platforms.			
Severn Bridge Junction Down Home Signal on Bay Lines, Wellington Line, to Bays 1 and 2, approaching end of platforms.			
CREWE JUNCTION.—From Up Home Signal on Crewe Line, and from Signal Box from W.R. Line to Severn Bridge Junction Down Starting Signals, Hereford Line, and Abbey Foregate Up Home Signals.			
Abbey Foregate to English Bridge Junction—via Loop.			
English Bridge Junction to Abbey Foregate—via Loop.			
Enginemmen must not accelerate speed until the rear of their train has reached the following points:			
To CREWE LINE.—Down Starting Signals on gantry on Crewe Line.			
To HEREFORD LINE.—Hereford end of Severn Bridge Junction Signal Box with exception of trains from Bay 2, in which case drivers must not accelerate speed until engine is past Down Starting Signals on the gantry.			
To WELLINGTON LINE.—Wellington end of Severn Bridge Junction Signal Box.			
Sutton Bridge Junction	To and from Hereford Line		30
Sutton Bridge Junction	To and from Welshpool Line		15
Sutton Bridge Junction	To and from Severn Valley Line		15
Gobowen	Main Line	Branch	15
Whitehurst & Cefn, 194 m. 40 ch. and 194 m. 60 ch.	Over Curve		60
Llangollen Line Junction (Ruabon)	Main Line, to and from Branch		15
Ruabon	All Trains through the station		50
Bersham and Rhos Junction, 200 m. 0 ch. and 201 m. 6 ch.	Johnstown and Hafod	Wrexham	25*
Croes Newydd, South Fork and North Fork	Main Line	Branch	10
Wrexham South Box	Down Main	Back Platform Line	10
Wheatsheaf Junction	Main Line	Wheatsheaf	10
United Colliery Sidings and Rossett (204 m. 5 ch. and 204 m. 63 ch.)	Down Main Line		15
United Colliery Sidings and Rossett (204 m. 63 ch. and 205 m. 20 ch.)	Down Main Line		50
Saltney Junction	Wrexham	Chester	23
Saltney Junction	Saltney Junction	Chester, Round curves on Up Fast Line	50‡
Chester	Up and Down Passenger Line between Nos. 4 and 3a Boxes		10
Chester	All other lines		15

UP MAIN LINE.

Chester	Up and Down Passenger Line between Nos. 3a and 4 Boxes		
Chester	All other lines		
Saltney Junction	Chester	Saltney Junction, Round curves on Down Fast Line	50‡
Saltney Junction	Chester	Saltney Junction, Round curves on Down Slow Line	50
Saltney Junction	Chester	Wrexham	25
Gresford and United Colliery Sidings (204 m. 63 ch. and 204 m. 5 ch.)	Up Main Line		30
Wheatsheaf Junction	Wheatsheaf	Main Line	10
Croes Newydd, North Fork and South Fork	Branch	Main Line	10
Rhos Junction (201 m. 6 ch. and 200 m. 0 ch.)	Wrexham	Johnstown and Hafod	25*

* Permanent Speed Restriction Indicator provided.

‡ Only required when the Slow Lines are absolutely blocked.

§—Pending completion of repairs to Shifnal Viaduct.

SPEED RESTRICTIONS—continued.

Up Main Line—continued.

NAME OF PLACE.	FROM.	TO.	Miles per Hour.
Ruabon	All Trains through the station ..	.. .. .	50
Llangollen Line Junction (Ruabon) ..	Branch, to and from Main Line ..	.. .. .	15
Cefn and Whitehurst, 194 m. 60 ch. and 194 m. 40 ch.	Over Curve .. .. .	.. .. .	60
Gobowen	Branch	Main Line	15
Gobowen	Oswestry	Gobowen (Bay Line)	10
Shrewsbury	All Trains entering or leaving or through the Station ..	.. .. .	10
The portions of Lines where the speed is restricted to 10 miles per hour are as follows:			
CREWE JUNCTION.—From Up Home Signal on Crewe Line, and from Signal Box from W.R. Line to Severn Bridge Junction Down Starting Signals, Hereford Line, and Abbey Foregate Up Home Signals.			
Abbey Foregate to English Bridge Junction—via Loop.			
English Bridge Junction to Abbey Foregate—via Loop.			
Enginemmen must not accelerate speed until the rear of their train has reached the following points:			
To HEREFORD LINE.—Hereford end of Severn Bridge Junction Signal Box, with the exception of trains from No. 2 Bay, in which case speed must not be accelerated until the engine is past the Down Starting Signals on the gantry.			
To WELLINGTON LINE.—Wellington end of Severn Bridge Junction Signal Box.			
Sutton Bridge Junction	To and from Hereford Line ..	.. .. .	30
Sutton Bridge Junction	To and from Welshpool Line ..	.. .. .	15
Sutton Bridge Junction	To and from Severn Valley Line ..	.. .. .	15
Walcot	Up Loop Line .. .. .	.. .. .	6
Wellington, Market Drayton Junction ..	Spresbury	Wellington	40
Wellington	Market Drayton Junction ..	Stafford Junction ..	50
(Through Trains on Main Line s).			
Wellington	Market Drayton Junction ..	Stafford Junction ..	10
(Through Trains on Platform Lines).			
Ketley Junction	Severn Junction Branch ..	Main Line	10
Madeley Junction	Madeley Branch	Main Line	10
Shifnal, 154 m. 20 ch. to 154 m. 40 ch. ..	Over Shifnal Viaduct .. .. .	.. .. .	60* §
Stafford Road Junction	All Up Main Line Trains ..	.. .. .	20
Dunstall Park (142 m. 60 ch. and 142 m. 36 ch.) ..	All Trains over curve .. .. .	.. .. .	35*
Cannock Road Junction	Branch	Main	15
Wolverhampton	Main	Platform	15
Wolverhampton	Main	Middle	15

KETLEY JUNCTION AND LIGHTMOOR JUNCTION.

Speed of all Up and Down trains between Ketley Junction and Lightmoor Junction must not exceed 40 m.p.h., and must be further restricted as shewn below:

be further restricted as shown below :				
Ketley Junction	..	..	To and from Main Line	10
Ketley Junction	..	..	Signal Box	
			All Up and Down Trains.	25
Horsehay and Dawley	..	..	Over curves between 164 m. 20	ch. and 163 m. 50 ch.
			Up and Down Trains.	30
Lightmoor Junction	..	..	162 m. 60 ch.	Single to Double Line Junction and vice versa.
			Up and Down Trains.	25

LIGHTMOOR JUNCTION AND MARSH FARM JUNCTION.

Speed of all Up and Down Trains between Lightmoor Junction and Harton Road must not exceed 45 m.p.h., and must be further restricted as shewn below:

Lightmoor Junction	Coalbrookdale	Madeley Branch	10
Lightmoor Junction	Madeley Branch	Coalbrookdale	10
Lightmoor Junction and Buildwas ..	All Trains over curves between:	.. .. .	.. .. .
161 m. 50 ch.			
Albert Edward Bridge			
161 m. 50 ch.			
Albert Edward Bridge			
160 m. p.			
160 m.p.			
160 m.p.			
Buildwas Junction			
160 m.p.			
Buildwas Junction	Severn Valley Line	Coalbrookdale	15
Buildwas Junction	Coalbrookdale	Severn Valley Line	15
Buildwas Junction	Severn Valley Line	Much Wenlock	15
Buildwas Junction	Much Wenlock	Severn Valley Line	15
Buildwas Junction (exclusive) to Much Wenlock (exclusive)	All Trains Up and Down ..	.. .. .	30
Much Wenlock	Presthope	†Much Wenlock	15
Much Wenlock	†Much Wenlock	Presthope	15
Westwood Crossing	All Trains when passing over the ..	Crossing	15
Presthope	Longville	Presthope	15
Presthope	Much Wenlock	Presthope	15
166 m. 55 ch. and 166 m. 65 ch. ..	All Up and Down Trains ..	.. .. .	30
Rushbury, 172½ m.p. and 172 m. 35 ch. ..	All Up and Down Trains ..	.. .. .	15
Harton Road	Marsh Farm Junction	Harton Road	15
Harton Road	Rushbury	Harton Road	15

Speed of all Up and Down Trains between Harton Road (exclusive) and Marsh Farm Junction must not exceed 50 miles per hour, and must be further restricted as shewn below:

Marsh Farm Junction, 177½ m.p. to 177 m. 30 ch.	All Up and Down Trains ..	.. .. .	40
Marsh Farm Junction	S. and H. Lines	Buildwas	15
Marsh Farm Junction	Buildwas	S. and H. Lines	15

*—Permanent Speed Restriction Indicator provided.

§—Pending completion of repairs to Shifnal Viaduct.

†—Junction to Goods Yard.

SPEED RESTRICTIONS—continued.**HOLLINSWOOD AND STIRCHLEY.**

NAME OF PLACE.	FROM.	TO.	Miles per Hour.
Hollinswood to Stirchley	Hollinswood	Stirchley	10
Hollinswood to Stirchley	Stirchley	Hollinswood	10

WELLINGTON, MARKET DRAYTON, AND CREWE.

The speed of trains in both directions between Wellington Junction and Nantwich Junction must not exceed 55 m.p.h. between Wellington, Market Drayton Junction, and 178½ m.p. near Silverdale Junction, and 60 m.p.h. between the 178½ m.p. and Nantwich Junction, and be further restricted as under:

Wellington, Market Drayton Junction	Wellington	Market Drayton	15
Wellington, Market Drayton Junction	Market Drayton	Wellington	15
Nantwich, Market Drayton Junction	Branch	L.M.R. Line	30
Nantwich, Market Drayton Junction	L.M.R. Line	Branch	30
Nantwich to Gresty Lane Junction	Both Lines .. .. .	.. .. .	60
Gresty Lane to Crewe	Both Lines .. .. .	.. .. .	30
Crewe (between South and North Junctions)	All Lines .. .. .	.. .. .	20

MARKET DRAYTON AND STOKE.

The speed of all Trains between Market Drayton and Stoke must not exceed 45 miles per hour and be subject to further restriction as under:

Silverdale Junction	Main Line	L.M.R. Line	15
Silverdale Junction	L.M.R. Line	Main Line	15
Junction at Silverdale	3½ mile post	3½ mile post	20
Junction at Silverdale	3½ mile post	3½ mile post	20
Between Silverdale and Knutton Junction	3 mile post	Knutton Junction South Box	30
Between Silverdale and Knutton Junction	Knutton Junction South Box	3 mile post	30
Newcastle Junction	Branch	Main Line	15
Newcastle Junction	Main Line	Branch	15
Stoke North Box and Glebe Street	All Lines .. .. .	.. .. .	15

SHREWSBURY AND WELSHPOOL.

Sutton Bridge Junction	To and from Welshpool .. .. .	.. .. .	15
Cruckinole Junction	To and from Minsterley .. .. .	.. .. .	15
Cruckinole Junction	To and from Welshpool .. .. .	.. .. .	15
Westbury	All trains entering and leaving .. .. .	.. .. .	15
.. .. .	Down Loop .. .. .	.. .. .	15
Breidden	All trains entering and leaving .. .. .	.. .. .	15
.. .. .	Down Loop .. .. .	.. .. .	15
Buttington	Entering Down Loop .. .. .	.. .. .	15
Buttington	Shrewsbury Line	Main	15
Buttington	Main	Shrewsbury Line	10

GOBOWEN AND OSWESTRY.

Oswestry	Gobowen	Oswestry (Bay Line)	10
Oswestry	Branch	Main Line	10
Oswestry	Main Line	Branch	10

RUABON AND BARMOUTH JUNCTION.**MAXIMUM PERMISSIBLE SPEEDS.**

The following shows the maximum permissible speed for all Trains in both directions allowed between the various points, and under no circumstances must these be exceeded:

		Miles per Hour.			Miles per Hour.
Llangollen Junction	Trevor	35	Bala Junction	Llanuwchllyn	45
Trevor	Llangollen	50	Llanuwchllyn	Drwsynant	50
Llangollen	Deeside	35	Drwsynant	Bontnewydd	40
Deeside	Glyndyfrdwy	40	Bontnewydd	Dolgelley	60
Glyndyfrdwy	Carrog	45	Dolgelley	47 m. 53 ch.	45
Carrog	Bala Junction	50			

The Maximum Permissible Speeds are subject to Service Restrictions—Permanent and Temporary.

DOWN LINE.

Llangollen Line Junction (Ruabon)	Main Line, to Branch .. .. .	.. .. .	15
Llangollen Line Junction and Trevor. 1 m.	All Trains over curves .. .. .	.. .. .	35
60 ch. and 2 m. 7 ch.	All Trains over curves .. .. .	.. .. .	10
Llangollen, 5 m. 16 ch. and 5 m. 46 ch.	Llangollen	Glyndyfrdwy	15
Llangollen Goods Junction	All Trains over curve .. .. .	.. .. .	25*
Berwyn 7 m. 5 ch. and 7 m. 25 ch.	Llangollen	Corwen	15
Deeside	Llangollen	Corwen	15
Glyndyfrdwy	Trains entering and leaving Down	Loop	35§
Carrog	Trains leaving Down Loop .. .. .	.. .. .	10
Corwen West	Cynwyd	Llandderfel	15
Llandrillo	Llandrillo	Bala Junction	15
Llandderfel	All trains entering and leaving .. .. .	.. .. .	25
Bala Junction	Down Loop .. .. .	.. .. .	10
	All trains entering and leaving .. .. .	.. .. .	10
	Back Platform Line .. .. .	.. .. .	10

*Permanent Speed Restriction Indicator provided.

§ †—See notes page 184.

SPEED RESTRICTIONS—continued.**RUABON AND BARMOUTH JUNCTION—continued.**

NAME OF PLACE.	FROM.	TO.	Miles per Hour.
DOWN LINE.			
Llanuwchllyn	Bala Junction	Dolgelley	20
Garneddwen Loop	Trains leaving Down Loop .. .. .	.. .. .	20
Drwsynant	Trains leaving Down Loop .. .. .	.. .. .	15
Bontnewydd	Drwsynant	Dolgelley	10
Dolgelley	All trains entering and leaving	Down Loop	25
Penmaenpool and Barmouth Junction	All Trains between 47 m. 53 ch. and 52 m.p. .. .. .	.. .. .	25
Barmouth Junction	All Trains over curve approaching	Junction	15
Barmouth Junction	Branch Line	Main Line	10
UP LINE.			
Barmouth Junction	Main Line	Branch Line	15
Barmouth Junction and Penmaenpool	All Trains between 52 m.p. and 47 m. 53 ch. .. .. .	.. .. .	25
Dolgelley	All trains entering and leaving	Up Loop	15
Bontnewydd	Dolgelley	Drwsynant	15
Drwsynant	Trains entering and leaving Up	Loop	15
Garneddwen Loop	Trains leaving Up Loop .. .. .	.. .. .	20
Llanuwchllyn	Dolgelley	Bala Junction	10
Bala Junction	All trains entering and leaving .. .. .	.. .. .	20
Bala Junction	Up Loop .. .. .	.. .. .	20
Bala Junction	All trains entering and leaving .. .. .	.. .. .	10
Llandderfel	Back Platform Line .. .. .	.. .. .	10
Llandrillo	Bala Junction	Llandrillo	15
Corwen East	Llandderfel	Cynwyd	15
Carrog	Trains leaving Up Loop .. .. .	.. .. .	10
Glyndyfrdwy	Trains, entering and leaving Up	Loop	35
Deeside	Corwen	Llangollen	15
Berwyn:	Corwen	Llangollen	10
7 m. 25 ch. and 7 m. 5 ch.	All Trains over curve .. .. .	.. .. .	25*
Llangollen Goods Junction	Corwen	Llangollen	15
Llangollen, 5 m. 36 ch. and 5 m. 16 ch.	All Trains over curve .. .. .	.. .. .	10
Trevor and Llangollen Line Junction:	All Trains over curves .. .. .	.. .. .	35
2 m. 7 ch. and 1 m. 60 ch. .. .. .	.. .. .	.. .. .	15
Llangollen Line Junction (Ruabon)	Branch to Main Line .. .. .	.. .. .	15

‡—This restriction applies when the Signal Box is open only. When it is closed Trains may travel at ordinary speed.

§—This restriction also applies to Down Trains working over Up Line when signal box is closed.

BALA JUNCTION AND BLAENAU FESTINIOG.

Bala Junction	Bala Junction	Bala	10
Bala Junction	Bala	Bala Junction	10
Bala	Bala Junction	Frongoch	10
Bala	Frongoch	Bala Junction	15
Between Frongoch and Arenig	Up and Down 6 m. 15 ch.	6 m. 45 ch.	15*
Arenig	Frongoch	Trawsfynydd	10
Arenig	Trawsfynydd	Frongoch	15
Cwm Prysor	Arenig	Trawsfynydd	25
Cwm Prysor	Trawsfynydd	Arenig	25
Between Cwm Prysor and Trawsfynydd	Up and Down Lines 13 m. 80 ch.	13 m. 43 ch.	15*
Between Cwm Prysor and Trawsfynydd	Up and Down Trains passing over	Through Loop	15*
Trawsfynydd	Arenig	Festiniog	10
Trawsfynydd	Festiniog	Arenig	15
Festiniog	Maentwrog Road	Blaenau Festiniog	10
Festiniog	Blaenau Festiniog	Maentwrog Road	15
Between Maentwrog Road and Blaenau Festiniog	All Trains over Curves between: .. .. .	.. .. .	.. .. .
.. .. .	20 m. 60 ch.	21 m. 78 ch.	20
.. .. .	22 m. 29 ch.	22 m. 42 ch.	15
.. .. .	22 m. 58 ch.	23 m. 16 ch.	15
.. .. .	23 m. 51 ch.	24 m. 12 ch.	15
.. .. .	24 m. 44 ch.	25 m. 30 ch.	15
Blaenau Festiniog	All Trains .. .. .	.. .. .	10

WREXHAM AND RHOS.

Rhos Junction (0 m.-0 ch. and 0 m. 45 ch.)	{ Wrexham	Rhos	15*
.. .. .	{ Rhos	Wrexham	15*
Trevor to Wynn Hall	Trevor	Wynn Hall	10
Trevor to Wynn Hall	Wynn Hall	Trevor	10
At Wynn Hall	Over Level Crossing at Wynn Hall	in each direction	3
Wynn Hall to Brook Street	Wynn Hall	Brook Street	15
Wynn Hall to Brook Street	Brook Street	Wynn Hall	15

GARDDEN LODGE JUNCTION AND ABERDERFYN.

Between Gardden Lodge Junction and end of Ponkey Branch	{ Gardden Lodge Junction	Terminus	15
.. .. .	{ Terminus	Gardden Lodge Jct.	15

*Permanent Speed Restriction Indicator provided.

SPEED RESTRICTIONS—continued.**WREXHAM AND MINERA.**

NAME OF PLACE.	FROM.	TO.	Miles per Hour.
Croes Newydd East Fork	Main Line	Branch	10
Croes Newydd East Fork	Branch	Main Line	10
Croes Newydd South Fork and North Fork	Main Line	Branch	10
Croes Newydd South Fork and North Fork	Branch	Main Line	10
Moss Valley Junction	Over Facing Points leading into Side of Junction and through Fork Junction	Machine Siding on Croes Newydd Croes Newydd Yard to North }	10
Brymbo and Coed Poeth	Coed Poeth	Brymbo	20
Brymbo and Coed Poeth	Brymbo	Coed Poeth	20
Brymbo Station and Brymbo West	Over Curves between 3 m. 10 ch.	and 3 m. 23 ch.	10
Brymbo West Junction	Coed Poeth	Brymbo	10
Brymbo West Junction	Brymbo	Coed Poeth	10
Brymbo West and Caello Siding	Over Curves between 3 m. 57 ch.	and 3 m. 64 ch.	10
Brymbo West and Caello Siding	Over Curves between 3 m. 76 ch.	and 4 m. 4 ch.	10
Coed Poeth and Berwig	Over Curves between 6 m. 28 ch.	and 6 m. 48 ch.	10

WREXHAM, MINERA EXTENSION AND COED TALON.

Near Brymbo Station	Trains consisting of six-wheeled	stock over the Curve	20
Round Curve—Brymbo Extension Junction— Brymbo and Coed Talon Line	In each direction .. .. .	.. .. .	10
16 and 18½ mile posts	In each direction (Single Line)	.. .. .	35
Through Coed Talon	In each direction (Single Line)	.. .. .	15

BRYMBO AND VRON.

Brymbo Middle to Vron	Brymbo Middle	Vron	8
Brymbo Middle to Vron	Vron	Brymbo Middle	8

WHEATSHEAF JUNCTION AND WHEATSHEAF YARD.

Wheatsheaf Junction to Wheatsheaf Yard	Wheatsheaf Junction	Wheatsheaf Yard	8
Wheatsheaf Junction to Wheatsheaf Yard	Wheatsheaf Yard	Wheatsheaf Junction	8

SALTNEY GOODS BRANCH (TO DEESIDE).

Saltney Dee Junction to end of Branch	Saltney Dee Junction	End of Branch and through Bottom Yard	4
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CHESTER AND BIRKENHEAD.

DOWN LINE.			
Chester	Up and Down Passenger Line be	tween Nos. 3a and 4 Boxes	10
Chester	All other Lines .. .. .	.. .. .	15
Ledsham Junction	Chester	Birkenhead. Passing to Slow Line	20
Ledsham Junction	Chester	Birkenhead. On Fast Line	50
Hooton South Junction	Hooton, to and from Helsby Line	.. .. .	15
Hooton South Junction	Down Fast	Down Slow	15
Hooton South Junction	Hooton, to and from West Kirby	Line	15
Hooton North Junction	Birkenhead, to and from West	Kirby Line	15
Hooton North Junction	Down Slow	Down Fast	15
Rock Ferry and Green Lane Junction	Rock Ferry	Green Lane Junction. Both Lines round Curves	40
Rock Ferry, Mersey Junction	Down Fast	Down Slow	15
Rock Ferry, Mersey Junction	Down Slow	Mersey Railway	10
Green Lane Junction	Down Slow	Down Line	15
Green Lane Junction to Woodside	Green Lane Junction	Woodside	15
UP LINE.			
Woodside to Green Lane Junction	Woodside	Green Lane Junction	15
Green Lane Junction	Up Line	Up Slow	15
Rock Ferry, Mersey Junction	Mersey Railway	Up Slow	10
Rock Ferry, Mersey Junction	Up Slow	Up Fast	15
Green Lane Junction and Rock Ferry	Green Lane Junction	Rock Ferry. Both Lines round Curves	40
Hooton North Junction	Up Fast	Up Slow	15
Hooton North Junction	West Kirby Line, to and from	Birkenhead	15
Hooton South Junction	Up Slow	Up Fast	15
Hooton South Junction	West Kirby Line, to and from	Hooton	15
Hooton South Junction	Helsby Line, to and from Hooton	.. .. .	15
Ledsham Junction	Birkenhead	Chester. On Fast Line	50
Ledsham Junction	Birkenhead	Chester. Passing from Slow Line	20
Chester	Up and Down Passenger Line be	tween Nos. 4 and 3a Boxes	10
Chester	All other Lines .. .. .	.. .. .	15

GOODS LINES (Birkenhead).

Green Lane Junction and Extension Line	All Trains .. .. .	.. .. .	10
Green Lane Junction and Extension Line	Through Monks Ferry Tunnel .. .. .	.. .. .	5
Green Lane Junction and Extension Line	Mersey Dock and Harbour Board	Lines	8

LIST OF REFUGE SIDINGS AND RUNNING LOOPS.

Up or Down.	From.	To.	Loop or Refuge Siding.	Capacity.		
				Wagons.	Engines.	Van.
UP ..	Saltney Dee Junction	Saltney Green Lane	Loop (2).	60 each.	1	1
" ..	Rossett North	Rossett South	Loop.	80	1	1
" ..	Rossett (Marford)	(Only used by trains doing work at Siding.)	Loop.	50	1	1
" ..	Gresford	—	Refuge.	68	1	1
" ..	Wrexham North	—	Refuge.	90	1	1
" ..	Croes Newydd North Fork	South Fork	Loop.	60	1	1
" ..	J. and Hafod	—	Refuge.	48	1	1
" ..	Ruabon North	—	Refuge.	30	1	1
" ..	Ruabon South	—	Refuge.	40	1	1
" ..	Llangollen Goods Junction	Pentrefelin	Refuge.	50	1	1
" ..	Llangollen Goods Junction	—	Refuge.	30	1	1
UP and DOWN.	Bala	Bala Junction	Loop.	110	1	1
UP ..	Chirk	—	Refuge.	72	1	1
" ..	Weston Rhyn	—	Loop.	58	1	1
" ..	Gobowen South	—	Refuge.	51	1	1
" ..	Haughton	—	Loop.	51	1	1
" ..	Baschurch	—	Refuge.	76	1	1
" ..	Shrewsbury, Coton Hill North	Coton Hill South	Loop.	110	1	1
" ..	Coton Hill South	Crewe Junction	Avoiding Line.	45	1	1
" ..	Walcot	—	Loop.	68	1	1
" ..	Allscott Sugar Works	—	Loop.	59	1	1
" ..	Market Drayton (Silverdale Junction)	—	Refuge.	47	1	1
UP and DOWN.	Hodnet	—	Refuge.	{ 45 Up 40 Down	1	1
UP ..	Crudgington	—	Refuge.	61	1	1
" ..	Wellington (Market Drayton Junction)	—	Refuge.	36	1	1
" ..	Oakengates	—	Refuge.	41	1	1
" ..	Hollinswood	—	Loop.	50	1	1
UP and DOWN.	Hollinswood	—	Loop.	45	1	1
UP ..	Shifnal	—	Refuge.	50	1	1
" ..	Cosford	—	Loop.	60	1	1
" ..	Albrighton	—	Refuge.	40	1	1
" ..	Codsall	—	Loop.	62	1	1
" ..	Oxley Sidings	—	Loop.	85	1	1
DOWN.	Oxley Sidings	—	Loop.	55	1	1
" ..	Codsall	—	Refuge.	71	1	1
" ..	Cosford	—	Loop.	60	1	1
" ..	Shifnal	—	Loop.	56	1	1
" ..	Madeley Junction	—	Refuge.	31	1	1
" ..	Hollinswood	—	Loop.	58	1	1
DOWN and UP.	Hollinswood	—	Loop.	45	1	1
DOWN.	Peplow	—	Refuge.	50	1	1
DOWN and UP.	Hodnet	—	Refuge.	{ 40 Down 45 Up	1	1
DOWN.	Market Drayton (Silverdale Junction)	—	Refuge.	48	1	1
" ..	Allscott Sugar Works	—	Loop.	60	1	1
" ..	Upton Magna	—	Loop.	68	1	1
" ..	Abbey Foregate	—	Refuge.	70	1	1
" ..	Shrewsbury-Crewe Jct.	Coton Hill South	Loop.	48	1	1
" ..	Shrewsbury, Coton Hill South	Coton Hill North	Loop.	83	1	1
" ..	Leaton	—	Refuge.	41	1	1
" ..	Baschurch	—	Refuge.	58	1	1
" ..	Haughton	—	Refuge.	45	1	1
" ..	Gobowen South	—	Refuge.	68	1	1
" ..	Weston Rhyn	—	Loop.	47	1	1
" ..	Black Park	—	Refuge.	72	1	1
" ..	Whitehurst	—	Refuge.	38	1	1
DOWN and UP.	Bala Junction	Bala	Loop.	110	1	1
DOWN.	Dolgelley	—	Refuge.	32	1	1
" ..	Ruabon South	Ruabon Middle	Loop.	65	1	1
" ..	Ruabon North	—	Loop.	57	1	1
" ..	Croes Newydd South Fork	North Fork	Loop.	60	1	1
" ..	Croes Newydd South Fork (Clear of Branch.)	North Fork	Loop.	43	1	1
" ..	Croes Newydd West	—	Loop.	45	1	1
" ..	Wrexham South	Wrexham North	Loop.	60	1	1
" ..	Wheatsheaf Junction	—	Loop.	57	1	1
" ..	Rossett South	Rossett North	Loop.	116	1	1
" ..	Saltney Green Lane	Saltney Dee Junction	Loop (1).	80	1	1
" ..	Saltney Green Lane	Saltney Dee Junction	Loop (2).	74	1	1

ENGINE RESTRICTIONS.

WOLVERHAMPTON AND CHESTER, BIRKENHEAD, MANCHESTER (EXCHANGE), ETC.

Engines of all descriptions (with the exception of the "King" Class) may work between Wolverhampton and Chester, subject to the following prohibitions:—

STATION.	NAME OF PLACE.	TYPE OF ENGINES PROHIBITED.
Shifnal	Ruckley Up Sidings, Wharf.	All 4-8-0 Engines and 2-8-0 47XX Class.
Shifnal	Up Siding connection to Goods Shed, Chester End.	Speed 5 m.p.h. for all 4-8-0 Engines and 2-8-0 47XX Class.
Oakengates	Weighbridge at entrance to Goods Shed.	All.
Wellington	Haybridge Siding, Weighbridge.	All.
Wellington	W.R. Goods Yard beyond gate leading to Gas Works.	To be used only by 0-4-0 T. and 0-6-0 T. (850, 1901 and 1361 Classes). No engine must work over the Gas Company's Weighbridge.
Wellington	W.R. Goods Yard—Nos. 4, 5 and 6 Down Sidings	To be used only by light shunting engines, and engines of 57XX and 74XX 0-6-0 T class.
Wellington	W.R. Goods Yard, Down Siding from Goods Shed Road to Coal Road.	All 4-6-0 engines and 2-8-0 47XX Class.
Wellington	L.M.R. Goods Yard. Up Cattle Loading Dock.	All 4-6-0 Engines and 2-8-0 47XX Class.
Wellington	L.M.R. Goods Shed.	All engines.
Wellington	No. 1 Bay Line.	All large engines.
Upton Magna	Cattle Dock.	All large engines.
Shrewsbury	"Scotch Road," Down Sidings.	All 4-6-0 Engines and 2-8-0 47XX Class.
Shrewsbury (Station)	Scissors Crossover between Nos. 1 and 2 Bay Lines.	All 4-6-0 Engines and 2-8-0 47XX Class.
Shrewsbury (Station)	Crossover Road between Nos. 3 and 4 Bay Lines.	All 4-6-0 Engines, 2-8-0 47XX, and Tank Engines of 2-8-0, 2-8-2 Types.
Shrewsbury (Station)	Scissors Crossover between Up and Down Main and Down Main.	2-8-0 47XX Class.
Shrewsbury (Station)	Scissors Crossover between Up Platform and Up Main.	2-8-0 47XX Class.
Shrewsbury (Station)	Scissors Crossover Up Main to Up Platform	"Star" and "Castle" types restricted to 5 miles per hour.
Shrewsbury (Station)	All Bay Lines.	2-8-0 47XX Class.
Shrewsbury (Coton Hill)	Cattle Pen Sidings.	All—beyond end of Old Goods Shed.
Whittington (L.L.)	Up Loading Wharf and Coal Sidings.	Speed 5 m.p.h. for all 4-6-0 Engines and 2-8-0 47XX Class.
Gobowen South	Slip Roads to and from Middle Road to Oswestry Branch and Back Road.	Speed 5 m.p.h. for all 4-6-0 Engines and 2-8-0 47XX Class.
Gobowen	All Bay Lines.	2-8-0 47XX Class.
Gobowen	Crossover Down Bay Platform to Down Sidings	All with outside cylinders.
Chirk	Up Sidings Weighing Machine.	To be used only by 0-6-0 Light Shunting Engine.
Whitehurst	Goods Shed.	All.
Cefn	Up Main to Fron Branch.	All 4-6-0 Engines and 2-8-0 47XX Class.
Fron Branch Junction	Up Main to Brickworks Siding.	All 4-6-0 Engines and 2-8-0 47XX Class.
Ruabon	Plasmadoc Down Siding, Weighbridge.	To be used only by Light Shunting Engine.
Ruabon	Up Sidings at back of Middle Box.	2-8-0 47XX Class.
Croes Newydd (South Fork)	Connection to Denbighshire County Council Siding, between South Fork and Croes Newydd East.	All 4-6-0 Engines, 2-6-2 Tank Engines in "Red" and "Blue" Groups and 2-8-0 47XX Class.
Wrexham	Down Sidings, south end of Cattle Pens.	All with outside cylinders.
Wrexham	All Bay Lines.	2-8-0 47XX Class.
Wrexham	Up Horse Landing near Warehouse. (All engines prohibited from using connections and turntable leading to this wharf.)	All.
Wrexham	Back Road to Up Loading Bank.	All 4-6-0 Engines and 2-8-0 47XX Class.
Wrexham	Goods Shed.	All.
Wrexham	Rogers' and Jackson's Up Siding.	All.
Saltney (Dee Branch)	Beyond Flood Gates.	To be used only by light shunting engines.
Chester	All Lines except into W.R. Bay Lines and over Triangle for turning purposes, and over the following Sidings, viz., Brook Lane Sidings, Nos. 1 to 7 (inclusive), Warrington Siding, "Field" Siding to Main Line near 3a Box, Over shunting neck to Birkenhead end of W.R. Engine Shed.	2-8-0 "H" 47XX. Must be confined to the Lines and Sidings shewn.
Chester	The Lift Road, Coal Stage Road, Road to Water Column, Old Van Siding, "Tender" Road" at the Birkenhead end.	2-8-0 "H" 47XX. Must be confined to the Lines and Sidings shewn.
Chester	Turntable Siding via back of No. 4 Signal Box.	2-6-2 T 51XX may work slowly over Curve. 2-6-2 T 31XX, and 2-8-0 H 47XX are prohibited.
Chester	Crossover Road leading from Up fast to Down fast between Nos. 1 and 2 Boxes.	4-6-0 "King" 60XX 2-8-0 "H" 47XX.

WELLINGTON. (SALOP) AND DONNINGTON (L.M.R.).

The undermentioned engines are authorised to work over the L.M.R. Line between Wellington (Salop) and Donnington:—

TYPE OF ENGINE.	CLASS.
4-6-0	Hall, 49XX. Castle, 50XX. Grange, 63XX. Manor, 78XX.
2-6-0	Outside Cylinders, 43XX Type.
2-6-2	Tanks, 51XX.

ENGINE RESTRICTIONS—continued.

CHESTER AND BIRKENHEAD.

Engines of all descriptions (with the exception of the "King" and "1,000" Classes) may work between Chester and Birkenhead subject to the following prohibitions:—

WOODSIDE STATION.

Castle, Hall, Grange and Manor engines are prohibited from working over the Crossover Road leading from the Down to the Up Line at the Station end of Woodside Tunnel.

Castle, Hall and Manor engines are permitted to work into No. 1 Platform and the Middle Road between Nos. 4 and 5 Platforms. Castle engines are also permitted to work into No. 2 Platform.

Grange engines are permitted to work into the Middle Road between Nos. 4 and 5 Platforms.

BRIDGE No 2 LEADING TO ABBEY STREET COAL YARD.

Only 0-6-0, 2301, and 0-6-0 T 2021; *27XX Engines are permitted to work over this Bridge.

*Provided no other engine or vehicle on adjoining Siding.

L.M.R. & E.R. 0-6-0 TENDER ENGINES ON LOAN TO W.R.

WORKING BETWEEN CHESTER AND BIRKENHEAD.

E.R. 0-6-0 Freight Tender Engine (Diagram No. A30) and L.M.R. 0-6-0 Freight Tender Engine (Diagram No. A31) may work over the Chester and Birkenhead Lines, but when the E.R. 0-6-0 Engine (Diagram No. A30) passes over Bridge No. 2 leading to Abbey Street Coal Yard the adjoining Line should be kept clear.

OVER SIDINGS ON BRIDGE No. 59 TO COAL YARD AND MONKS FERRY AT TOWN STATION.

Only 0-6-0 2251; 2301 0-6-0 T 2021; 74XX and 27XX engines may use these Sidings.

UP LOOP AND No. 20 SIDING (which is an extension of the Up Loop) AND ADJACENT TWO SIDINGS ON UP SIDE OF BRIDGE No. 56 NEAR GREEN LANE.

All engines may use these Sidings other than the 4-6-0 Castle Class and 2-8-0 47XX Class.

These restrictions are not intended to apply to the Up Loop (or running line) next to the Up fast line near Green Lane Junction.

WEST FLOAT JUNCTION.

0-6-0 Shunting Tank Engines, 4-ft. 1½-in. wheels, may work on both loaded and empty lines as far as the weighing machines at the discharging berth West Float.

TANK ENGINES (2-6-2T, 31XX, 41XX, 51XX, OR 45XX, AND 55XX TYPES).

CHESTER, BIRKENHEAD AND ELLESMERE PORT.

These classes of engines must on no account be allowed to go over the Sidings or Lines named below:—

STATION OR SIDING.	PARTICULARS.
Birkenhead	Cavendish Sidings, Nos. 2, 3, 5, 6, 7, 8, 9, 10 and 28.
Birkenhead	Cavendish Sidings, Nos. 11 and 12, beyond No. 11 points.
Birkenhead	Cavendish Sidings. Outside Curve from No. 29 points in the direction of No. 39 Siding.
Birkenhead	South Reserve, Iron Side.
Birkenhead	New Hoist, right-hand Siding, Great Float.
Birkenhead	Morpeth Dock Goods Yard (see special instructions).
Ellesmere Port	Crossover Road from Station Yard to Up Main Line.
Ellesmere Port	No. 1 Shropshire Union Siding.

Whenever it is necessary to send cattle traffic to Bromborough and Spital on W.R. trains, worked by a large Goods or Tank Engine, such wagons must be picked up eight wagons from the engine, so that it will not be necessary for the engine to go into the Sidings at these places.

MORPETH DOCK GOODS YARD, BIRKENHEAD.

Engines working into Morpeth Dock Goods Yard must be confined to the Lines and Sidings indicated hereunder and on page 196:—

"YELLOW" AND "UNCOLOURED" GROUP.

May use all Lines and Sidings.

"BLUE" AND "RED" GROUP.

Main Inwards and Main Outwards Lines from Morpeth—Egerton Dock Bridge to connection with Dock Board Lines at top end of the Yard.

Crossover leading from Outwards to Inwards Line at top end of the Yard.

Crossover leading from Main Inwards to Outwards Line immediately adjoining the Morpeth—Egerton Dock Bridge.

RED GROUP.	TYPE.	BLUE GROUP.	TYPE.
93XX	2-6-0	43XX-73XX	2-6-0
56XX-66XX	2-6-0	57XX-67XX	0-6-0T
	0-6-2T	—	—

ENGINE RESTRICTIONS—continued.**TANK ENGINES (2-6-2T, 31XX, 41XX, 51XX OR 45XX AND 55XX TYPES—continued.**

Main Inwards and Main Outwards Lines from Morpeth—Egerton Dock Bridge to connection with Dock Board Lines at top end of the Yard.
Crossover leading from Outwards to Inwards Line at top end of the Yard.

RED GROUP.	TYPE.	BLUE GROUP.	TYPE.
31XX	2-6-2T	51XX	2-6-2T
47XX	2-8-0	28XX	2-8-0
49XX, 59XX, 68XX	4-6-0	—	—

Connection from Main Inwards Line leading to Warehouse Sidings, Nos. 6, 7 and 8, and connection leading from Warehouse Sidings to Main Outwards Line.

Connection from Main Inwards Line to a point 92-ft. beyond water column and connection from this point to Main Outwards Line.

Facing Crossover Line from Main Inwards to Main Outwards Road.

RED GROUP.	TYPE.	BLUE GROUP.	TYPE.
93XX	2-6-0	43XX, 73XX	2-6-0
56XX, 66XX	2-6-0	51XX	2-6-2T
31XX	0-6-2T	28XX	2-8-0
	2-6-2T ..	57XX, 67XX	0-6-0T

L.M.R. YARD, MANCHESTER SIDINGS.

W.R. engines in the "Red" and "Blue" Groups are prohibited from using the L.M.R. Manchester Sidings.

BIRKENHEAD (DUKE STREET).

51XX and engines of a similar type are prohibited from using Duke Street Crossing.

BIRKENHEAD (SHORE ROAD).

W.R. engines are prohibited from entering the Outside Line on Shore Road from the W.R. Yard end.

When it is necessary to shunt this Line it must be done by proceeding up the Middle Road and backing on the outside road, but engines must not come back beyond a point opposite the Mercantile Marine Office at the end of No. 19 Shed South West Corner of Morpeth Dock.

HELSEBY BRANCH.

Only the following engines are permitted to work over the Helsby Branch:—
29XX, 53XX—2-6-2 T and lower categories.

WEST KIRBY LINE.

Only the following engines are permitted to work over the West Kirby Line:—
2-4-0T, 0-6-0T, 2-6-2T (41XX, 45XX, 51XX, 55XX), 0-6-2T, (56XX, 66XX).

CHESTER AND MANCHESTER.

The undermentioned types of W.R. engines are permitted to work between Chester and Manchester (Exchange) Station:—

- 4-6-0:—29XX, 49XX and 59XX.
- 2-6-0:—43XX, 53XX, 63XX, 73XX, and 93XX.
- 4-4-0:—3252 to 3291 ("Duke"), 3300 to 3455 ("Bulldog").
- 0-6-0:—all types.

Grange, Manor, and Castle class engines are not permitted to work between Chester and Manchester.

LIVERPOOL ROAD GOODS STATION.

Over the Shunting necks known as Roads Nos. 3, 4, 5, 6 and 7 (adjoining engine turntable), and all roads in and out of the W.R. side of the Depot.

Over the old portion of the Down Liverpool Road Line and the Down Siding over Water Street Bridge, as far as the first capstan.

Must not pass the Ordsall Lane end of Grapes Street Warehouse on the Line adjoining, or pass over any wagon turntable.

MANCHESTER (SHIP CANAL BRANCH), STOTT LANE SIDINGS.

W.R. engines of the 4-6-0 29XX and 49XX, and 2-6-0 43XX classes, with cattle wagons for the Mode Wheel Cattle Market may enter Stott Lane Sidings, but when doing so must not exceed a speed of 5 m.p.h. and must not pass over the slip roads leading from the Shunting neck to No. 3 Siding and from the Shunting neck to the Up Ship Canal Branch Line.

ORDSALL LANE CARRIAGE SIDINGS

At the Eccles end of Ordsall Lane Carriage Sidings the engines may work over Roads Nos. 1, 2, 3, 4, 5, 6, 7, 9, Group 1, Nos. 10, 11, 12, Group 2, Nos. 13, 14, 15.

At the Manchester end over Roads Nos. 1 to 12.

May also work over the Up and Down slow Lines between Ordsall Lane No. 4 and Exchange Station.

The engines when working into Liverpool Road Goods Station must observe the restrictions of 10 m.p.h. to and from the M.S.J. and A. Line at Ordsall Lane, No. 2 Junction, over which portion of the Line the engines will have to travel from the Manchester to the Liverpool Road Goods Line.

HELSEBY BRANCH.

All types of W.R. locomotives are prohibited over the Sidings portion of Bridge No. 195 at Helsby (Cheshire Lines).

W.R. 28XX Class (2-8-0) freight tender engines are permitted to work into all sidings in Railway Executive maintenance at Ellesmere Port, Stanlow and Thornton, Ince and Elton, and Helsby (West Cheshire Junction), subject to the following restrictions:

"Western Region 28XX Class engines to be prohibited from working into the following lines in Ellesmere Port Goods Yard:

Warehouse Road	Loading Dock Sidings.
Coal Road	Cattle Pen Siding

Saltney Junction and Mold Junction:

W.R. engines of the 51XX, 66XX and 28XX classes may work between Saltney Junction and Mold Junction.

ENGINE RESTRICTIONS—continued.

W.R. ENGINES WORKING TRAINS DIVERTED VIA TYLDESLEY.

Engines of the 49XX, 29XX and 48XX types may be permitted to work between Warrington and Manchester Exchange via Tyldesley in an emergency.

GOBOWEN AND OSWESTRY.

Any engine with the exception of the 4-6-0 60XX "King" and 2-8-0 47XX classes may work between Gobowen and Oswestry subject to the observance of all service restrictions and to the following prohibitions which apply to "Red" and "Blue" engines with outside cylinders.

PLACE.	PROHIBITION.
Oswestry (Branch Yard)	All Sidings adjacent to Coal Wharves and Cattle Pens. Through Goods Shed.
Oswestry (South end and Yards)....	Hollies Siding (private)—beyond gate. Johnson's Siding (private)—beyond wall. Cattle Pen Sidings—beyond wall. Corporation or Wall Sidings—beyond wall. Joseph Williams' Coal Sidings—beyond wall. Grain Shed Sidings Absolute. Martin's Coal Siding " Two Mileage Road Sidings " Two Engineering Department Sidings " All roads inside Carriage Sheds " Sidings leading to Locomotive Works " No. 5 or Signal Department Materials Siding " Spion Kop Siding " Down Bottom Neck "
Oswestry (North)	All Sidings leading to Carriage and Wagon Works " Old Brickyard Siding " Engine Balancer or Llanwyddyn Siding " Coal Stacking Sidings "
Yellow and uncoloured engines with outside cylinders are prohibited as under:—	
Oswestry (Branch Yard)	All Sidings adjacent to Coal Wharves and Cattle Landings. Through Goods Shed.
Oswestry (South End)	Johnson's Siding (private)—beyond wall. Corporation or Wall Sidings—beyond wall. Joseph Williams' Coal Sidings—beyond wall. Two Engineering Department Sidings. Cattle Pen Sidings—beyond wall.

WELLINGTON (EXCLUSIVE) AND CREWE.

W.R. Engines working over L.M.R. Line between Nantwich Junction and Crewe: from and to Market Drayton Line. Wellington (exclusive) and Crewe.

W.R. Engines of the undermentioned types are permitted for general working over the above route, in either direction, including use of Crewe Passenger Station, access to Crewe North Motive Power Depot; round the triangle formed between Gresty Lane No. 1, Basford Hall S.S. North and Salop Goods Junction; into Basford Hall Sidings and Gresty Lane Sidings. The A.T.C. shoe may remain in the operating position throughout.

4-6-0 29XX Saint, 40XX Star, 4073, 50XX Castle.
49XX, 59XX, 69XX Hall, 68XX Grange, 78XX Manor
2-6-0 26XX, 43XX, 53XX, 63XX, 73XX, 93XX.
2-8-0 28XX, 30XX, 38XX, 47XX.
4-4-0 32XX, 33XX, 34XX.
0-6-0 22XX, 23XX, 24XX, 25XX.
2-8-2 T. 72XX.
2-8-0 T. 42XX, 52XX.
2-6-2T. 31XX, 45XX, 51XX, 55XX, 61XX, 81XX.
0-6-0 T. 57XX, 67XX, 77XX, 87XX, 46XX, 97XX, 37XX, 36XX.
The following prohibitions apply:—

STATION.	NAME OF PLACE.	TYPE OF ENGINES PROHIBITED.
Crudgington	Goods Shed.	All in "Red" Group, 4-6-0 (Manor and '1000' Classes), 2-6-0, 43XX-73XX; 2-8-0, 28XX; 2-8-0, R.O.D.; 2-6-2T, 51XX, 61XX, 81XX.
Market Drayton	Beyond South end of Cattle Pens.	All in "Red" Group, 1000 Class.
Market Drayton	Wharf.	4-6-0, Hall Grange Manor and '1000' Classes, 2-8-2, Tank.
Adderley	Horse Landing.	All in "Red" Group, 4-6-0 (Manor and '1000' Classes); 2-6-0, 43XX-73XX; 2-8-0, 28XX; 2-8-0, R.O.D.; 2-6-2T, 51XX, 61XX, 81XX.
Nantwich	Warehouse.	No engines to work into Warehouse.

Crewe (Sidings).—The following sidings have curves of the radii shewn and engines not capable of negotiating these curves should be restricted accordingly:

- (1) Sorting Sidings North. Sidings Nos. 1—25 inclusive, 6½ chains.
- (2) Sorting Sidings North. Sidings Nos. 26-30 inclusive, *5 chains.
- (3) Lead to Down Fast Independent from S.S. North, 6 chains.
- (4) S.S. North Lead to No. 9 W.R. Reception Line, 6½ chains.
- (5) Gresty Lane No. 1 Curve through Carriage Landing 4½ chains.
- (6) North End of Tranship Lines Nos. 1-8 inclusive, 4 to 5 chains.

*Curves of this radius are present at least 100 yards beyond the individual entrances to the sidings.

- (1) and (2) W.R. engines do not work over these sidings.

- (3) W.R. engines work over this road.

- (4) W.R. engines work over this road.

- (5) W.R. engines do not work over this road.

- (6) W.R. engines do not work over these lines

Crewe Passenger Station.

Nos. 1 and 2 Bay platform lines. Because of limited distance between points and stop blocks, engines exceeding overall length of 57 ft. cannot use crossovers provided for running round.

ENGINE RESTRICTIONS—continued.**RUABON, BARMOUTH JUNCTION AND BARMOUTH.**

Engines of all descriptions (with the exception of 60XX "King" and those in the "Red" Group) may work between Ruabon and Barmouth Junction.

The following prohibitions must be observed:—

PLACE.	PROHIBITION.	TYPES OF ENGINES PROHIBITED.
Trevor	Roberts' and Maginnes' Siding beyond Gate	4-6-0, 78XX; and 2-6-2T, 51XX.
Trevor	Over Weighing Machine on Outer Siding.	4-6-0, 78XX; and 2-6-2T, 51XX.
Llangollen	Up Spur Siding.	4-6-0, 78XX.
Glyndyfrdwy	Slate Wharf Siding.	4-6-0, 78XX; and 2-6-2T, 51XX.
Corwen	Scissors Crossing leading to Goods Shed and Cattle Pens Carriage Loading Wharf.	4-6-0, 78XX; and 2-6-2T, 51XX.

BARMOUTH JUNCTION AND BARMOUTH TOWN, INCLUDING TRIANGLE.

Any tender engine in the "Blue" classification may be permitted with the exception of all engines of the 2-8-0 type.

Any tank engine of the 2-6-2, 0-6-2 and 0-6-0 types in the "Blue" classification may be permitted, with the exception of the following:—

0-6-2 Tank, Nos. 190, 192, 410 and 411.

0-6-0 Tank, Nos. 666, 667 and 682.

All permitted engines in the "Blue" classification to be restricted to 10 m.p.h. when passing over the Barmouth and Old Chapel Viaducts.

No restrictions as to double heading of specially permitted engines other than the all-line regulations in the General Appendix.

"Blue" engines must use the Triangle at Barmouth Junction, and not the Barmouth Turntable.

"Blue" engines are prohibited from entering the Gas Works Siding at Barmouth.

BALA JUNCTION AND BLAENAU FESTINIOG.

Engines of the 4-6-0, 78XX; 2-6-0, 26XX, 43XX; and 2-6-2 Tank, 51XX, and other engines in the same classes are permitted to work through as far as Trawsfynydd only at a speed not exceeding 20 m.p.h. at any point, and subject to observance of permanent restrictions to lower speed. Engines in the "Yellow" and "Uncoloured" Groups are only permitted to work up to Blaenau Festiniog. The following prohibitions apply:—

The speed of any engine in the "Blue" Group permitted to work between Bala Junction and Trawsfynydd must be reduced to 10 m.p.h. when working over the Bridge at 0m. 12½ch. between Bala Junction and Bala.

Engines of the 0-6-0 Tank 57XX Class are permitted to work over this section of line with the following stipulations, and subject to the observance of service restrictions. The engines must be fitted with flange oilers.

(a) BALA JUNCTION TO TRAWSFYNYDD.

Maximum overall speed 20 m.p.h.

Speed to be restricted to 10 m.p.h. maximum when passing over the bridge at 0m. 12½ch. between Bala Junction and Bala.

(b) TRAWSFYNYDD TO BLAENAU FESTINIOG.

Maximum overall speed 20 m.p.h.

57XX Class engines are prohibited from working into sidings at the following places:

Manod.—No. 1 Siding.

Pengwern.—Rail access to Manod Quarry (Company's siding has not been used for some years).

Tan-y-Manod.—Two sidings alongside loading wharves. End loading Wharf Siding.

Blaenau Festiniog.—Klondyke and Special Siding. Siding leading to Goods Shed from termination of Branch.

In the case of double-headed trains, any two engines of the classes permitted to work may be coupled together subject to the speed restrictions which are applicable to the single engine of the same class.

ARENIG.

Engines of the 4-6-0, 78XX; 2-6-0, 26XX, 43XX; and 2-6-2 Tank, 51XX; and 0-6-0 Tank, 57XX, must not work beyond the gates leading to the Quarry Sidings.

WELLINGTON AND MARSH FARM JUNCTION.

Engines in the "Yellow" (with the exception of 2251, 45XX, and 55XX classes), and "Uncoloured" Groups may work between Wellington and Marsh Farm Junction.

Any engine in the "Blue" and lower categories may work over the Ketley Branch to Buildwas, subject to the following:—

KETLEY.

Only 27XX, 36XX, 37XX, 57XX, 67XX, 77XX, 87XX and 97XX, 0-6-0 Tank engines in the "Blue" Group are permitted to work into Messrs. Sinclairs' Sidings.

LIGHTMOOR. 78XX engines must not work over weighing machine.

ALBERT EDWARD BRIDGE.

The following instructions apply to the working of trains double-headed over the Albert Edward Bridge near Buildwas:—

(1) No "Blue" Group engines may be coupled together.

(2) The undermentioned "Blue" Group engines must not have coupled assistance:—

4-6-0 Manor Class.

2-8-0 D.I. and K.

2-6-0 L.M. and Q.

0-8-2 Tank A.

2-6-2 Tank A7, A9, A10, A11, and A12.

0-6-2 Tank B, A5, A17.

(3) Other "Blue" engines may be coupled to any "Yellow" tender engine or any engine in the "Uncoloured" class.

(4) "Yellow" tank engines must not be coupled.

(5) When tank engines are assisted by tender engines the tender must be next to the tank engine.

BUILDWAS TO MUCH WENLOCK.

Any engine in the "Blue" Group may work between Buildwas and Farley. Such engines may also run to Much Wenlock for water in emergencies. The overall speed between Buildwas and Much Wenlock must not exceed 30 m.p.h. at any point.

51XX engines may work Passenger Trains between Buildwas and Much Wenlock. The overall speed not to exceed 30 m.p.h. at any point.

As a special case W.R. engines in the "Red" group (with the exception of the 2-8-0 47XX Class) may be utilised for working between Buildwas and Much Wenlock in connection with the conveyance of Government traffic subject to the maximum overall speed not exceeding 20 m.p.h.

ENGINE RESTRICTIONS—continued.

STIRCHLEY BRANCH.

Engines permitted : { 57XX 0-6-0 T. } Subject to the maximum speeds which obtain
 { 74XX 0-6-0 T. } under the working arrangements on this Branch.

MADELEY BRANCH.

Engines in "Red" Group (excluding "King" class and 2-8-0, 47XX class) may work over the running lines only on these routes provided the speed does not exceed 20 m.p.h. at any point and subject to Service restriction.
 94XX class engines may use the sidings at the undermentioned places :

MADELEY COURT GOODS YARD .. Up Sidings. Not to work into Goods Shed.
 MADELEY COURT WORKS As far as Notice Board at the entrance to the loading bank.
 KEMBERTON COLLIERY No. 1 Siding and up to Notice Board in Nos. 2, 3 and 4 Sidings.

KETLEY BRANCH.

Present route—blue.

As a "special" case and for the period of the emergency only, engines in the "Red" Group (excluding the 2-8-0 47XX Class) may work over the running lines and certain sidings enumerated below between Buildwas and Lightmoor Junction (for Madeley Branch), and Lightmoor Junction and Ketley Junction, provided the speed does not exceed 20 m.p.h. at any point and subject to service restrictions and to the strict observance of the 15 m.p.h. restrictions over the Albert Edward Bridge. No coupling or assisting of "Red" engines can be permitted.

"Red" engines may use the sidings at Buildwas Power Station and the sidings at the undermentioned places :

Coalbrookdale Works.—All sidings at present used by "Blue" engines as far as Checker's Office.

Coalbrookdale Station.—Up Sidings.

Lightmoor.—No. 1 Siding (adjoining the Up Running Line). 0-6-0T 94XX class engines not to work beyond connections to back road and machine road.

Horsehay.—Four sidings—i.e., Red Ore, Middle, Machine and Straight.

Ketley.—Two loops and dead end siding (connections and sidings to Messrs. Sinclairs' Works prohibited).

Aga Heat Co.'s Sidings.

Note.—0-6-0T 94XX class engines to be prohibited from working over slip road in double compound from loop to main line until double compound has been relayed.

SEVERN VALLEY LINE.

Engines in the "Blue," "Yellow" and "Uncoloured" groups only may work between Shrewsbury and Buildwas Junction. The following relaxation of restrictions on engine working apply until further notice.

SHREWSBURY TO BUILDWAS.

Present route—blue.

Engines in the "Red" Group (excluding the 2-8-0 47XX class) may work over the running lines only on these routes provided the speed does not exceed 20 m.p.h. at any point, and subject to Service restrictions.

"Red" engines may use the sidings at Buildwas Power Station, and the 94XX class engines may use the sidings at the undermentioned places :

Cressage.—Straight Road only.

Berrington.—All sidings.

RHOS BRANCH.

Engines in the "Yellow" and "Uncoloured" Groups only may work between Rhos Junction and Rhos.

WREXHAM AND MINERA.

All engines in the "Blue" and "Yellow" Groups and 56XX class engines only (from "Red" Group) may work between Wrexham and Brymbo Middle.

Note.—56XX engines must not exceed a speed of 15 m.p.h. over the Bridge at 1m. 39ch. and 20 m.p.h. over other sections of the line.

Other "Red" Group engines and 60XX "King" Class engines are prohibited.

Engines in the "Yellow" and "Uncoloured" Groups only may work between Brymbo Middle and Minera.

Engines in the "Yellow" and "Uncoloured" Groups only may work into the Denbighshire C.C. siding on the down side of the loop leading from South Fork to the Minera Line at Croes Newydd.

The following prohibitions apply Wrexham to Brymbo West :

ENGINE GROUP.

"Red" (56XX only)	1
"Blue"	2
"Yellow"	3
"Uncoloured"	4

PLACE.	PROHIBITIONS.	GROUP ENGINES PROHIBITED.
Plas Power and Broughton Forge.	All Sidings and crossover roads in running lines between these places.	1
Plas Power	Colliery Sidings. Down Side.	2
	Solvay Coke Works Sidings, beyond Siding Gate on Up Side.	1, 2, 3, 4.
Broughton Forge	Plas Power Colliery Down Sidings, beyond Siding Signals.	} 1, 2, 3.
	Solvay Up Siding.	
Brymbo	Coed Talon Branch, Transfer Siding, beyond Branch Up Home Signal.	1, 2.
Brymbo Middle	Warehouse Road, beyond engines length inside disc.	} 1, 2.
	Coal Road.	
	Steelworks Siding, beyond connection.	
Brymbo Middle to Vron Junction.	Mount Siding, beyond engine Stop Board.	All except "Yellow" and "Blue" 0-6-0T in Group A and 22XX 0-6-0T, subject to permanent speed restriction of 8 m.p.h.

ENGINE RESTRICTIONS—continued.

CROES NEWYDD WEST.

"Red" and "Blue" Class engines must not pass over the weighbridge.
78XX Grange Class engines are not permitted to use the following:—
Croes Newydd Yard—Crossover from Middle to Crewe Road and No. 16.

MOSS BRANCH.

Engines of all descriptions (with the exception of 60XX "King" and those in the "Red" Group) may work on this Branch between the junction with the Minera Line and Gatewen Colliery.

SHREWSBURY AND WELSHPOOL.

Engines of the 4-6-0, 78XX; 2-6-0, 43XX, 53XX, 63XX and 73XX types, may work over running lines and engines of the 4-4-0 and 33XX type may work over running lines, crossover roads and sidings between Shrewsbury and Welshpool, subject to observance of service restrictions and of the following stipulations:—

STATION.	NAME OF PLACE.	TYPES OF ENGINES PROHIBITED.
Cruckmeole Junction.. (Hanwood Colliery)	Not to work beyond gate leading to Colliery.	4-6-0 (78XX).
Westbury	Not to work beyond wheel stop leading to Brickworks. Crossover between Platforms.	All Classes. 4-6-0 (78XX).
Buttington Junction ..	Brickworks' Private Siding—absolute.	All Classes.
Note. —4-6-0 (78XX pool the speed must not exceed 25 miles per hour at any point, and speed must be further reduced when passing over Severn Bridge at 32 miles 37½ chains.		ton Junction and Welshpool to 10 miles per hour
Welshpool	Tar Distilleries—Private Siding beyond Gate Boys' and Boden Up and Down Private Siding beyond Gate Gas Works Up Private Siding beyond Gate Goods Warehouse—absolute Transfer Warehouse—absolute Coal Wharf Siding beyond wall New Siding beyond Cement Shed	4-6-0 (78XX). All Classes. 4-6-0 (78XX).

MINSTERLEY BRANCH.

Only tank engines in "Yellow" and "Uncoloured" Groups are allowed to work between Cruckmeole Junction and Minsterley.

WORKING OF ENGINES IN STEAM—COUPLED TOGETHER.

MAIN LINE ROUTES.

Instructions relative to the double heading of engines in steam on main line routes, and also the types of engines permitted to assist the 4-6-0 60XX "King" class, are given on page 142 of the General Appendix to the Book of Rules and Regulations, dated August 1st, 1936.

ROUTES OTHER THAN MAIN LINES.

On the Sections of the W.R. system not dealt with in the Main Line route instructions, not more than two engines in steam of the appropriate types in the group or groups authorised to work, may be coupled together and worked at customary speeds, EXCEPT in those cases where special regulations are laid down to govern the working of engines in steam coupled on the section of the line concerned. These cases form the subject of local instructions and the speed limitations, where specified, must be strictly adhered to.

The double heading or assistance in the foregoing is subject to the following special regulations:

Subject to the speed not exceeding 30 m.p.h. the following groups of engines are authorised to work as shown below:—

Chester Shed and Saltney—Five engines allowed to run coupled throughout.

Shrewsbury Shed and Shrewsbury Station.—Five engines of any permitted type except not more than three 4073 Class.

STAFFORD ROAD SHED AND WOLVERHAMPTON L.L. STATION.

FOUR engines of any type, except "Kings," not more than TWO "Kings," or ONE "King" and ONE other type coupled together may run light between Stafford Road Engine Shed and Wolverhampton (L.L.) Station. "Kings" when coupled must not exceed 10 miles per hour over bridge at 142 m. 19 chs., and must not run on the main line beyond Cannock Road Junction for the Engine Shed Lines.

Tender engines must not run coupled to "Kings" funnel to funnel. Tank engines in the "Red" and "Blue" groups must not be coupled to the funnel end of "King" class locomotives.

Subject to the speed not exceeding 20 miles per hour at any point.

KETLEY BRANCH—BUILDWAS-LIGHTMOOR JUNCTION SECTION.

ALBERT EDWARD BRIDGE—See page 191.

ENGINES OF OTHER REGIONS COUPLED TO W.R. ENGINES.

For instructions, see page 108 of the General Appendix to the Rule Book.

STANDARD LOADS OF PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES.

The loads of all Passenger, Parcels, and Fish Trains will be calculated on the tonnage system and the table given hereunder shows the standard loads for the various classes of engines on the different routes. The loads given in the tables represent the capacity of the engine if the standard point-to-point timing is to be maintained. On sections where gradients will permit, these loads may be exceeded with suitable increase in the point-to-point timing, but on sections where there are steep rising gradients it will be necessary to provide an assistant engine.

To enable guards and others to calculate the loads of trains in tons, the tare weight of the vehicle, in 24-in. figures, has been painted at both ends, at alternate corners, of all stock formed within the category of those mentioned above. The loads of trains, calculated by the addition of these tonnage figures, must be ascertained by guards and the information given to drivers at the starting points and at any subsequent points at which vehicles are attached or detached.

In the case of a motor, Region's vehicle, not marked with the tare weight, being formed in a train, the weight of the vehicle must be counted as 10 tons for a Horse Box, Carriage Truck, or other such small vehicle, 20 tons for a four or six-wheeled passenger-carrying vehicle or brake van, 30 tons for an eight-wheeled passenger-carrying vehicle or brake van, other than 70-ft. stock, and 40 tons for a dining car, sleeping car, or 70-ft. passenger-carrying vehicle or brake van.

LOADED VANS CONTAINING CLEAN MILLS AND BAGGAGE.—An allowance of 5 tons per vehicle must be added to the tare weight of each loaded van of ocean mails and baggage.

PARCELS AND FISH TRAINS.—Owing to the difference in the weights of loaded and unloaded parcels vans and fish trucks, it will be necessary in the case of parcels and fish trains to add to the total of the tare weights shown on the vehicles an agreed figure representing the weight of the average load, for every loaded truck formed in the train. It has been decided that this fixed figure shall be one ton per vehicle for parcels and three tons per vehicle for fish, and, therefore, a guard, in calculating the load of his train, must multiply the number of loaded trucks by these figures and add the resulting figure to the total of the tare weights marked upon the vehicles.

MILK TRAFFIC.—The weight of vehicles containing milk traffic to be computed as follows, whether the vehicles are working on passenger, milk, fish, or perishable trains:—

Milk Tanks.	Empty Tons.	Signons F, G, H, and BG Vehicles		Signons J and BG Vehicles		Other Vehicles	
		Empty	Tare Weight	Empty	Tare Weight	Empty	Tare Weight
Fixed Milk Tanks ("Miltas")	14	Loaded (Empty Churns)	Tare Weight plus 5 tons.	Loaded (Empty Churns)	Tare Weight plus 5 tons.	Loaded (Empty Churns)	Tare Weight plus 3 tons.
Round/Rail Milk Tanks (Rotanks)	18	Loaded (Full Churns)	Tare Weight plus 8 tons.	Loaded (Full Churns)	Tare Weight plus 10 tons.	Loaded (Full Churns)	Tare Weight plus 3 tons.

The weight of parcels (including stores), perishable, fish and milk trains which are run in accordance with passenger train regulations, must not exceed a gross weight of 550 tons, including brake, whether assisted or unassisted.

Mixed Trains. Where trains are authorized to be run as "Mixed" trains the total weight of the train is to be obtained as follows:—

Tonnage of Passenger Stock. Tare Weight of Goods Brakes Van (where provided). Tonnage of Freight Vehicles to be calculated as under:—
Class 1 Traffic = 16 tons per wagon. Class 2 Traffic = 13 tons per wagon. Class 3 Traffic = 10 tons per wagon. Empty (4-wheel stock) = 6 tons per wagon.

In the event of special conditions arising rendering it desirable to vary this arrangement, such circumstances are to be submitted to the Supt of the Line for consideration with the Chief Mechanical Engineer. Notes.—The instructions contained herein do not in any way affect or remove the prohibition placed by the Chief Engineer on the working of certain types of engines over certain sections of line, although loadings may be given in the table for engines over portions of line which are prohibited for them.

These instructions for calculating the loads do not affect those contained in the Appendix to the Book of Rules and Regulations respecting the formation of Passenger Trains. Empty Stock Trains must not exceed 20 eight-wheel vehicles or their equivalent.

Guards must show on their train journal the number of vehicles and the actual total tonnage of the trains at starting points and on leaving subsequent stations at which vehicles are attached or detached. Stations will, in wiring particulars of trains give the train number, number of vehicles and the total weight of each portion of the train in tons, viz.:—"Train 120 five late 4 Penzance, 72 tons, 2 Kingswear, etc." When a train is not numbered the time must be shown—1.0 a.m. Piddington five late, etc.

CLASS OF ENGINE.

SECTION.	10XX		4003-4072 except 4016, 4032, 4037.		29XX, 78XX, 43XX, 53XX, 63XX, 73XX, 83XX, 93XX.		3435-3455, 4400-4410, 4500-4599, 5500-5574.		90XX, 2200-2299, 32XX.		0-6-0 and 0-6-0 T.		2-4-0 T. Metro.		0-4-2 T. 3574, 3575, 3577.		14XX, 58XX, 844-896.		1334, 1335, 1386.		Tons.	
	100, 111, 4000, 4016, 4032, 4037.	5000-5099, 70XX.	39XX, 49XX, 59XX, 69XX.	68XX, 78XX.	39XX, 41XX, 51XX, 61XX, 81XX.	36XX, 37XX, 48XX, 57XX, 77XX, 87XX, 96XX, 97XX.	94XX.	"B" Group.	0-6-2 T.	"A" Group.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
From.	To.																					

LONDON TO BIRKENHEAD.

SECTION.	From.	To.	4003-4072 except 4016, 4032, 4037.		29XXX, 78XXX, 43XXX, 53XXX, 63XXX, 73XXX.		3435-3455, 4400-4410, 4500-4599, 5500-5574.		90XX, 2200-2299, 32XX.		0-6-0 and 0-6-0 T.		2-4-0 T. Metro.		0-4-2 T. 3574, 3575, 3577.		14XX, 58XX, 844-896.		1334, 1335, 1386.		Tons.	
			10XX	100, 111, 4000, 4016, 4032, 4037.	39XX, 49XX, 59XX, 69XX.	39XX, 41XX, 51XX, 61XX, 81XX.	36XX, 37XX, 48XX, 57XX, 77XX, 87XX, 96XX, 97XX.	94XX.	0-6-2 T. "B" Group.	0-6-2 T. "A" Group.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Wolverhampton	Wellington*	371	396	308	308	282	238	224	224	140	115											
Wolverhampton	Wellington	455	420	430	430	336	308	294	308	210	—											
Shrewsbury	Shrewsbury	455	420	420	420	364	336	308	308	224	—											
Shrewsbury	Ruabon	371	396	392	392	308	280	252	280	120	90											
Ruabon	Ruabon	455	420	420	420	364	336	308	336	120	90											
Chester	Chester	455	420	420	420	364	336	308	354	148	120											
Chester	Birkenhead	—	392	392	392	336	308	280	308	196	—											
Warrington	Warrington	—	364	364	364	308	280	252	280	—	—											
Warrington	Manchester	—	364	364	364	308	280	252	280	—	—											

*—Stopping Trains calling at Dunstall Park. †—Through Trains and Local Trains not calling at Dunstall Park. ‡—Train not to exceed 630 feet or 11 ordinary eight-wheel coaches. §—Stopping trains.

*—Stopping Trains calling at Dunstall Park. †—Through Trains and Local Trains not calling at Dunstall Park. ‡—Train not to exceed 630 feet or 11 ordinary eight-wheel coaches. ¶—Stopping trains.

CLASS OF ENGINE.									
SECTION.	From.	To.	CLASS OF ENGINE.				Tons.	Tons.	Tons.
			10XX.	4003-4072. except 4016, 4032, 4037.	29XX, 78XX, 43XX, 53XX, 63XX, 73XX, 93XX.	3335-3455. 4400-4410, 4500-4599, 5500-5574.	90XX 2200-2299 32XX	0-6-0 and 0-6-0 T. "A" Group.	2-4-0 T. Metro. 0-4-2 T. 14XX, 58XX, 844-896
			100, 111, 4000, 4016, 4032, 4037, 4073-4099, 5000-5099, 70XX	39XX 49XX, 59XX, 69XX, 68XX	31XX, 41XX, 51XX, 61XX, 81XX, 50XX, 66XX,	36XX, 37XX, 46XX, 57XX, 77XX, 87XX, 96XX, 97XX, 94XX,	0-6-2 T. "B" Group.	0-6-2 T. "A" Group.	0-4-2 T. 3574, 3575, 3577 1334, 1335, 1336.
			Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
BIRKENHEAD TO LONDON.									
Manchester		Chester	—	420	420	364	336	308	—
Birkenhead		Chester (via Walton O.J.)	—	336	336	280	252	224	—
Birkenhead		Chester†	455	420	420	364	336	308	186
Chester		Wrexham†	400	364	386	280	266	252	—
Chester		Wrexham	371	336	308	252	238	224	90
Wrexham		Ruabon	455	420	392	308	280	252	115
Ruabon		Shrewsbury	420	420	420	336	308	280	140
Ruabon		Shrewsbury	427	392	364	308	280	252	140
Shrewsbury		Welling†	455	420	420	336	308	280	140
Shrewsbury		Welling†	427	392	364	280	266	252	180
Welling†		Wolverhampton†	455	420	420	322	294	266	196
Welling†		Wolverhampton*	413	378	350	280	266	252	180
*—Stopping Trains. †—Through Trains. ‡—Train not to exceed 630 feet or 11 ordinary eight-wheel coaches.									
CLASS OF ENGINE.									
SECTION.	From.	To.	CLASS OF ENGINE.				Tons.	Tons.	Tons.
			4003-4072. except 4016, 4032, 4037.	29XX, 78XX, 43XX, 53XX, 63XX, 73XX, 93XX.	3335-3455. 4400-4410, 4500-4599, 5500-5574.	90XX 2200-2299 32XX	0-6-0 and 0-6-0 T. "A" Group.	2-4-0 T. Metro. 0-4-2 T. 14XX, 58XX, 844-896	0-4-2 T. 3574, 3575, 3577 1334, 1335, 1336.
			39XX 49XX, 59XX, 69XX	31XX, 41XX, 51XX, 61XX, 81XX,	36XX, 37XX, 46XX, 57XX, 77XX, 87XX, 96XX, 97XX, 94XX,	0-6-2 T. "B" Group.	0-6-2 T. "A" Group.	0-4-2 T. 3574, 3575, 3577 1334, 1335, 1336.	0-4-2 T. 3574, 3575, 3577 1334, 1335, 1336.
			Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
RUABON AND BARMOUTH.									
Ruabon		Dolgelly	—	280	252	224	224	224	100
Dolgelly		Barmouth	—	392	364	336	336	336	186
Barmouth		Dolgelly	—	392	364	336	336	336	186
Dolgelly		Llanuwchllyn	—	252	186	168	168	168	—
Llanuwchllyn		Ruabon	—	280	224	196	196	196	100*
*—90 tons for Auto Trains when working vestibule end leading.									

The tonnage loads shewn in the "Standard Loads Table" do not apply when Auto Car services are being worked by engines of the 49XX, 54XX and 64XX classes, the authorised loads for which are specially laid down separately, in accordance with the instruction in Clause 19, page 130, of the General Appendix.

CLASS OF ENGINE.

SECTION.

From To

29XX, 78XX,	3335-3455.	90XX			
43XX, 53XX,	4400-4410.	2200-2299	0-6-0 and	2-4-0 T.	0-4-2 T.
63XX, 73XX,	4500-4599.	32XX	0-6-0 T.	Metro.	3574, 3575,
93XX.	5500-5574.				3577
31XX, 41XX,	36XX, 37XX,		0-6-2 T.	0-4-2 T.	1834, 1835,
51XX, 61XX,	46XX, 57XX,		"B" Group.	14XX, 58XX.	1836.
81XX.	77XX, 87XX,				
	96XX, 97XX,				
56XX, 66XX.	94XX.	Tons.	Tons.	Tons.	Tons.

SHREWSBURY AND WELSHPOOL.

Shrewsbury	Welshpool	364	336	336	250†	—	—
Welsphool	Westbury	336	252	252	208†	—	—
Westbury	Shrewsbury	394*	336	336	208†	—	—
Westbury	Shrewsbury	420Z	336	336	208†	—	—

Z—Through Train. *—Stopping Train. †—2-4-0 T Metro 225 tons.

‡—2-4-0 T Metro 175 tons.

¶—55XX class.

BRANCH LINES—CHESTER DIVISION.

Bala	Blaenau Ffestiniog	—	—	—	168	140	—	96
Blaenau Ffestiniog	Bala	—	—	—	168	140	—	96
Hooton	Helsby	364	336	308	300	300	—	240
Helsby	Hooton	364	336	308	300	300	—	240
Hooton	West Kirby	—	—	—	175	175	—	130
West Kirby	Hooton	—	—	—	160	160	—	120
Shrewsbury	Buildwas	—	—	280	224*	224	—	140
Buildwas	Shrewsbury	—	—	280	224	224	—	140
Shrewsbury	Minsterley	—	—	—	224	—	—	160
Minsterley	Shrewsbury	—	—	—	224	—	—	160
Wellington	Craven Arms	—	125	—	96	—	—	72
Craven Arms	Wellington	—	125	—	96	—	—	72
Wellington	Crewe	420	336	308	280	280	196	160
Crewe	Wellington	392	308	280	252	252	180	140
Wrexham	Coed Poeth	—	—	—	98	—	—	70
Coed Poeth	Wrexham	—	—	—	252	—	—	254
Wrexham	Rhos	—	—	—	186	—	—	140
Rhos	Wrexham	—	—	—	250	—	—	252
Gobowen	Oswestry	—	—	—	—	—	—	120
Oswestry	Gobowen	—	—	—	—	—	—	120

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS.

- (1) The maximum "engine" and "working" loads applicable to the lines referred to in this sectional time table are shown on pages 202 to 206.
- (2) Loaded wagons will bear labels overprinted with the numerals 1 (coal, coke, or patent fuel), 2 (other minerals), 3 (general merchandise), and guards, to arrive at the load of a train, must ascertain the number of wagons of each class of traffic, or empty wagons to be conveyed.
Wagons containing empty containers to be counted as loaded class 3 wagons.
- (3) In order that due allowance may be made for certain heavy traffics in Classes 2 or 3, any wagons (except pitwood), although bearing Class 2 or 3 labels, which are carrying contents weighing 7 tons or over, must be calculated as Class 1 for train loading. Such wagons must, however, be entered on the guards' journals in the same columns as the number overprinted on the label.

- (4) Examples of traffics in Classes 2 or 3, which must be calculated as Class 1 are

Ammunition in full train loads.	Granite,	Roadstone,
Ballast,	Gravel,	Sand,
Bricks,	Lime,	Steel Bars,
Cement,	Ironstone,	Tarmac,
China Clay,	Metal Sheets,	Tinplate.
China Stone,	Pig Iron,	
Copper,	Rails,	
Dolomite,		

- (5) Ammunition not in full train loads, Pitwood, Cogwood and Sugar Beet traffic bearing Class 3 labels, must for loading purposes, be calculated as Class 2 traffic.
- (6) The maximum and working loads shewn on pages 202 to 206 apply (with a few exceptions specially indicated) to ordinary freight wagons. Wagons of larger dimensions must be calculated as under:

WHEN LOADED.

Five 12 and 13 tonners = 6 } Class 1, 2 or 3, according
Two 15 tonners .. = 3 } to traffic involved.
Two 40 tonners .. = 1 }

WHEN EMPTY.

Three 15 tonners = 4 } Ordinary
One 40 tonner = 3 } empty
8, 10, 12 or 13 tonners = 1 } wagons.

20-ton wagons—see tables, page 199.

Hopper or flat vehicles not provided with coke rails when loaded with coke to be counted as under for engine load purposes:

10 and 12 tons vehicles .. As one 10 ton loaded Class 2 traffic.
14 ton vehicles 3 = 4 10 ton wagons when loaded. To be treated as 12 ton wagons when empty.
15 ton vehicle As one 10 ton loaded Class 1 traffic.
20 ton vehicle As one 12 ton loaded Class 1 traffic.

Note.—Wagons of 20, 21 and 22 ton capacity are shewn in special tables on page 199.

- (7) Special class wagons such as "Crocodiles," "Borails," "Oil Tanks," etc., when loaded and empty are to be calculated as shewn in tables on page 198.
- (8) Mixed loads should be calculated upon the basis of the traffic which forms the greatest proportion of the train, e.g.:

A Train composed of:	Traffic forming greatest proportion of train.	Equivalent load of train in Class 3 traffic.
10 wagons Class 1 5 wagons Class 2 25 wagons Class 3 4 wagons empty	Class 3	10 wagons Class 1 equal 15 Class 3 5 wagons Class 2 equal 6 Class 3 25 wagons Class 3 equal 25 Class 3 4 empty wagons equal 3 Class 3 Total 49 Class 3

- (9) A Ready Reckoner is given on page 201 for calculating Mixed Loads.
- (10) With certain exceptions all engines are classified into 5 Groups—A, B, C, D and E. The Group Letter is painted in a circle on both sides of the engine just above the engine number. The increased loads (in Class 3 traffic) authorised for engines of the 43XX, 78XX, 29XX, 49XX, 59XX, 40XX, 68XX, 47XX and "Castle" types in the table shewn on page 209 of this Service Book, are applicable only when such engines are working "C" and "D" Head Lamps Freight Trains timed at standard point-to-point allowances.
- (11) Class 1 and 2 traffic; Class 3 traffic enumerated in para. 4, former private owners' wagons fitted with grease axle boxes, and Tanks (except as provided for in General Appendix dated August 1st, 1936), must not be conveyed by Freight Trains carrying "C" Head Lamps.
- (12) In addition to the foregoing when calculating the load of freight trains, allowance must be made for all wagons which are longer than ordinary wagons, i.e., exceeding 21-ft. over buffer and train advice must include the following information:
1. Total number of wagons.
 2. Equal to (...No.) of Class (1, 2 or 3).
 3. Length (on ordinary wagon basis, 21-ft. over buffers).
 4. Class of Engine and Engine number.
- Examples:
- 38 equal 65 Class 3 equal 60 length Bunker E.2872.
35 equal 65 Class 1 equal 47 length Bunker E.2872.
58 Empties (specify Pools, Common Users or Mixed) equal 65 length Bunker E.2872.
- (13) Class 1 and 2 traffic; former private owners' wagons fitted with grease axle boxes, and tanks (except as provided for in General Appendix, dated August 1st, 1936), must not be conveyed by Freight Trains carrying "D" Head Lamps.

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED.

SHOWING THEIR RELATIONSHIP IN WEIGHT TO A CLASS 3 LOADED WAGON.

CODE.	DESCRIPTION.	Maximum Length over Buffers of Vehicle.		Maximum Carrying Capacity of Vehicle. Tons.	Maximum Tare of Vehicle. Tons. Cwt.	EQUALS.		
		Ft.	Ins.			When empty. A	When loaded. B	
								Loaded Class 3 Wagons.
Aero	Air Screw Wagon	20	6	12	5	18	X	2
Asmo†	Covered Motor Car Truck	36	4	10	11	5	1	2
Bobol A	Bolster Wagon	38	0	30	16	0	2	5
Bobol B	Bolster Wagon	38	0	25	14	3	1	4
Bobol C	Bolster Wagon	48	0	30	15	6	2	5
Bocar A (8 wheels)	Motor Car Body Truck	50	11	5	16	5	2	2
Bocar B (4 wheels)	Motor Car Body Truck	36	5	5	8	6	1	1
Borail B	Bolster Wagon	48	0	30	19	9	2	5
Borail C	Bolster Wagon	73	0	30	21	4	2	5
Borail D	Bolster Wagon	48	0	40	23	0	2	6
Borail F	Bolster Wagon	65	0	40	22	3	2	6
Carfit	Carriage Truck	21	0	12	6	10	X	2
Cart Truck	Carriage Truck	21	0	12	5	9	X	2
Cart Truck A	Carriage Truck	24	3	10	7	4	X	2
Cone	Gunpowder Van	19	6	10	8	2	1	2
Coral	Glass Wagon	23	5	12	6	2	X	2
Coral A	Glass Wagon	24	6	12	7	9	X	2
Crocodile	Well Trolley	37	0	15	8	6	1	2
Crocodile A	Well Trolley	50	0	25	16	8	2	4
Crocodile B	Well Trolley	53	0	15	15	1	2	3
Crocodile C	Well Trolley	56	0	25 or 40	18	15	2	4 or 6
Crocodile E	Well Trolley	65	0	20 or 35	24	19	2	4 or 6
Crocodile F	Well Trolley	57	0	25 or 40	19	19	2	4 or 6
Crocodile G	Well Trolley	50	0	35	23	8	2	6
Crocodile H	Well Trolley	45	6	65	23	12	2	9
Crocodile J	Well Trolley	57	0	50	28	6	3	8
Crocodile K	Well Trolley	49	0	10	17	2	2	3
Crocodile L	Well Trolley	89	6	120	82	2	8	20
Crocodile M	Well Trolley	65	6	12 or 20	21	3	2	3 or 4
Damo A†	Covered Motor Car Truck	33	4	10	11	2	1	2
Damo B*	Covered Motor Car Truck	23	4	10	8	19	1	2
Double	Bolster Wagon	28	6	14	8	18	1	2
Flatcase	Flat Wagon fitted with two Bolsters and Chains	19	6	12	5	18	1	2
Gane (Engineering Dept.)	Rail and Timber Wagon	48	0	40	18	0	2	6
Gane A (Engineering Dept.)	Rail and Timber Wagon	65	0	40	22	5	2	6
Grain Van	Grain Hopper	24	6	20	12	16	1	3
Grano	Grain Hopper Wagon (Covered)	22	6	20	10	5	1	3
Hydra	Well Truck	28	11	8	7	13	X	2
Hydra C	Well Truck	34	6	5	7	10	X	1
Hydra D	Well Truck	31	11	15	8	10	1	2
Hytwin	High-sided Twin Bolster Wagons	39	3	26	15	0	2	4
Loriot 31308	Well Truck	36	6	6	7	0	X	1
Loriot B, D, E, G and H	Well Truck	30	0	15	8	16	1	2
Loriot L	Well Truck	36	7	15	12	2	1	3
Loriot M	Well Truck	30	0	20	9	12	1	3
Loriot N	Well Truck	36	7	20	11	3	1	3
Loriot P	Well Trolley	33	0	25	13	0	1	4
Loriot R	Well Truck	43	0	25	16	17	2	4
Loriot W	Well Trolley	34	0	20	12	10	1	3
Loriot Y	Well Trolley	35	0	25	14	0	1	4
Mogo*	Covered Motor Truck	20	6	12	7	14	X	2
Morel	Propeller Wagon	28	0	25	10	12	1	4
Morel A...	Propeller Wagon	28	0	20	10	14	1	3
Parrot	—	63	0	20	18	14	2	4
Pollen A	Girder Wagon	52	1	40	16	16	2	6
Pollen B	Girder Wagon	52	11	60	24	10	2	8
Pollen C	Girder Wagon	42	6	40	14	14	1	5
Pollen D	Girder Wagon	41	3	40	15	16	2	6
Pollen E	When used as Gun Wagons, 4 per set	85	6	100	51	5	5	15
Pollen E	When used as Girder Wagons, 2 per set	46	6	60	21	12	2	8
Rectank	Rectank Flat-top with ramp at each end	37	0	38	14	10	1	5
Roll Wagon	10-ton to 15-ton	23	0	15	9	11	1	2
Roll Wagon	30-ton (21999)	29	1†	30	15	16	2	5
Signal Dept. Wagon	10-ton	23	0	10	5	11	X	2
Signal Dept. Wagon	14-ton	28	0	14	6	11	X	2
Single	Single Bolster Wagon	19	6	12	5	18	X	2
Sleeper (Chaired Wagon)	18-ton	35	5	18	11	16	1	3
Sleeper Wagon	10-ton to 14-ton	31	6	14	7	17	X	2
Sleeper Wagon	Fall-down Sides	34	6	14	8	12	1	2
Totem	Armour-plate Wagon	37	0	45	18	16	2	6
Totem A	Armour-plate Wagon	25	1	50	17	19	2	7
Travan (Nos. 47722 to 47727)	Covered Goods	24	0	18	8	18	1	3
Travan	Large Covered Goods Van	39	0	30	16	10	2	5
Travan	20-ton	33	0	20	10	17	1	2
Tube	Long Open	28	0	15	7	12	X	2
Tube (21 tons)	Long Open	30	0	21	9	10	1	3
Twin	Twin Bolster	34	1	20	10	17	1	3
Twincase	Single Bolster Wagons short-coupled in pairs	37	2	18	12	0	1	3
Vanfit	Large Covered Goods Van	31	6	10	9	10	1	2
—	10-ton to 14-ton Tank	20	6	14	10	0	1	2
—	20-ton Tank	24	6	20	12	10	1	3
—**	40-ton (Ministry of Food) Tank	33	10	25 to 40	24	0	2	4 or 6

For Notes see next page.

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED—continued.

Shewing their Relationship in Weight to a Class 3 Loaded Wagon—continued.

In compiling the Working Load, allowance must be made for the additional length of any vehicle exceeding 21-ft. over buffers in order to conform with the maximum length of train over sections which the train works. See also clause 12, "Instructions for calculating loads of Freight Trains." (Page 197.)

X—Wagons marked thus, when empty, to be calculated as one ordinary empty wagon.

**—As load does not at present exceed 25 tons, loaded Tanks 1 equal 4 Class 3.

†—When load does not exceed 2 tons may be counted 2 Asmo or 2 Damo A equal 3 Class 3 loaded wagons.

*—When load does not exceed 2 tons may be counted 1 equal 1 Class 3 loaded wagon.

If the above-mentioned wagons bear "Special" labels and/or the total weight of the load is recorded on the label they may be calculated for maximum load purposes in accordance with the following instruction, unless the vehicle is carrying approximately its maximum registered load, when it should be counted as shewn in column (B).

For every 10 tons or fraction of 10 tons (over 5 and up to 10) of a load add 1 Class 3 traffic to the figure given in column (A) against the particular class of vehicle.

Example: Borail D carrying load of 16 tons, load equals 2 Class 3 traffic.
Vehicle when empty, column (A), equals 2 Class 3 traffic.
Total load to be calculated as 4 Class 3 traffic.

TABLE FOR COMPUTING MAXIMUM ENGINE LOADS OF TRAINS COMPOSED OF 20 AND 10-TON MINERAL WAGONS.

Equivalent Loads in 20 and 10 ton LOADED Wagons.

NUMBER OF LOADED WAGONS.

20 ton.	Equivalent in 10 ton.	20 ton.	Equivalent in 10 ton.	20 ton.	Equivalent in 10 ton.	20 ton.	Equivalent in 10 ton.
1	2	15	28	29	53	43	79
2	4	16	29	30	55	44	81
3	6	17	31	31	57	45	83
4	7	18	33	32	59	46	85
5	9	19	35	33	61	47	87
6	11	20	37	34	63	48	89
7	13	21	39	35	65	49	90
8	15	22	41	36	66	50	92
9	17	23	42	37	68	51	94
10	18	24	44	38	70	52	96
11	20	25	46	39	72	53	98
12	22	26	48	40	74	54	100
13	24	27	50	41	76		
14	26	28	52	42	77		

N.B.—All 12-ton wagons formed in trains, the loads of which have been calculated from this Table, must be counted as shown in the Service Time Books, viz., 5 loaded 12-tonners equal 6 loaded 10-tonners.

Example.—Scheduled Maximum in 20-ton loaded wagons for Group "D" engine from Nine Mile Point to Park Junction is 38 wagons.

There are only 13 loaded 20-tonners available. To ascertain how many 10-ton loaded wagons may be attached to make up the scheduled maximum, make the following calculations:

Schedule maximum 38 wagons.
20-ton loaded wagons available 13

Deficiency = 25 wagons to be made up with 10-ton loaded wagons.

25 loaded 20-tonners = 46 loaded 10-tonners.

Therefore the maximum engine load can be made up as follows

LOADED WAGONS { 20-ton wagons = 13.
10-ton wagons = 46.

Loaded Hopper wagons with carrying capacity of 21 and 22 tons are calculated on the basis of five equal six 20 ton loaded wagons.

LOADED HOPPER WAGONS of 21-ton and 22-ton capacity must be calculated on the basis of 5 equal to 6 20-ton loaded wagons to compute the load on a 10-ton loaded wagon basis as shewn in the tables.

EMPTY 21-ton and 22-ton Hopper wagons must be calculated on the same basis as when loaded, i.e., 5 equal to 6 20-ton empty wagons to compute the load on a 10-ton empty wagon basis.

Equivalent loads in 20- and 10-ton EMPTY wagons for the purpose of computing engine loads of trains composed of Mixed 20- and 10-ton empty wagons.

(See next page for Table).

NUMBER OF EMPTY WAGONS.

20 ton.	Equivalent in 10 ton.	20 ton.	Equivalent in 10 ton.	20 ton.	Equivalent in 10 ton.	20 ton.	Equivalent in 10 ton.
1	2	21	28	41	54	61	81
2	3	22	29	42	56	62	82
3	4	23	30	43	57	63	84
4	5	24	32	44	58	64	85
5	6	25	33	45	60	65	86
6	8	26	34	46	61	66	88
7	9	27	36	47	62	67	89
8	10	28	37	48	64	68	90
9	12	29	38	49	65	69	92
10	13	30	40	50	66	70	93
11	14	31	41	51	68	71	94
12	16	32	42	52	69	72	95
13	17	33	44	53	70	73	96
14	18	34	45	54	72	74	98
15	20	35	46	55	73	75	100
16	21	36	48	56	74	76	100
17	22	37	49	57	76	77	100
18	24	38	50	58	77	78	100
19	25	39	52	59	78	79	100
20	26	40	53	60	80	80	100

Example.—Scheduled Maximum in 20-ton empties for Group “E” engine from Maesglas to Rogerstone=80 wagons. There are only 39 20-ton empties available. To ascertain how many empty 10-ton wagons may be attached to make up the scheduled maximum, make the following calculations:

Scheduled maximum	.....	= 80 wagons.
20-ton empties available	.....	= 39

Deficiency = 41 wagons to be made up with 10-ton empties.

41 empty 20-tonners = 54 empty 10-tonners.

Therefore the maximum engine load can be made up as follows:

EMPTY WAGONS { 39 empty 20-ton wagons.
54 empty 10-ton wagons.

Empty Hopper wagons with carrying capacity of 21 and 22 tons are calculated on the basis of five equal six 20 ton empty wagons.

The tare weight of each vehicle must be ascertained and calculated as every 10 tons equalling a Class 3 loaded wagon, e.g., a passenger coach weighing 20 tons should be counted as two Class 3 wagons.

In dealing with fractions of 10 tons, 5 tons and under to be dropped and over 5 tons to be treated as 10 tons, e.g., a passenger coach weighing 25 tons 15 cwt., should be counted as 30 tons, equalling three Class 3 wagons; similarly a passenger coach weighing 24 tons 19 cwt. should be counted as 20 tons, equalling two Class 3 wagons.

Codes of Vehicles.	Maximum length over buffers.		Codes of Vehicles.	Maximum length over buffers.		Codes of Vehicles.	Maximum length over buffers.	
	ft.	in.		ft.	in.		ft.	in.
B	43	1	CCT	31	0½	Parcel Vans	31	11
B	51	1	CCT	32	1	Pasfruits C	25	5
B	51	7	CCT	33	11	Pasfruits D	31	11
BG	43	1	Giants	53	7	SCV	29	5
BG	60	0	Hydras	29	2	Siphons	31	0½
BG	60	1	Hydras C	34	2	Siphons C	32	1
BG	60	6½	Hydras D	31	11	Siphons F	43	7
BG	63	4½	Insixfish	34	5	Siphons G	53	7
BG	60	6½	Monsters	53	7	Siphons H	53	7
B.G.	63	6½	Monsters	53	8	Siphons J	53	7
Bloaters	30	11						

MILITARY TANKS (A.F.Vs.) BY RAIL.

CALCULATION FOR FREIGHT TRAIN LOADING PURPOSES.

Vehicle.	Dimensions.		Maximum Capacity.	Weight.		Equivalent to following Class 3 Traffic		
	Ft.	Ins.	Tons.	Tons.	Cwts.	When empty.	Loaded with 1 Tank.	Loaded with 2 Tanks.
Rectank	37	0	38	14	10	2-3	See below.	See below.
Warflat	43	10½	50	20	8	2	See below.	See below.
Warwell	47	0	50	26	15	3	6	—

Type of Tank.	Equivalent to following Class 3 Traffic when loaded on RECTANKS.		Equivalent to following Class 3 Traffic when loaded on WARFLATS.	
	Loaded with 1 Tank.	Loaded with 2 Tanks.	Loaded with 1 Tank.	Loaded with 2 Tanks.
Tetrarch	3	3	3	4
"U.S." Locust	3	3	3	4
Harry Hopkin	3	4	3	4
Stuart M.1.	3	4	4	5
Stuart M.2.	3	5	4	5
Stuart M.5.	3	5	4	5
Valentine	—	—	4	6
Valentine D.D.				
"U.S." Chaffer				
Covenanter				
Crusader	—	—	5	—
Matilda	—	—	5	—
Over 26t. 10c. in weight..	—	—	6	—

READY RECKONER.

SHOWING RELATIONSHIP OF DIFFERENT CLASSES OF TRAFFIC TO EACH OTHER.

Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.
1	1	1	2	36	43	54	72
2	2	3	4	37	44	56	74
3	4	5	6	38	46	57	76
4	5	6	8	39	47	59	78
5	6	8	10	40	48	60	80
6	7	9	12	41	49	62	82
7	8	11	14	42	50	63	84
8	10	12	16	43	52	65	86
9	11	14	18	44	53	66	88
10	12	15	20	45	54	68	90
11	13	17	22	46	55	69	92
12	14	18	24	47	56	71	94
13	16	20	26	48	58	73	96
14	17	21	28	49	59	74	98
15	18	23	30	50	60	75	100
16	19	24	32	51	61	77	102
17	20	26	34	52	62	78	104
18	22	27	36	53	64	80	106
19	23	29	38	54	65	81	108
20	24	30	40	55	66	83	110
21	25	32	42	56	67	84	112
22	26	33	44	57	68	86	114
23	28	35	46	58	70	88	116
24	29	36	48	59	71	89	118
25	30	38	50	60	72	90	120
26	31	39	52	61	73	92	122
27	32	41	54	62	74	94	124
28	34	42	56	63	76	95	126
29	35	44	58	64	77	97	128
30	36	45	60	65	78	98	130
31	37	47	62	66	79	99	132
32	38	48	64	67	80	100	134
33	40	50	66	68	82	102	136
34	41	51	68	69	83	104	138
35	42	53	70	70	84	106	140

The above table is for the guidance of staff in computing the equivalent of mixed loads to Class 1, 2, or 3 Traffic or Empties.

Where variations occur between calculations obtained by the Ready Reckoner and the Maximum Loads shown on pages 209 to 213, the latter must be strictly adhered to.

STANDARD ENGINE LOADS FOR FREIGHT TRAINS RUN AS "PARTLY VACUUM FITTED."

"C" AND "D" HEAD LAMP TRAINS.

The instructions contained herein do not in any way affect or remove the prohibition placed by the Chief Engineer on the working of certain types of engines over certain sections of Line, although loadings may be given in the table for engines over portions of Line which are prohibited for them.

SECTION.		"C" HEAD LAMP.			"D" HEAD LAMP.		
From.	To.	10XX	49XX, 59XX, 69XX	43XX, 53XX, 63XX, 73XX, 93XX, 78XX.	47XX	49XX, 59XX, 69XX	43XX, 53XX, 63XX, 73XX, 93XX, 78XX.
		100, 111, 4000, 4016 4032, 4037 4073 to 4099, 5000 to 5099 70XX.	4003 to 4072 inclusive, (except Nos. 4016, 4032, 4037) 68XX.	29XX	100, 111, 4000, 4016, 4032, 4037 4073 to 4099, 5000 to 5099, 70XX.	4003 to 4072 inclusive, (except Nos. 4016, 4032, 4037) 68XX.	29XX
		47XX			10XX.		
		Number of wagons conveying Class 3 traffic or equivalent.			Number of wagons conveying Class 3 traffic or equivalent.		
DOWN TRAINS	INS.						
Oxley Sdgs.	Leaton	64	59	54	64	59	54
	Black Park Jct.	70	67	64	70	70	64
Leaton	Ruabon	58	55	50	58	55	50
Black Park Jct.	Birkenhead ..	70	67	64	70	70	64
Ruabon							
Chester	Manchester ..	62	58	53	62	58	58
Wellington ..	Crewe	70	67	64	70	70	64
UP TRAINS							
Birkenhead ..	Grange Lane ..	62	58	53	62	58	53
Grange Lane ..	Rossett	70	67	64	70	70	64
Rossett	Wrexham	53	50	48	53	50	48
Wrexham	Ruabon	66	62	58	66	62	58
Ruabon	Shrewsbury ..	70	67	64	70	70	64
Shrewsbury ..	Wellington ..	70	66	62	70	68	62
Wellington ..	Oxley Sdgs. ..	64	60	58	64	60	58
Manchester ..	Warrington ..	70	65	60	70	65	60
Warrington ..	Chester	70	67	64	70	70	64
Via Walton ..	New Junction ..						
Crewe	Market Drayton...	70	67	64	70	70	64
Market Drayton...	Wellington ..	66	62	57	66	62	57

NOTE.—These are Single Engine Loads for Trains Scheduled at Standard timing, and are applicable also to Special Freight Trains run under similar conditions.

Load for 29XX Class Engines working these trains in no case to exceed 60 wagons Class 3 traffic or equivalent. See Clause 10 of "Instructions for Calculating Loads of Freight Trains."

MAXIMUM LOADS FOR FREIGHT TRAINS. CENTRAL WALES DIVISION UNGROUPED ENGINES :

STATIONS.		Set 1.				Set 2.			
From.	To.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties	Class 1 Traffic.	Class 2 Traffic.	Traffic.	Empties
BARMOUTH JUNCTION A BRANCH.	ND DOLGELLEY								
Barmouth Junction	Dolgelley	30	36	45	60	25	30	38	50
Dolgelley	Barmouth Junction	25	30	38	50	21	25	32	42
Set No. 1.					Set No. 2.				
0-6-0 Type. 898, 900, 908, 910. 4-4-0 Type. 1091, 1110.					2-4-0 Type. 4-4-0 Type. 1118.				

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS.

MAXIMUM ENGINE LOADS.

SECTION.		WORKING LOADS.												MAXIMUM ENGINE LOADS.																							
From.	To.	For Group A Engines.				For Group B Engines.				For Group C Engines.				For Group D Engines.				For Group DX Engines. §				For Group E Engines.				For Group EX Engines. §											
		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.								
DOWN.																																					
Oxley Sidings	Hollinswood ..	22	26	33	44	25	30	38	50	27	32	41	54	36	43	54	72	36	43	54	72	44	53	66	88	44	53	66	88								
Hollinswood ..	Shrewsbury ..	30	36	45	60	34	41	51	68	37	44	56	74	54	64	75	100	55	66	83	112	60	72	90	100	66	79	99	100								
Shrewsbury ..	Leaton	22	26	33	44	25	30	38	50	27	32	41	54	36	43	54	72	36	43	54	72	44	53	66	88	44	53	66	88								
Leaton	Gobowen	32	38	48	60	37	44	56	74	40	48	60	80	54	64	75	100	58	70	88	112	68	84	100	100	74	90	100	100								
Gobowen	Black Park Jct.	39	47	59	60	43	54	68	80	48	58	73	85	64	77	97	100	66	80	100	100	74	90	100	100	86	100	100	100								
Black Park Jct.	Ruabon	20	25	35	40	23	28	35	46	25	30	38	50	33	40	50	66	33	40	50	66	40	48	60	80	40	48	60	80								
Ruabon	United Colliery	36	43	54	60	42	52	63	80	45	54	68	85	60	72	90	100	66	79	99	100	72	86	100	100	79	95	100	100								
United Colliery	Saltney	36	43	54	60	42	52	63	80	45	54	68	85	60	72	90	100	66	79	99	100	72	86	100	100	79	95	100	100								
Saltney	Birkenhead ..	40	48	60	60	46	55	69	80	50	60	75	85	66	79	99	100	72	87	100	100	72	86	100	100	88	100	100	100								
Birkenhead ..	Chester	36	43	54	60	42	52	63	80	45	54	68	85	60	72	90	100	66	79	99	100	72	86	100	100	79	95	100	100								
Chester	Guilford Sutton	22	26	33	44	25	30	38	50	27	32	41	54	36	43	54	72	36	43	54	72	44	53	66	88	44	53	66	88								
Guilford Sutton	Warrington ..	26	31	39	52	30	36	45	60	32	38	48	64	43	52	65	86	52	61	72	84	52	62	78	100	52	62	78	100								
Warrington ..	Manchester ..	21	25	32	42	24	29	36	48	26	31	39	52	35	42	53	70	35	42	53	70	44	53	66	88	44	53	66	88								
UP.																																					
Manchester ..	Warrington ..	30	36	45	60	30	36	45	60	30	36	45	60	40	48	60	80	53	64	80	100	45	54	68	90	64	77	97	100								
Warrington ..	Chester (via Walton N. Jc.)	26	31	39	52	30	36	45	60	32	38	48	64	43	52	65	86	47	56	71	94	52	62	78	100	57	68	86	100								
Warrington ..	Chester (via Walton O. Jc.)	16	19	25	34	18	22	28	39	20	24	31	42	26	31	41	56	26	31	41	56	32	38	50	68	32	38	50	68								
Birkenhead ..	Grange Lane ..	21	25	32	42	24	29	36	48	26	32	39	52	35	42	53	70	35	42	53	70	44	53	66	84	42	50	63	84								
Grange Lane ..	Saltney	42	50	60	60	48	58	73	80	52	62	78	85	60	72	90	100	77	92	100	100	84	100	100	100	92	100	100	100								
Saltney	Rossett	36	43	54	60	42	52	63	80	45	54	68	85	60	72	90	100	66	79	99	100	72	86	100	100	79	95	100	100								
Rossett	Wrexham	18	22	29	36	21	25	32	43	23	27	35	46	30	36	48	60	30	36	48	60	36	43	58	72	36	43	58	72								
Wrexham	Hafod	22	26	35	45	25	32	40	50	27	32	41	54	36	43	58	72	44	53	66	84	52	62	78	100	52	62	78	100								
Hafod	Gobowen	28	34	42	56	32	38	48	60	35	42	53	70	46	55	69	92	51	61	77	100	56	67	84	100	62	74	94	100								
Gobowen	Shrewsbury ..	35	42	53	60	40	48	60	80	44	53	66	85	58	70	88	100	64	77	97	100	70	84	100	100	72	86	100	100								
Shrewsbury ..	Allscott Siding	26	31	39	52	30	36	45	60	32	38	48	64	43	52	65	86	47	56	71	94	52	62	78	100	57	68	86	100								
Allscott Siding	Wellington ..	25	30	38	50	29	35	44	58	31	37	47	62	41	49	62	82	45	54	68	90	50	60	75	100	55	66	83	100								
Wellington ..	Hollinswood ..	26	31	39	52	30	36	45	60	32	38	48	64	43	52	65	86	47	56	71	94	52	62	78	100	57	68	86	100								
Hollinswood ..	Oxley Sidings	22	26	35	44	25	30	38	50	27	32	41	54	36	43	54	72	36	43	54	72	44	53	66	88	44	53	66	88								
Saltney Jct. (Exchange Sg.)	Saltney	36	43	54	60																																
Saltney	Saltney Jct. (Exchange Sg.)	36	43	54	60																																

Note.—No trains on the Birkenhead or Manchester lines should exceed 60 wagons. *These loads can be conveyed via Old Junction with assistance. †—Single loads. ‡—Freight trains travelling via Chester Cutting or through Chester Station or Yard in either direction must not exceed 49 wagons or their equivalent in length. This restriction does not apply to the 8.8 p.m. Manchester (Liverpool Road) to Bristol. Between 11.0 p.m. and 7.0 a.m. trains through Chester Station or Yard, may convey 59 wagons. §—For maximum loads for "C" and "D" Head Lamp trains worked by 29XX, 40XX, 49XX, 49XX, 50XX, etc., engines, see page 209. ¶—Hollinswood to Crewe 60. ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shown, will be the maximum load for train engine plus the maximum load the assistant engine can haul, as shown in above table. Assisted Trains must not exceed the working loads unless authorised, and no train must exceed 100 wagons.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS.

BRANCH.		WORKING LOADS.		MAXIMUM ENGINE LOADS.																							
From.	To.	No. of wagons to be employed, except by Trains specially provided for the Service of the Books or by arrangement.	For Group A Engines.				For Group B Engines.				For Group C Engines.				For Group D Engines.				For Group E Engines.				For Group F Engines.				
			Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	
SEVERN JUNCTION	Ketley Junction	30	10	12	15	20	11	13	17	22	12	14	18	24	16	19	24	32									
	Horsehay	30	25	30	35	40	29	35	44	58	29	35	44	58	35	42	53	70									
	Lightmoor Jct.	40	35	42	53	60	40	48	60	80	40	48	60	80	45	54	68	90									
	Buildwas	45	10	12	15	20	11	13	17	22	11	13	17	22													
	Presthope	45	35	42	53	60	40	48	60	80	40	48	60	80													
Marsh Farm J.	Marsh Farm J.	45	22	26	33	44	25	30	38	50	25	30	38	50													
	Presthope	45	30	36	45	60	32	40	50	66	32	40	50	66													
	Buildwas	30	12	14	18	24	14	17	21	28	15	18	23	30	20	24	30	40									
	Lightmoor Jct.	30†	10	12	15	20	11	13	17	22	12	14	18	24	16	19	24	32									
	Ketley	60	30	36	45	60	33	40	50	66	33	40	50	66	40	48	60	80									
WREXHAM, BR	Wrexham	A.	10	12	15	22	11	13	17	22	12	14	18	24	16	19	24	32									
	Brynbo	22	10	12	15	22																					
	Minera	30	30	36	45	60																					
	Brynbo	60	35	42	53	60	35	42	53	70	35	42	53	70	45	54	68	90									
	Minera.	10	8	10	10	10																					
CREWE.	Wellington	60	39	35	44	58	33	40	50	66	36	43	54	72	48	58	73	96									
	Market Drayton	60	31	37	47	60	30	36	45	60	39	47	59	78	51	61	76	100									
	Crewe	55	26	31	40	52	26	31	40	52	32	38	48	64	38	46	57	76									
	Market Drayton	57	23	28	40	46	26	31	40	52	32	38	48	64	38	46	57	76									
	Wellington																										
OSWESTRY.	Oswestry	60	24	29	36	48	23	34	42	56	30	36	45	60	40	48	60	80									
	Gobowen	60	30	36	45	60	34	41	51	68	37	44	56	74	50	60	75	100									
WELSHPOOL.	Shrewsbury																										
	Welshpool		22	26	33	44	25	30	38	50	27	32	41	54	36	43	54	72									
	Westbury		18	22	27	36	21	25	32	42	22	26	33	44	30	36	45	60									
	Shrewsbury		25	30	38	50	29	35	44	58	31	37	47	62	41	49	62	82									
MADELEY.	Lightmoor Jct.	30B	20	24	30	40	23	28	35	46	25	30	38	50	33	40	50	66									
	Lightmoor Jct.	30B	22	26	33	44	25	30	38	50	27	32	41	54	36	43	54	72									
	Lightmoor Jct.	30	20	24	30	40	23	28	35	46	25	30	38	50	33	40	50	66									
	Lightmoor Jct.	30	22	26	33	44	25	30	38	50	27	32	41	54	36	43	54	72									
Stopping at Kemberton Colliery.			*—Group "D" engines are authorised to convey 36 Class 1 wagons from Oxley Sdgs. to Buildwas throughout.																								
			†—Load for through trains, Buildwas to Oxley Sdgs. 8-Incl. 44X Type which only convey a Group B load. ASSISTED TRAINS (see p. 203).																								
Stopping at Kemberton Colliery.			‡—Working load Horsehay to Ketley 24 wagons.																								
			§—Trains running from Oxley Sdings to Buildwas and vice versa may be loaded to the maximum capacity of the engine, but must not exceed 60 wagons in length.																								
Stopping at Kemberton Colliery.			§—Trains running from Oxley Sdgs. to Buildwas throughout.																								
			§—Trains running from Oxley Sdgs. to Buildwas throughout.																								

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS.

SECTION.		MAXIMUM ENGINE LOADS.												WORKING LOADS.				
From.	To.	For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.			For Group E Engines.				
		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emples.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emples.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emples.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emples.	
RUABON TO BARMOUTH JUNCT.																		
DOWN.																		
Ruabon	Llangollen Gds. Junction	15	18	23	30	17	20	26	34	19	23	29	38	25	30	36	45	60
Llangollen Goods Junction	Glyndyfrdwy	17	20	26	34	19	23	29	38	21	25	32	42	28	34	41	51	68
Glyndyfrdwy	Bala Junction	30	36	45	60	34	41	51	68	37	44	56	74	50	60	72	90	100
Bala Junction	Llanuwchllyn	18	22	27	36	21	25	32	42	22	26	33	44	36	43	54	66	82
Llanuwchllyn	Dolgellay	14	17	21	28	16	19	24	32	17	20	26	34	23	28	34	42	56
Dolgellay	Barmouth	29	35	44	58	33	40	50	66	36	43	54	72	48	58	70	88	100
UP.																		
Barmouth Jct.	Dolgellay	43	52	60	80	49	59	74	100	53	64	80	100	70	84	100	100	100
Dolgellay	Bala Junction	12	14	18	24	14	17	21	28	15	18	23	30	24	29	36	48	60
Dolgellay	Bala Junction*	11	13	17	22	12	14	18	24	14	17	21	28	16	19	24	30	40
Bala Junction	Corwen	40	48	60	80	46	55	69	96	50	60	75	100	66	79	99	100	100
Bala Junction	Corwen	30	36	45	60	34	41	51	68	37	44	56	74	50	60	72	90	100
Corwen	Llangollen	30	36	45	60	34	41	51	68	37	44	56	74	50	60	72	90	100
Llangollen	Acrefair	17	20	26	34	19	23	29	38	21	25	32	42	28	34	41	51	68
Acrefair	Ruabon	30	36	45	60	34	41	51	68	37	44	56	74	50	60	72	90	100
HOOTON TO HELSBY.																		
HOOTON TO HELSBY.																		
Hooton	Helsby	34	41	51	60	39	47	59	78	42	50	63	84	56	67	82	100	108
Hooton	Helsby*	30	36	45	60	34	41	51	68	37	44	56	74	50	60	72	90	100
Helsby	Hooton	34	41	51	60	39	47	59	78	42	50	63	84	56	67	82	100	108
Helsby*	Hooton	30	36	45	60	34	41	51	68	37	44	56	74	50	60	72	90	100
BALA AND B. LAENAU FES. TINIOW																		
BALA AND B. LAENAU FES. TINIOW																		
Bala Junction	Bala	45	54	60	80	52	62	78	100	56	67	84	100	75	90	100	100	100
Bala	Frongoch	14	17	21	28	19	24	32	42	20	26	34	46	23	28	35	46	60
Frongoch	Bl. Festiniog	12	14	18	24	14	17	21	28	15	18	23	30	20	24	30	40	50
Bl. Festiniog	Arenig	13	16	20	26	15	18	23	30	16	19	24	32	21	25	32	42	50
Arenig	Bala	30	36	45	60	34	41	51	68	37	44	56	74	45	54	68	90	100
Bala	Bala Junction	40	48	60	80	46	55	69	96	50	60	75	100	66	79	99	100	100
Bala	Bala Junction*	30	36	45	60	34	41	51	68	37	44	56	74	50	60	72	90	100

*—Maximum for Engines running Tender first.

Engines in a higher category than the Yellow Group must not work beyond Trawsfynydd.

Engines of the 2-6-0 26XX, 43XX and 2-6-2 Tank 51XX and other engines in the same classes only, are authorised to work Troop Trains between Bala Junction and Trawsfynydd subject to the restrictions shown herein.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS— continued.

BRANCH.		WORKING LOADS. Maximum No. of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement.	MAXIMUM ENGINE LOADS.								
From.	To.		For Group A Engines.								
			Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	
MINSTERLEY.											
Shrewsbury	Minsterley	44	22	26	33	44	Ungrouped Engines. 852, 987, 19XX, and 20XX types.				
Minsterley	Shrewsbury	44	22	26	33	44					
RHOS AND TREVOR.											
Wrexham	Rhos	26	12	14	18	26	—	—	—	—	
Rhos	Trevor	26	12	14	18	26	11	13	17	23	
Trevor	Rhos	17	7	8	11	17	6	7	9	13	
Freakeys Siding	Rhos	—	12	14	18	26	11	13	17	23	
Rhos	Wrexham	50	25	30	38	50	—	—	—	—	
PLASMADOC.											
Ruabon	Delph Works	—	—	—	—	—	5	6	8	10	
Delph Works	Ruabon	—	—	—	—	—	15	18	23	30	
WREXHAM MINERAL.											
Brymbo Middle Crossing	Vron Colliery	26	9	11	14	22					
Vron Colliery	Brymbo Middle Crossing	26	26	31	39	52					
Moss	Brynmally	8	—	—	—	8					
Brynmally	Moss	15	15	—	—	—					
Croes Newydd	Moss	35	14	17	21	32					
Moss	Croes Newydd	60	35	42	53	60					
Wheatsheaf Jct.	Gwersyllt Colliery ..	12	—	—	—	12	{ 2129 Class s.				
Gwersyllt Colliery ..	Wheatsheaf Junction ..	10	10	—	—	—					
PONKEY.											
Gardden Lodge Jct.	Ruabon Brick Wks.	40	30	30	45	60					
Ruabon Brick Wks.	Aberderfyn	25	10	12	15	25					
Aberderfyn	Ruabon Brick Wks.	40	20	24	30	40					
Ruabon Brick Wks.	Gardden Lodge Jct.	40	30	36	45	60					

LOAD FOR GROUP "A" ENGINES 0-6-0T SPECIALLY ADAPTED.

Ruabon to Delph Works	6	7	9	12
Delph Works to Ruabon	16	19	24	32

ASSISTED TRAINS.—See page 203.

FREIGHT TRAINS: MAXIMUM LOADS FOR 2-8-0 (47XX) ENGINES BETWEEN SALTNEY & WOLVERHAMPTON.

SECTION.		For 47XX Engines.			
From.	To.	Class of Traffic.			Empties.
		1	2	3	
Saltney	Rossett	66	79	99	100
Rossett	Wrexham	35	42	53	70
Wrexham	Ruabon	44	53	66	88
Ruabon	Gobowen	51	61	77	100
Gobowen	Shrewsbury	64	77	97	100
Shrewsbury	Wellington	48	56	70	92
Wellington	Hollinswood	47	56	71	94
Hollinswood	Oxley	42	50	64	84

FREIGHT TRAINS CALLING AT CHESTER FOR R.C.H. PURPOSES.

The records of exchange traffic Saltney to Warrington and Warrington to Saltney will be obtained at Walton Old Junction and Warrington South End.

Special trains from Saltney to the Liverpool area (via Halton Junction), also for points beyond Warrington, will be recorded at Chester.

Special trains starting from Saltney and terminating at Warrington (Walton Old Junction), and special trains starting from Warrington for Saltney, will be recorded at Warrington (Walton Old Junction) and Warrington South End respectively.

Ordinary and special trains from Saltney to Patricroft, Weaste and Manchester (Liverpool Road), and vice versa, will be recorded at Chester, also traffic from Warrington picked up on Manchester and Patricroft to Saltney trains.

Records are not taken at Patricroft or Eccles Junction for R.C.H. purposes, the particulars being taken at Chester. Guards working trains to and from Chester are required to assist the Chester Recorders by indicating the Patricroft exchange wagons on their trains.

NO TRAINS TO AND FROM BIRKENHEAD OR TO AND FROM ELLESMERE PORT AND WEST CHESHIRE JUNCTION ARE REQUIRED TO STOP AT CHESTER FOR R.C.H. PURPOSES.

EXCHANGE OF TRAFFIC WITH L.M.R. AT WREXHAM.

The Transfer Siding at Wrexham is cleared by the W.R. as follows:

At 5.30 a.m. (bv 5.10 a.m. trip ex Croes Newydd), 11.0 a.m., 2.0 p.m., 6.0 p.m., and 9.45 p.m.

Wrexham North End Shunter to make application to Croes Newydd for any necessary clearance between 10.0 p.m. and 5.30 a.m.

The L.M.R. clear the Transfer Siding at 5.30 a.m., 6.0 a.m., **RR** 7.20 a.m., **RR** 10.30 a.m., 11.0 a.m., 3.0 p.m., and 11.25 p.m. 7.0 a.m. **MO** 9.0 a.m. **MX** and 6.30 p.m. **RR** for Central Station and Through.

WAGONS FROM BERSHAM COLLIERY.

Guards picking up these Wagons must send full particulars of each Wagon to Goods Agent, Wrexham.

MEAT TRAINS BETWEEN BIRKENHEAD AND LONDON.

It is most desirable that these trains should be given every facility.
Signalmen must telephone each Meat Train forward from Box to Box.

BANKING AND SHUNTING ENGINES.

Station.	Engine No.	Starting Time.	Authorized hours from starting time.							Total hours per Week.	Particulars of Work and Remarks.
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Shifnal	1	9.0 a.m.	H. M. 2 30	H. M. 2 30	H. M. 2 30	H. M. 2 30	H. M. 2 30	H. M. 2 30	H. M. 15 0	0	Engine of 7.10 a.m. ex Wellington.
Hollinswood...	1	6.0 a.m. (Mon.)	18 0	21 30	21 30	21 30	21 30	21 30	3 30	129 0	To Wellington to shunt at 3.30 a.m., Tuesday to Sunday, and to Wellington 1.45 p.m. and 9.45 p.m. for relief.
Wellington ...	1	6.0 a.m. MX	—	16 0	16 0	16 0	16 0	16 0	—	80 0	Yard shunting. Finish 12.0 midnight Sats.
	2	2.0 a.m. MO	20 0	—	—	—	—	—	—	20 0	Shunt engine ex Hollinswood for Yard shunting.
	4	4.0 a.m. MX	—	1 45	1 45	1 45	1 45	1 45	—	8 45	Engine off 8.50 p.m. Crewe Pass. for Yard shunting.
	3	10.15 p.m.	1 15	1 15	1 15	1 15	1 15	1 15	—	7 30	Coach shunting as required.
	4	8.25 a.m.	1 45	1 45	1 45	1 45	1 45	1 45	—	10 30	Coach shunting then work 1.30 p.m. to Wolverhampton.
	5	11.0 a.m.	1 0	1 0	1 0	1 0	1 0	1 0	—	6 0	Coach shunting, then work 4.30 p.m. to Much Wenlock.
	6	12.0 noon	1 15	1 15	1 15	1 15	1 15	1 15	—	7 30	Engine of 7.5 p.m. ex Much Wenlock. Coach shunting and tailing trains as required.
	7	2.15 p.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	
	8	8.0 p.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	
									Total	164 15	
Shrewsbury .. (Station)	1	6.30 a.m.	17 30	19 30	19 30	19 30	19 30	19 30	2 0	117 0	To shed, or bank 2.20 a.m. Hereford if required, after shunting (W.R.)
	2	9.45 p.m.	2 15	3 45	3 45	3 45	3 45	1 30	—	18 45	Shunting, then work 2.20 a.m. Cardiff (W.R.).
	3	11.5 a.m.	2 55	2 55	2 55	2 55	2 55	2 55	—	17 30	Shunting, then work 3.5 p.m. Hereford (W.R.).
	4	11.0 p.m.	1 0	7 0	7 0	7 0	7 0	1 0	—	30 0	Shunting, then work 6.35 a.m. Birmingham, Tuesday to Saturday (W.R.).

Banking and Shunting Engines—continued.

Station.	Engine No.	Starting Time.	AUTHORISED HOURS.								Total hours per Week.	Particulars of Work and Remarks.
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.			
Shrewsbury (Station)—cont.	5	4.45 a.m.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	11 15	Shunting, then work 7.25 a.m. to Paddington (W.R.).
	6	9.43 p.m.	1 17	1 17	1 17	1 17	1 17	2 17	6 0	14 42	Shunting (W.R.).	
	7	9.45 p.m.	6 0	—	—	—	—	—	2 15	8 15	Shunting, then work 6.35 a.m. to Birmingham, Monday (W.R.).	
	8	6.20 a.m.	16 30	16 30	16 30	16 30	16 30	16 30	—	99 0	Shunting (L.M.R.).	
	9	10. 0 a.m.	1 0	1 0	1 0	1 0	1 0	2 35	—	7 35	Monday to Friday, shunting, then work 11.25 a.m. Shrewsbury to Gobowen, Saturday. Shunting, then work 1.23 p.m. to Ministerley (L.M.R.).	
	10	1.30 a.m.	4 45	4 45	4 45	4 45	4 45	4 45	—	28 30	Shunting, then work 7.20 a.m. to Ministerley (L.M.R.).	
	11	3.15 a.m.	—	1 15	1 15	1 15	1 15	1 15	—	6 15	Shunting (L.M.R.).	
	12	1.50 p.m.	—	—	—	—	—	—	1 35	1 35	Shunting (L.M.R.).	
	13	12 noon	—	—	—	—	—	—	9 5	9 5	Shunting, then work 9.10 p.m. to Crewe (L.M.R.).	
	14	8.32 a.m.	1 58	1 58	1 58	1 58	1 58	1 58	—	11 48	Shunting, then work 12.20 p.m. to Stafford (L.M.R.).	
	15	8.50 a.m.	0 20	0 20	0 20	0 20	0 20	0 20	—	2 0	Shunting. Work 10.10 a.m. to Hereford MO. To Shed MX.	
	16	1.25 p.m.	0 20	0 20	0 20	0 20	0 20	0 20	—	2 0	Shunting. Work 3.5 p.m. to Hereford SX. To Shed SO.	
										Total	385 15	
	Shrewsbury (Coton Hill)	1	1. 0 a.m. (Mon.)	23 0	24 0	24 0	24 0	24 0	24 0	14 0	157 0	To deal with trains and coaching stock at North End of Yard and dispose of traffic handed over by Nos. 2 and 4 Engines.
		2	6. 0 a.m. (Mon.)	18 0	24 0	24 0	24 0	24 0	22 0	—	136 0	To attend to the Goods Warehouse Cattle Pens and place traffic in position for traders, to shunt mileage sidings in afternoon, and put traffic in position ready for following morning. To take all Down Line traffic for connecting trains and hand all L.M.R. and Up Line traffic over to No. 1 Engine, North End, to be formed in the respective trains.
		3	8. 0 a.m. (Mon.)	16 0	24 0	24 0	24 0	24 0	24 0	5 30	141 30	Take all down hill traffic from third line to Down Sidings. Release engines of down terminating trains. Keep all traffic marshalled in proper sidings. Hand all Up Side traffic to No. 1 engine. Form 6.20 p.m., 4.0 a.m. MX and 8.0 a.m. SX starting trains. Assist at South End as required.
4		9. 0 p.m. Daily SX	3 0	10 0	10 0	10 0	10 0	7 0	—	50 0	Marshal Up Line traffic ready for trains to attach. Put all Shrewsbury urgent traffic on the Bank. Work 7.0 a.m. trip to Abbey Foregate.	
		10.0 p.m. (Sat.)	—	—	—	—	—	2 0	3 45	5 45	Release train engines of up terminating trains. Work 3.45 a.m. trip to Coleham Sundays.	
										Total	490 15	
Ruabon	1	1.30 a.m. MO 2.0 a.m. MX	4 30	4 0	4 0	4 0	4 0	4 0	—	24 30	Yard shunting. Engine of 1.0 a.m. MO and 1.30 a.m. MX Freight Croes Newydd to Ruabon.	
	2	8.45 a.m.	2 15	2 15	2 15	2 15	2 15	2 15	—	13 30	Yard shunting.	
	3	2. 0 p.m.	10 0	11 0	11 0	11 0	11 0	11 0	1 0	66 0	Yard shunting.	
	4	6.15 a.m.	1 25	1 25	1 25	1 25	1 25	1 25	—	8 30	Banking 6.20 a.m. Ruabon and shunting and forming own train 7.50 a.m. Ruabon to Barnmouth Junction.	
	5	8.15 a.m.	0 30	0 30	0 30	0 30	0 30	0 30	—	3 0	Engine of 6.0 a.m. Saltney to Ruabon Yard shunting and forming 9.15 a.m. Ruabon to Gobowen.	
	6	8. 0 p.m.	1 0	1 0	1 0	1 0	1 0	1 0	—	6 0	11.6 a.m. Barnmouth Jct. engine. Yard Shunting.	
									Total	121 30		
Dolgelley.....	1	10.0 a.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	Shunting. On Sale Days engine required out until 4.0 p.m.	
Croes Newydd	1	2.0 a.m.	0 45	—	—	—	—	—	—	0 45	Forming 3.10 a.m. South Fork to Oxley	
	2	5. 0 a.m.	1 0	1 0	1 0	1 0	1 0	1 0	—	6 0	Forming 6.0 a.m. SX South Fork to Gobowen.	
	3	6.30 a.m.	2 45	2 45	2 45	2 45	2 45	2 45	—	16 30	Disposing of 4.2 a.m. MO W.C. Jct. and 4.10 a.m. MX ex Ellesmere Port and forming 11.10 a.m. SX. South Fork to Rhos and own train 9.30 a.m. SX South Fork to Hafod. Shunting New Yard and Council Siding.	

BANKING AND SHUNTING ENGINES—continued.

Station.	Engine No.	Starting Time.	Authorised Hours from Starting Time.							Total Hours per Week.	Particulars of work and Remarks.
			Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.		
Croes Newydd—continued.	4	5.0 p.m.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	Shunting Watery Road Yard. Shunting inwards and outwards trains, Croes Newydd.
	5	4.0 p.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	—	
			7 0	7 0	7 0	7 0	7 0	—	—	35 0	
	6	4.0 p.m. 11.45 p.m.	—	—	—	—	—	6 0	—	6 0	
			0 15	1 15	1 15	1 15	1 15	1 0	—	6 15	Shunting at South Fork and forming 3.10 a.m. South Fork to Oxley.
									Total	82 30	
Wrexham	1	6.0 a.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	No. 1. Shunt Warehouse and Mileage Siding and berth wagons in Goods Shed. No. 2. Engine of 7.17 a.m. ex Bala Warehouse and Mileage Sidings. No. 3. Shunts Warehouse, Mileage and Exchange Sidings. No. 4. Shunts Top Yard and Exchange Siding 4.0 p.m. Warehouse and Mileage Siding 4.45 p.m. to 7.30 p.m. SX. Marshal traffic for 6.40 p.m. Saltney and 1.3 a.m. MX ex Chester, etc. Get traffic ready to pick up by 5.5 p.m. SX ex Gobowen and 9.15 p.m. ex Croes Newydd. Coach shunting. Coach shunting. Coach shunting. Coach shunting. Coach shunting. Coach shunting. Coach shunting. Coach shunting. Coach shunting. Coach shunting. Shunting coaching vehicles on Horse Sale Days once each month. Special engines off shed.
	2	9.15 a.m.	1 45	1 45	1 45	1 45	1 45	1 45	—	10 30	
	3	11.50 a.m.	1 25	1 25	1 25	1 25	1 25	1 25	—	8 30	
	4	4.0 p.m.	4 0	4 0	4 0	4 0	4 0	2 0	—	22 0	
	5	7.45 a.m.	1 30	1 30	1 30	1 30	1 30	1 30	—	9 0	
	6	10.15 a.m.	1 30	1 30	1 30	1 30	1 30	1 30	—	9 0	
	7	2.15 p.m.	1 30	1 30	1 30	1 30	1 30	1 30	—	9 0	
	8	3.45 p.m.	1 0	1 0	1 0	1 0	1 0	1 0	—	6 0	
	9	5.15 p.m.	0 30	0 30	0 30	0 30	0 30	0 30	—	3 0	
	10	6.15 p.m.	0 30	0 30	0 30	0 30	0 30	0 30	—	3 0	
	11	7.30 p.m.	0 30	0 30	0 30	0 30	0 30	0 30	—	3 0	
	12	10.45 p.m.	0 30	0 30	0 30	0 30	0 30	0 30	—	3 0	
	13	8.30 a.m.	—	—	—	4 0	4 0	—	—	2 0	
	14	2.0 p.m.	—	—	—	5 30	5 30	—	—	2 45	
	15	3.45 p.m.	—	—	—	4 0	4 0	—	—	2 0	
									Total	104 45	
Saltney	1	6.0 a.m. (Mon.)	18 0	24 0	24 0	24 0	24 0	24 0	14 0	152 0	Shunt Up Sidings. Shunts Down Sidings. Works over Dee Branch. Shunts Lower Yard. Rustproof Works. Wagon Shops and Shed road. Disposes of own traffic in Up and Down Sidings.
	2	6.0 a.m. (Mon.)	18 0	24 0	24 0	24 0	24 0	24 0	14 0	152 0	
	3	7. a.m.	14 30	14 30	14 30	14 30	14 30	11 0	—	83 30	
									Total	387 30	
Crewe	1	6.0 a.m. (Sun.)	16 0	22 0	22 0	22 0	22 0	22 0	6 0	132 0	Yard shunting. Gresty Lane. To Shed for attention 10.0 a.m. to 12.0 noon, daily. Train engine 7.30 a.m. Wellington. Gresty Green. (Also shunts the Cold Storage Depot Sidings.)
	2	10.0 a.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	
	3	6.0 a.m. (Mons. to Sun.)	16 0	16 0	16 0	16 0	16 0	16 0	—	96 0	
			—	—	—	—	—	—	8 0	8 0	
									Total	258 0	