

Down Trains.

CHESTER TO BIRKENHEAD.

Week Days.

Headamps.....	J	G	J	F	J	C	C	G	J	C	E	H	2	F	F	F	C	2	2
STATIONS.	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal	Joint New-Engine Coal
M. C.	10.20	11.20	1.30	2.2	3.30	4.40	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.30	2.2	3.30	4.40	5.50
CHESTER (Station)	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.
Brook Lane	12.45	1.10	2.20	3.30	4.40	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.30	2.2	3.30	4.40	5.50	6.50
Upton-by-Chester H.	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.
Mollington	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.
Capehurst	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.
Ledsam Junction	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.
Ledsam	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.
Helsby	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.
West Kirby	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.
Hooton South Jct.	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass
Hooton	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.
Hooton North Jct.	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass
Bromborough	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.
Spital	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.
Port Sunlight	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.
Bebington & New Ferry	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.
Rock Ferry	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.
Mersey Junction	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass	pass
Green Lane Junction	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.
Blackpool Street	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.
Brook Street	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.
BIRKENHEAD (Town)	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.
BIRKENHEAD (W'side) arr.	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.

C—Arrive Green Lane Junction 5.36 a.m.

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

¶—P.B. 6.49 a.m.

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

Head Lamps	2	F	2	2	E	2	2	1	2	2	2	2	4	2	1	7	2	2	2
STATIONS.	Joint Pass. 3.30 a.m. Os. westy Frt	Joint Pass. 6.5 a.m. Ditton Jct.	Joint Pass. 1.35 a.m. Oxley Frt	Joint Pass. 6.57 a.m.	Joint Pass. 7.11 a.m.	Joint Pass. 7.15 a.m.	Joint Pass. 7.17 a.m.	Joint Pass. 7.21 a.m.	Joint Pass. 7.26 a.m.	Joint Pass. 7.30 a.m.	Joint Pass. 7.34 a.m.	Joint Pass. 7.38 a.m.	Joint Pass. 7.42 a.m.	Joint Pass. 7.46 a.m.	Joint Pass. 7.50 a.m.	Joint Pass. 7.54 a.m.	Joint Pass. 7.58 a.m.	Joint Pass. 8.02 a.m.	Joint Pass. 8.06 a.m.
CHESTER (Station) .. { art. dep. ..	6.28	6.57	7.11	7.15	7.17	7.21	7.26	7.30	7.34	7.38	7.42	7.46	7.50	7.54	7.58	8.02	8.06	8.10	8.14
Brook Lane .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Upton-by-Chester H. .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Mollington .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Capenhurst .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Ledsham Junction .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Ledsham .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Helsby .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
West Kirby .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Hooton South Jct. .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Hooton .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Hooton North Jct. .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Bromborough .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Port Sunlight .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Bebington & New F'ry .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Rock Ferry .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Mersey Junction .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Green Lane Junction .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Blackpool Street .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
Brook Street .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
BIRKENHEAD (Town) .. { art. dep. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27
BIRKENHEAD (W'side) art. ..	6.50	7.19	7.23	7.27	7.31	7.35	7.39	7.43	7.47	7.51	7.55	7.59	8.03	8.07	8.11	8.15	8.19	8.23	8.27

A—1 minute recovery time, Chester to Ledsham Junction. B—5.50 a.m. ex Rhyl, P.B. Chester arrive 7.13 a.m. C—P.B. Hooton arrive 9.6 a.m. D—P.B. Rock Ferry arrive 8.41 a.m.
 E—P.B. Hooton depart 9.5 a.m. F—P.B. Rock Ferry arrive 9.27 a.m. G—P.B. 9.1 a.m. J—P.B. Helsby depart 7.42 a.m., Hooton arrive 8.10 a.m.
 K—Not advertised between Chester and Birkenhead. L—7.8 a.m. ex Llandudno. †—Grange Lane. §—1 minutes allowed at stations where arrival times are not shown.

Down Trains.

CHESTER TO BIRKENHEAD

Week Days.

[illegible]

A—Advertised Chester arrive 10.56 a.m.

X—Advertised between Ince and Elton and Hooton only.

¶—Arrive Bromborough
Ledsam Junction to Hooton.

—Active Bromboroug

100

B—Chester Middle Yard depart 10.15 a.m.
G—P B 10.20 a.m.

G—P.B. 10.20 a.m.

only. 12 17 Spital 19 55 Robin

rough 12.17, Spital, 12.55, Bebingto

C—Grange Lane.

R-12.20 a.m.

n., dep. 12.10 p.m.,

P. Hooton 12.20 p.

P: 1200111 12.20 p.

1

D-L.M.S. Light Engine. SX (On Sats. leaves Port

D—L.M.S. Light Engine, SX (On Sats. leaves Port
V—Helsby C.T.C.

V—Helsby C.I.C.
2.35, arr. W. Ches. Jct. 12.50 p.m., and travels slow line

2.35, arr. W. Ches. Jct. 12.50 p.m., and travels slow line thorough 12.25, dep. 12.50 p.m. †—Grange Lane

borough 12.25, dep. 12.50 p.m.

1

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

Head Lamps	2	2	F	4	2	2	F	1	2	G	7	1	2	2	2	2	2	2	2	2	2	2	2	2
STATIONS.	Joint Pass. SO	Joint Pass. SX	Joint Pass. Thro. Freight SO	Joint Workmen's SX	Joint Workmen's SX	Joint Thro. Freight SX	Joint Pass. R	Joint Pass. SX	Joint Pass. SX	Joint Pass. SX	Joint Ex-press SX	Joint Ex-press SX	Joint Pass. SX	Joint Pass. SX	Joint Pass. SX	Joint Pass. SX	Joint Pass. SX	Joint Pass. SX	Joint Pass. SX	Joint Pass. SX	Joint Pass. SX	Joint Ex-press. C	Joint Pass. C	Joint Pass. SO
CHESTER (Station) { arr. dep. } { arr. dep. }	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.	p.m.
Brook Lane { arr. dep. }	4.50 p.m. West Ches. Jct. Joint Thro. Freight SO	5.10 p.m.	5.20 p.m.	5.30 p.m.	5.40 p.m.	5.50 p.m.	6.00 p.m.	6.10 p.m.	6.20 p.m.	6.30 p.m.	6.40 p.m.	6.50 p.m.	7.00 p.m.	7.10 p.m.	7.20 p.m.	7.30 p.m.	7.40 p.m.	7.50 p.m.	8.00 p.m.	8.10 p.m.	8.20 p.m.	8.30 p.m.	8.40 p.m.	8.50 p.m.
Upton-by-Chester H. { arr. dep. }	5.10 p.m.	5.14 p.m.	5.18 p.m.	5.22 p.m.	5.26 p.m.	5.30 p.m.	5.34 p.m.	5.38 p.m.	5.42 p.m.	5.46 p.m.	5.50 p.m.	5.54 p.m.	5.58 p.m.	6.02 p.m.	6.06 p.m.	6.10 p.m.	6.14 p.m.	6.18 p.m.	6.22 p.m.	6.26 p.m.	6.30 p.m.	6.34 p.m.	6.38 p.m.	6.42 p.m.
Mollington { arr. dep. }	5.14 p.m.	5.18 p.m.	5.22 p.m.	5.26 p.m.	5.30 p.m.	5.34 p.m.	5.38 p.m.	5.42 p.m.	5.46 p.m.	5.50 p.m.	5.54 p.m.	5.58 p.m.	6.02 p.m.	6.06 p.m.	6.10 p.m.	6.14 p.m.	6.18 p.m.	6.22 p.m.	6.26 p.m.	6.30 p.m.	6.34 p.m.	6.38 p.m.	6.42 p.m.	6.46 p.m.
Capenhurst { arr. dep. }	5.18 p.m.	5.22 p.m.	5.26 p.m.	5.30 p.m.	5.34 p.m.	5.38 p.m.	5.42 p.m.	5.46 p.m.	5.50 p.m.	5.54 p.m.	5.58 p.m.	6.02 p.m.	6.06 p.m.	6.10 p.m.	6.14 p.m.	6.18 p.m.	6.22 p.m.	6.26 p.m.	6.30 p.m.	6.34 p.m.	6.38 p.m.	6.42 p.m.	6.46 p.m.	6.50 p.m.
Ledsham Junction { arr. dep. }	5.22 p.m.	5.26 p.m.	5.30 p.m.	5.34 p.m.	5.38 p.m.	5.42 p.m.	5.46 p.m.	5.50 p.m.	5.54 p.m.	5.58 p.m.	6.02 p.m.	6.06 p.m.	6.10 p.m.	6.14 p.m.	6.18 p.m.	6.22 p.m.	6.26 p.m.	6.30 p.m.	6.34 p.m.	6.38 p.m.	6.42 p.m.	6.46 p.m.	6.50 p.m.	6.54 p.m.
Ledsham { arr. dep. }	5.26 p.m.	5.30 p.m.	5.34 p.m.	5.38 p.m.	5.42 p.m.	5.46 p.m.	5.50 p.m.	5.54 p.m.	5.58 p.m.	6.02 p.m.	6.06 p.m.	6.10 p.m.	6.14 p.m.	6.18 p.m.	6.22 p.m.	6.26 p.m.	6.30 p.m.	6.34 p.m.	6.38 p.m.	6.42 p.m.	6.46 p.m.	6.50 p.m.	6.54 p.m.	6.58 p.m.
Helsby { dep. }	4.40 p.m.	4.50 p.m.	5.00 p.m.	5.10 p.m.	5.20 p.m.	5.30 p.m.	5.40 p.m.	5.50 p.m.	6.00 p.m.	6.10 p.m.	6.20 p.m.	6.30 p.m.	6.40 p.m.	6.50 p.m.	7.00 p.m.	7.10 p.m.	7.20 p.m.	7.30 p.m.	7.40 p.m.	7.50 p.m.	8.00 p.m.	8.10 p.m.	8.20 p.m.	8.30 p.m.
West Kirby { pass arr. dep. }	—	—	5.15 p.m.	5.25 p.m.	5.35 p.m.	5.45 p.m.	5.55 p.m.	6.05 p.m.	6.15 p.m.	6.25 p.m.	6.35 p.m.	6.45 p.m.	6.55 p.m.	7.05 p.m.	7.15 p.m.	7.25 p.m.	7.35 p.m.	7.45 p.m.	7.55 p.m.	8.05 p.m.	8.15 p.m.	8.25 p.m.	8.35 p.m.	8.45 p.m.
Hooton South Jct. { pass arr. dep. }	—	—	5.20 p.m.	5.30 p.m.	5.40 p.m.	5.50 p.m.	6.00 p.m.	6.10 p.m.	6.20 p.m.	6.30 p.m.	6.40 p.m.	6.50 p.m.	7.00 p.m.	7.10 p.m.	7.20 p.m.	7.30 p.m.	7.40 p.m.	7.50 p.m.	8.00 p.m.	8.10 p.m.	8.20 p.m.	8.30 p.m.	8.40 p.m.	8.50 p.m.
Hooton North Jct. { pass arr. dep. }	—	—	5.25 p.m.	5.35 p.m.	5.45 p.m.	5.55 p.m.	6.05 p.m.	6.15 p.m.	6.25 p.m.	6.35 p.m.	6.45 p.m.	6.55 p.m.	7.05 p.m.	7.15 p.m.	7.25 p.m.	7.35 p.m.	7.45 p.m.	7.55 p.m.	8.05 p.m.	8.15 p.m.	8.25 p.m.	8.35 p.m.	8.45 p.m.	8.55 p.m.
Bromborough { arr. dep. }	—	—	5.30 p.m.	5.40 p.m.	5.50 p.m.	6.00 p.m.	6.10 p.m.	6.20 p.m.	6.30 p.m.	6.40 p.m.	6.50 p.m.	7.00 p.m.	7.10 p.m.	7.20 p.m.	7.30 p.m.	7.40 p.m.	7.50 p.m.	8.00 p.m.	8.10 p.m.	8.20 p.m.	8.30 p.m.	8.40 p.m.	8.50 p.m.	9.00 p.m.
Spital { arr. dep. }	—	—	5.35 p.m.	5.45 p.m.	5.55 p.m.	6.05 p.m.	6.15 p.m.	6.25 p.m.	6.35 p.m.	6.45 p.m.	6.55 p.m.	7.05 p.m.	7.15 p.m.	7.25 p.m.	7.35 p.m.	7.45 p.m.	7.55 p.m.	8.05 p.m.	8.15 p.m.	8.25 p.m.	8.35 p.m.	8.45 p.m.	8.55 p.m.	9.05 p.m.
Port Sunlight { arr. dep. }	—	—	5.40 p.m.	5.50 p.m.	6.00 p.m.	6.10 p.m.	6.20 p.m.	6.30 p.m.	6.40 p.m.	6.50 p.m.	7.00 p.m.	7.10 p.m.	7.20 p.m.	7.30 p.m.	7.40 p.m.	7.50 p.m.	8.00 p.m.	8.10 p.m.	8.20 p.m.	8.30 p.m.	8.40 p.m.	8.50 p.m.	9.00 p.m.	9.10 p.m.
Bebington & New Ferry { arr. dep. }	—	—	5.45 p.m.	5.55 p.m.	6.05 p.m.	6.15 p.m.	6.25 p.m.	6.35 p.m.	6.45 p.m.	6.55 p.m.	7.05 p.m.	7.15 p.m.	7.25 p.m.	7.35 p.m.	7.45 p.m.	7.55 p.m.	8.05 p.m.	8.15 p.m.	8.25 p.m.	8.35 p.m.	8.45 p.m.	8.55 p.m.	9.05 p.m.	9.15 p.m.
Rock Ferry { arr. dep. }	—	—	5.50 p.m.	6.00 p.m.	6.10 p.m.	6.20 p.m.	6.30 p.m.	6.40 p.m.	6.50 p.m.	7.00 p.m.	7.10 p.m.	7.20 p.m.	7.30 p.m.	7.40 p.m.	7.50 p.m.	8.00 p.m.	8.10 p.m.	8.20 p.m.	8.30 p.m.	8.40 p.m.	8.50 p.m.	9.00 p.m.	9.10 p.m.	9.20 p.m.
Mersey Junction { pass arr. dep. }	—	—	5.55 p.m.	6.05 p.m.	6.15 p.m.	6.25 p.m.	6.35 p.m.	6.45 p.m.	6.55 p.m.	7.05 p.m.	7.15 p.m.	7.25 p.m.	7.35 p.m.	7.45 p.m.	7.55 p.m.	8.05 p.m.	8.15 p.m.	8.25 p.m.	8.35 p.m.	8.45 p.m.	8.55 p.m.	9.05 p.m.	9.15 p.m.	9.25 p.m.
Green Lane Junction { pass arr. dep. }	—	—	6.00 p.m.	6.10 p.m.	6.20 p.m.	6.30 p.m.	6.40 p.m.	6.50 p.m.	7.00 p.m.	7.10 p.m.	7.20 p.m.	7.30 p.m.	7.40 p.m.	7.50 p.m.	8.00 p.m.	8.10 p.m.	8.20 p.m.	8.30 p.m.	8.40 p.m.	8.50 p.m.	9.00 p.m.	9.10 p.m.	9.20 p.m.	9.30 p.m.
Blackpool Street { arr. dep. }	—	—	6.05 p.m.	6.15 p.m.	6.25 p.m.	6.35 p.m.	6.45 p.m.	6.55 p.m.	7.05 p.m.	7.15 p.m.	7.25 p.m.	7.35 p.m.	7.45 p.m.	7.55 p.m.	8.05 p.m.	8.15 p.m.	8.25 p.m.	8.35 p.m.	8.45 p.m.	8.55 p.m.	9.05 p.m.	9.15 p.m.	9.25 p.m.	9.35 p.m.
Brook Street { arr. dep. }	—	—	6.10 p.m.	6.20 p.m.	6.30 p.m.	6.40 p.m.	6.50 p.m.	7.00 p.m.	7.10 p.m.	7.20 p.m.	7.30 p.m.	7.40 p.m.	7.50 p.m.	8.00 p.m.	8.10 p.m.	8.20 p.m.	8.30 p.m.	8.40 p.m.	8.50 p.m.	9.00 p.m.	9.10 p.m.	9.20 p.m.	9.30 p.m.	9.40 p.m.
BIRKENHEAD (Town) { arr. dep. }	—	—	6.15 p.m.	6.25 p.m.	6.35 p.m.	6.45 p.m.	6.55 p.m.	7.05 p.m.	7.15 p.m.	7.25 p.m.	7.35 p.m.	7.45 p.m.	7.55 p.m.	8.05 p.m.	8.15 p.m.	8.25 p.m.	8.35 p.m.	8.45 p.m.	8.55 p.m.	9.05 p.m.	9.15 p.m.	9.25 p.m.	9.35 p.m.	9.45 p.m.
BIRKENHEAD (W'side) { arr. dep. }	—	—	6.20 p.m.	6.30 p.m.	6.40 p.m.	6.50 p.m.	7.00 p.m.	7.10 p.m.	7.20 p.m.	7.30 p.m.	7.40 p.m.	7.50 p.m.	8.00 p.m.	8.10 p.m.	8.20 p.m.	8.30 p.m.	8.40 p.m.	8.50 p.m.	9.00 p.m.	9.10 p.m.	9.20 p.m.	9.30 p.m.	9.40 p.m.	9.50 p.m.

A—P.B. Hooton depart 7.22 p.m. B—Advertised Rock Ferry arrive 6.47 p.m. C—4.25 p.m. ex Shrewsbury. D—Not advertised. E—Advertised Rock Ferry arrive 7.7 p.m.
 F—P.B. Rock Ferry—arrive 5.51 p.m. H—P.B. 6.27 p.m. J—Helsby C.L.C. K—Advertised Rock Ferry arrive 7.27 p.m. N—2.35 p.m. ex Barmouth. R—9.30 a.m. Bournemouth (West).
 V—Advertised Rock Ferry arrive 7.47 p.m. §—1½ minutes allowed at stations where arrival times are not shown. ¶—Advertised Rock Ferry arrive 5.46 p.m. †—Grange Lane.

CHESTER TO BIRKENHEAD—continued.

Down Trains.

Week Days.

Head Lamps.....	J	2	2	4	1	2	G	2	F	2	1	2	G	2	7	2	4
STATIONS.	2.35 p.m. ex Wigan Rydn Coal.	5.50 p.m. ex Wigan Rydn Coal.	Joint Pass.	Joint Stock. Empty Stock.	Joint Ex-press.	Joint Pass.	Joint Light Engine.	Joint Pass.	Joint Thro' Frt.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Light Engine.	Joint Pass.	Joint Light Engine.	Joint Pass.	Joint Empty Stock.
CHESTER (Station) { arr. dep. }	p.m. { 6.37 6.42 }	p.m. { 7.24 7.29 }	SX	SX	H	SO	SX	SX	SX	SX	P	§	SO	§	§	§	§
Brook Lane { arr. dep. }	6.37 6.42	7.24 7.29									9.15 9.25						
Upton-by-Chester H. { arr. dep. }																	
Mollington { arr. dep. }																	
Capenhurst { arr. dep. }																	
Ledsam Junction. { arr. dep. }	6.59				7.32		8.6				9.33						
Ledsam { arr. dep. }	SL				FL		FL				FL						
Helsby { dep. }		7.5			7.25												
West Kirby { dep. }		6.48															
Hooton South Jct. { pass }																	
Hooton { arr. dep. }	7.4	7.27	7.28	7.38	7.51	8.5	8.12	8.25	8.47	8.50	9.36 9.38	9.43	10.35 10.37	10.35 10.37	10.35 10.37	10.35 10.37	10.35 10.37
Hooton North Jct. { pass }																	
Bromborough { dep. }																	
Spatial { arr. dep. }																	
Port Sunlight { arr. dep. }																	
Bebington & New Ferry { dep. }																	
Rock Ferry { arr. dep. }	7.25			7.46	8.10						9.46	10.15					
Mersey Junction { pass }	7.27			7.48	8.13						9.48	10.17					
Green Lane Junction. { arr. dep. }	7.30			7.50	8.16						9.50	10.19					
Blackpool Street { dep. }	7.40																
Brook Street { arr. dep. }	7.45																
BIRKENHEAD (Town) { dep. }																	
BIRKENHEAD (W'side) { arr. }																	

A—Helsby depart 10.7 p.m. **SO** **B**—Advertised Rock Ferry arrive 7.47 p.m.

C—Advertised Rock Ferry arrive 10.17 p.m.

F—Calls to set down Guard.

H—2.10 p.m. ex Paddington.

P—4.10 p.m. ex Paddington.

V—Mondays to Fridays inclusive runs to Birkenhead (W); Saturdays to Grange Lane. §—1½ minutes allowed at stations where arrival times are not shown. ¶—P.B. 9.47 p.m.

Down Trains.

B—6.20 a.m. ex Rhyl (not advertised). **P**—P.B. Chester arrive 11.11 a.m. ‡—Grange Lane. §—1½ minutes allowed at stations where arrival times are not shown.

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

CHESTER TO BIRKENHEAD—continued.

Sundays.

[illegible]

T—4.55 p.m. ex Wolverhampton, advertised Chester arrive 8.1 p.m.
C—8.30 a.m. ex Leamington Spa.
E—Ellesmere Port.
F—11.10 a.m. ex Paddington.
V—6.50 p.m. ex Birmingham (S.H.) advertised Chester arrive 9.32 p.m.
C—11.10 a.m. ex Leamington Spa.

†—Grange Lane.

BIRKENHEAD TO CHESTER.

[illegible]

B—P.B. 1 minute earlier. **C**—On Mondays arrive Hooton 4.25 a.m. **G**—P.B. 6.37 a.m.
H—Runs to West Kirby Platform at Hooton. **J**—P.B. 6.51 a.m. **R**—Arrives 6.21 a.m. **V**—To Paddington.
 §— $\frac{1}{2}$ minutes allowed at stations when arrival times are not shown. ‡—Runs Tuesdays to Saturdays, inclusive; **RR** Mondays.

Week Days.

[illegible]

E—Arrives 7.42 a.m.

M—P.B. 8.26 a.m.

W—P.B. 7.34 a.m.

Ferry depart 8.56 a.m.

Up Trains.

BIRKENHEAD TO CHESTER—continued.

Week Days.

Head Lamps	2	J	F	2	G	2	4	G	G	4	3	2	2	1	4	2	3	F	2	4	1	2
STATIONS.	Joint Motor	West Rhyl Chas. Jct. Emp-ties.	9.19 a.m. West Chas. Jct. Salt. new Frégt.	Joint Pass. 10.5	Joint Light Engine Motor	Joint Pass. 10.30	Joint Empty Stock (Vans) T.H. X	Joint Light Engine	Joint Light Engine	Joint Empty Stock	L.M.S. Parcels (Loco. Stores to Mold Jct.) T.H. O	Joint Pass. SO	Joint Workmen SO	Joint Ex-press V	Joint Empty Stock SO	Joint Pass. SO	Joint Ex-press FSO	Gross New Frégt. and Coal Emp-ties.	Joint Motor	Joint Workmen SO	Joint Ex-press to Pwll-heli. SO	Joint Pass. SO
BIRKENHEAD (W'side) dep.	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.
BIRKENHEAD (Town) "																						
Goods Depo. " "																						
Canning Street Jct. " "																						
Blackpool Street Jct. " "																						
Grange Lane Junction. " pass																						
Green Lane Junction. " dep.																						
Mersey Junction. " dep.																						
Rock Ferry " dep.																						
Bebington & New Fry " dep.																						
Port Sunlight " dep.																						
Spital " dep.																						
Bromborough " pass																						
Hooton North Jct. " dep.																						
Hooton " dep.																						
Hooton South Jct. " pass																						
Helsby " arr.																						
West Kirby " arr.																						
Ledsham " dep.																						
Capenhurst " dep.																						
Mollington " dep.																						
Upton-by-Chester H. " arr.																						
Brook Lane " dep.																						
CHESTER (Station) " dep.																						

A—Chester Cutting arrives 11.47 a.m.

K—P.B. depart 1.2 p.m.

C—P.B. 12.4 p.m.

L—Not advertised.

F—Arrives 10.53 a.m.

P—P.B. 12.36 p.m.

H—Runs to West Kirby Platform at Hooton.

T—P.B. 12.7 p.m.

V—To Paddington.

Z—Float. To leave Shed 9.0 a.m.

P—P.B. 11.47 a.m.

V—To Paddington.

Up Trains. BIRKENHEAD TO CHESTER continued. Week Days.

Head Lamps	2	G	2	2	1	2	2	2	2	F		2	1	1	7	2	F	H	7	4	F	2
STATIONS.	Joint Pass.	Joint Engine to Mold Jct.	Joint Motor.	Joint Pass.	Joint Ex-press	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Ex-press	Joint Ex-press	Joint Ex-press	Joint Ex-press	Joint Ex-press	Joint Ex-press	Joint Ex-press	Joint Ex-press	Joint Ex-press	Joint Ex-press
BIRKENHEAD (W'side) dep.	p.m. 12 45																					
BIRKENHEAD (Town) dep.																						
Goods Depot " "																						
Canning St. South " "																						
Blackpool Street Jct. " "																						
Green Lane " "																						
Green Lane Junction " "																						
Mersey Junction " "																						
Rock Ferry " "																						
Bebington & New Fry " "																						
Port Sunlight " "																						
Spital " "																						
Bromborough " "																						
Hooton North Jct. " "																						
Hooton " "																						
Hooton South Jct. " "																						
Helaby " "																						
West Kirby " "																						
Ledham " "																						
Ledham Junction " "																						
Capenhurst " "																						
Mollington " "																						
Upton-by-Chester H. " "																						
Brook Lane " "																						
CHESTER (Station) " "																						

A—Does not run when 1.30 p.m. **RR** Birkenhead to Croes Newydd runs. **C**—To Birmingham (S.H.) **D**—P.B. Rock Ferry depart 12.51 p.m. Hooton arrive 1.3 p.m. **E**—P.B. depart 1.37 p.m.
H—Runs to West Kirby Platform at Hooton. **J**—P.B. Rock Ferry depart 1.26 p.m. **U**—P.B. 1.16 p.m. **+**—Bebington arrive 1.401 p.m.

Up Trains.

Week Days.

[illegible]

B—To Llangollen.
H—Runs to West Kirby platform at Hooton.
H—To West Kirby platform at Hooton.
V—To Paddington.
C—P.B. Chester arrive 5.2 p.m. **D**—4 minutes recovery time allowed Upton-by-Chester Halt to Chester. **E**—P.B. 3.37, Chester arrive 4.8 p.m. **G**—P.B. 5.11 p.m.
H—Runs to West Kirby platform at Hooton. **J**—Helsby C.L.C. **K**—Calls to pick up only. P.B. Rock Ferry depart 4.26 p.m. Chester arrival not advertised. **L**—For Barnmouth.
V—To Paddington. §—14 minutes allowed at stations where arrival times are not shown. ¶—Advertised arrive Helsby 4.57 p.m. †—Calls at Letcham and Capenhurst to attach Livestock Traffic only. On Saturdays the **CR** stop at Spital is for attaching livestock traffic only. On Saturdays arrives Chester 5.15 p.m.

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

Head Lamps.....	1	2	2	7	2	2	F	1	2	2	F	2	1	7	2	C
STATIONS.	Joint Ex-press	Joint Pass.	Joint Pass.	Light Engine	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Ex-press	Light Engine	Joint Pass.	Paddington Fight
BIRKENHEAD (W'side) dep.	E SX	5 35	5 45	SX	5 50	5 54	5 58	5 58	5 58	5 58	5 58	5 58	5 58	5 58	5 58	5 58
BIRKENHEAD (Town) " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Goods Depot " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Canning St. South " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Blackpool Street Jct. " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Grange Lane " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Green Lane " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Mersey Junction " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Rock Ferry " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Bebington & New Fry " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Port Sunlight " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Spital " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Bromborough " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Hooton North Jct. " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Hooton " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Hooton South Jct. " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Helsby " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
West Kirby " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Ledsam " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Ledsam Junction " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Capenhurst " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Mollington " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Upton-by-Chester H. " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
Brook Lane " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56
CHESTER (Station) " "	FL	5 41	5 48	FL	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56	5 56

A—Advertised. Chester arrive 7.6 p.m. **B**—P.B. 5.41 p.m. **D**—P.B. Hooton arrive 7.32 p.m. **E**—To Birmingham (G.W.). **F**—P.B. Hooton arrive 6.24 p.m. **G**—Heswall.
H—Runs to West Kirby Platform at Hooton. **K**—P.B. 6.21 p.m. **M**—P.B. 6.26 p.m. **P**—P.B. Rock Ferry depart 6.1 p.m. **R**—Capenhurst arrive 6.35 p.m. **T**—P.B. Rock Ferry
depart 6.11 p.m. Hooton arrive 6.24 p.m. **V**—P.B. Hooton arrive 6.41 p.m. **W**—P.B. Hooton arrive 6.41 p.m. **X**—P.B. Hooton arrive 6.41 p.m. **Y**—P.B. Hooton arrive 6.41 p.m. **Z**—P.B. Hooton arrive 6.41 p.m.

BIRKENHEAD TO CHESTER—continued.

Up Trains.

Sundays.

Head Lamps	F	J	F	2	2	2	2	2	2	4	2	1	.	2	2	C	2	C	2
STATIONS.	F	J	F	2	2	2	2	2	2	4	2	1	.	2	2	C	2	C	2
12.20 a.m. West Chas. Jct. to Salt-ney Fright	a.m.	2.30 a.m. E. Port Croes to Salt-ney Fright	a.m.	5 0	6 40	7 10	7 40	8 15	a.m.	8 50	10 15	11 5	...	12 50	p.m.	1 40	2 0	G.W. Empty Coaches to Old Pass.	2
BIRKENHEAD (W'side) dep.	a.m.		a.m.	5 0	6 40	7 10	7 40	8 15	a.m.	8 50	10 15	11 5	...	12 50	p.m.	1 40	2 0	Joint Pass.	2
BIRKENHEAD (Town) "																		Joint Pass.	2
Goods Dept. South "																		Joint Pass.	2
Canning Street Jct. "																		Joint Pass.	2
Blackpool Jct. "																		Joint Pass.	2
Green Lane Junction. "																		Joint Pass.	2
Mersey Junction. "																		Joint Pass.	2
Rock Ferry (W'side) dep.																		Joint Pass.	2
Bebington & New Fry " {																		Joint Pass.	2
Port Sunlight " {																		Joint Pass.	2
Spital " {																		Joint Pass.	2
Bromborough " {																		Joint Pass.	2
Hooton North Jct. " {																		Joint Pass.	2
Hooton " {																		Joint Pass.	2
Hooton South Jct. " {																		Joint Pass.	2
Helsby arr.																		Joint Pass.	2
West Kirby arr.																		Joint Pass.	2
Ledsham Junction. dep.																		Joint Pass.	2
Capehurn dep.																		Joint Pass.	2
Mollington " {																		Joint Pass.	2
Upton-by-Chester H. " {																		Joint Pass.	2
Brook Lane " {																		Joint Pass.	2
CHESTER (Station) dep.																		Joint Pass.	2

B—Advertised Chester depart 11.42 a.m.

E—Ellesmere Port.

H—Runs to West Kirby Platform at Hooton.

K—Not advertised. Arrives Capenhurst 7.50 a.m.

L—To Birmingham.

R—To Shrewsbury (G.W.).

V—To Paddington.

Z—Via Chester Cutting.

HOOTON AND WEST KIRBY.

Down Trains.

Single Line.

Week Days.

Distance from Hooton.		Head Lamps	H	2	2	2	2	G	2	H	2	H	H	2
STATIONS.			Joint Mineral to B'head North.	Pass.	Pass.	Joint Pass.	Pass.	Light Engine B'head W'side to B'dst'n B	Pass.	Joint Frght	Pass.	Joint Frght to B'head North SO	Joint Frght to B'head North SX	Workmen. SO K
M.	C.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
—	—	BIRKENHEAD (Woodside) dep.	4 45	6 20	6 15	7 30	7 35	7 55	8 2	8 16	8 36	10 30	11 33	11 53
—	—	Hooton† arr.	4 47	6 20	6 35	7 53	7 55	—	8 16	8 36	10 30	11 33	11 53	11 55
16	—	Hooton S. Jct. dep.	4 47	6 20	6 55	7 22	7 56	8 2	8 16	8 36	10 30	11 33	11 53	11 55
1	47	Hadlow Road† arr.	—	6 25	6 59	7 26	8 0	—	8 20	8 43	10 34	—	—	11 59
3	59	Neston dep.	6 4 50	6 31	7 7	7 34	8 8	8 58	8 28	9 10	10 35	11 38	11 58	12 0
4	65	Parkgate† arr.	—	6 33	7 9	7 36	8 11	8 11	8 36	9 25	10 45	11 48	12 13	12 8
6	74	Heswall† dep.	6 5 08	6 38	7 11	7 43	8 15	8 17	8 37	9 40	10 46	12 15	12 23	12 9
9	23	Thurstaston† arr.	—	6 43	7 15	7 47	8 19	—	8 41	9 48	10 50	12 22	12 30	12 13
10	54	Caldy dep.	6 6 08	6 45	7 22	7 49	8 20	8 22	8 46	9 57	10 53	12 28	12 33	12 14
11	33	Stop Board arr.	—	6 50	7 26	7 54	8 25	8 28	8 50	—	10 57	12 38	12 43	12 18
12	1	WEST KIRBY† arr.	6 6 16	6 53	7 31	8 6	8 36	8 41	9 4	10 10	10 58	12 50	12 54	12 19
12	1	WEST KIRBY† arr.	5 23	7 0	7 38	8 15	8 45	8 49	9 12	10 36	11 7	1 1	1 3	12 26

Head Lamps		H	2	2	H	2	2	2	2	2	2	2	2	2
STATIONS.		Joint Frght W	Pass. SO	Pass. SO	Joint Frght to B'head North SX RR	Pass. SX	Pass. SX	Pass. SO	Pass.	Pass.	Pass. SX	Pass. SO	Pass. SX	Pass. SX
		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.
—	—	BIRKENHEAD (Woodside) dep.	12 45	1 30	2 5	3 13	4 5	5 15	5 45	6 5	6 5	6 5	6 5	6 5
—	—	Hooton† arr.	12 47	1 32	2 7	3 19	4 30	5 47	6 3	6 22	6 22	6 22	6 22	6 22
12	9	Hooton S. Jct. dep.	12 7	1 4	1 55	2 40	3 41	4 48	5 55	6 8	6 26	6 26	6 26	6 58
1	16	Hadlow Road† arr.	12 16	1 8	1 59	2 44	3 45	4 52	5 59	6 12	6 30	6 30	6 30	7 3
3	28	Neston dep.	12 18	1 9	2 0	2 45	3 46	4 55	6 0	6 16	6 31	6 31	6 31	7 5
4	34	Parkgate† arr.	12 23	1 15	2 6	2 51	3 52	4 58	6 6	6 22	6 37	6 37	6 37	7 11
6	41	Heswall† dep.	12 25	1 17	2 8	2 53	3 54	4 58	6 8	6 24	6 39	6 39	6 39	7 13
9	48	Thurstaston† arr.	12 28	1 18	2 17	2 54	3 56	4 58	6 10	6 25	6 40	6 40	6 40	7 14
10	55	Caldy dep.	12 31	1 22	2 15	2 58	4 0	5 8	6 14	6 29	6 44	6 44	6 44	7 18
11	62	Stop Board arr.	12 34	1 23	2 16	2 58	4 1	5 9	6 17	6 32	6 47	6 47	6 47	7 20
12	69	Kirby Park dep.	12 37	1 26	2 19	3 0	4 5	5 13	6 21	6 36	6 51	6 51	6 51	7 24
12	76	WEST KIRBY† arr.	12 40	1 29	2 22	3 0	4 10	5 18	6 23	6 38	6 53	6 53	6 53	7 28

Head Lamps		2	2	2
STATIONS.		Pass.	Pass.	Pass.
		§	§	§
		p.m.	p.m.	p.m.
—	—	BIRKENHEAD (Woodside) dep.	—	9 45
—	—	Hooton† arr.	—	10 6
8	15	Hooton S. Jct. dep.	9 10	10 10
8	19	Hadlow Road† arr.	9 14	10 15
8	23	Neston dep.	9 17	10 18
8	29	Parkgate† arr.	9 24	10 21
8	31	Heswall† dep.	9 26	10 23
8	33	Thurstaston† arr.	9 28	10 24
8	37	Caldy dep.	9 32	10 28
8	39	Stop Board arr.	9 34	—
8	43	Kirby Park dep.	9 38	—
8	45	WEST KIRBY† arr.	9 40	—

*—For Electric Token.

†—Tablet or Electric Staff Stations.

‡—Kirby Park arrive 10.16 a.m.

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

¶—P.B. Parkgate depart 7.42, Thurstaston depart 8.4 a.m.

A—Arrives 10.40 a.m.

B—To work 11.12 a.m. Bidston to West Kirby.

C—P.B. 1.3 p.m.

D—P.B. 4 minutes earlier.

E—P.B. 6.24 p.m.

F—P.B. 6.51 a.m.

K—Not advertised.

P—Trains marked "P" must stop dead at the Stop Board fixed between 10½ and 11 mile posts, to pin down a sufficient number of brakes to give the driver full control of the train into West Kirby.

W—Stops at Hadlow Road, Neston and Parkgate for tranship purposes only. On Saturdays to leave Thurstaston 2.33, West Kirby arrive 2.43 p.m.

WEST KIRBY AND HOOTON.

Up Trains.

Single Line.

Week Days.

Distance.		Head Lamps	2	2	2	2	2	2	H	2	H	H
		STATIONS.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	9.20 a.m. B'head North Joint Frgt.	Pass.	Joint Frgt. to Chest'r SO	Joint Frgt. to Chest'r SX
M.	C.	All Joint Trains.										
48	1	WEST KIRBY† dep.	a.m. 6 17	a.m. 7 19	a.m. 7 55	...	a.m. 8 25	a.m. 8 55	a.m. 9 30	a.m. 9 41	...	a.m. 11 17
27	2	Kirby Park ..	—	7 22	7 58	...	8 28	—	—	—	...	12 5
58	5	Caldy ..	—	7 27	8 1	...	8 31	—	—	—	...	12 16
7	7	Thurstaston† arr.	6 24	7 28	8 4	...	8 34	9 2	9 37	—	...	12 16
16	8	Heswall† ..	6 26	7 29	8 5	...	8 40	9 3	9 38	C 949S	...	12 20
22	10	Parkgate† ..	6 30	7 33	8 9	...	8 44	9 7	9 42	C 956S	...	12 20
34	11	Neston ..	6 31	7 34	8 10	...	8 45	9 8	9 43	C 956S	...	12 20
65	12	Hadlow Road† arr.	6 35	7 38	8 14	...	8 49	9 12	9 47	C 10 18	...	12 37
1	13	Hooton S. Jct. dep.	6 36	7 39	8 15	...	8 50	9 13	9 48	C 10 18	...	12 37
12	14	Hooton† ..	6 40	7 43	8 19	...	8 54	9 17	9 52	—	...	12 40
19	15	BIRKENHEAD (Woodside) . arr.	6 44	7 48	8 23	...	8 59	9 22	9 57	—	...	12 40
			6 45	7 49	8 24	...	9 0	9 23	9 58	C 10 18	...	12 40
			6C48	7 52	8 28	...	9 3	9 26	10 1	10 18	...	12 40
			6 51	7 55	8 32	...	9A 6	9 29	10 5	—	...	12 40
			7 9	8 16	8 54	...	9 22	9 46	10 28	—	...	12 40

Head Lamps		2	2	2	2	2	H	H	2	2	H	2
		STATIONS.	Pass.	Pass.	Pass.	Pass.	Joint Frgt.	Joint Frgt.	Pass.	Pass.	Pass.	Pass.
			SO	K	SO	SX	SO	SX	SO	SX	SO	SX
		WEST KIRBY† dep.	p.m. 12 40	1 50	...	2 45	3 35	3 52	4 11	4 25	...	4 28
		Kirby Park ..	—	1 53	...	2 48	3 38	CR	4 11	4 25	...	4 28
		Caldy ..	—	1 56	...	—	3 41	—	4 23	4 34	...	4 31
		Thurstaston† arr.	12 48	1 59	...	2 54	3 44	4 4	4 23	4 34	...	4 31
		Heswall† ..	12 49	2 0	...	2 55	3 45	4 42	4 23	4 34	...	4 31
		Parkgate† ..	12 53	2 4	...	2 59	3 49	4 52	4 23	4 34	...	4 31
		Neston ..	12 54	2 5	...	3 2	3 51	5 10	4 23	4 34	...	4 31
		Hadlow Road† arr.	12 58	2 9	...	3 6	3 55	5 18	4 23	4 34	...	4 31
		Hooton S. Jct. pass	12 59	2 10	...	3 7	3 58	5 36	4 23	4 34	...	4 31
		Hooton† ..	—	2 14	...	3 11	4 2	B	4 23	4 34	...	4 31
		BIRKENHEAD (Woodside) . arr.	1 6	2 18	...	3 15	4 6	5 57	4 23	4 34	...	4 31
			1 10	2 19	...	3 16	4 8	5 56	4 23	4 34	...	4 31
			1 14	2 23	...	3 20	4 12	6 2	4 23	4 34	...	4 31
			...	...	...	3 22	4 15	...	4 23	4 34	...	4 31
			...	...	...	3 46	4 39	...	4 23	4 34	...	4 31

Head Lamps		2	4	2	2	4	2	H	H	2	2	7	4
STATIONS.		Pass.	Empty Stock.	Pass.	Pass.	Empty Stock.	Pass.	7.10 p.m. Joint E'ties ex B'head North	7.10 p.m. Joint E'ties ex B'head North	Pass.	Pass.	Light Engine	Em ty Stock.
			SX	SO	SX	SX	SO \$	SX RR	SO RR	SX	\$		
WEST KIRBY†	dep.	p.m. 5 40	p.m. 6 45	p.m. 6 48	p.m. 6 52	p.m. 7 25	p.m. 7 35	p.m. 7 37	p.m. 7 50	p.m. 9 5	p.m. 10 0		p.m.
Kirby Park	"	5 43	6 48	6 51	6 56	7 28	7 38	7 40	7 53	9 8	10 3		
Caldy	"	5 46	6 51	6 54	6 59	7 31	7 41	7 43	7 56	9 11	10 6		
Thurstaston†	arr.	5 49	6 54	6 57	7 1	7 34	7 44	7 46	7 59	9 14	10 9		
	dep.	5 51	6 56	7 0	7 5	7 12	7 22	7 24	7 37	9 16	10 11		
Heswall†	arr.	5 55	7 2	7 5	7 16	7 36	7 46	7 48	8 2	9 20	10 15		
	dep.	5 57	7 2	7 5	7 16	7 36	7 46	7 48	8 2	9 20	10 15		
Parkgate†	arr.	6 1	7 6	7 11	7 22	7 42	7 52	7 54	8 8	9 21	10 14		10 35
	dep.	6 10	7 6	7 11	7 22	7 42	7 52	7 54	8 8	9 21	10 14		10 35
Neston	arr.	6 14	7 19	7 24	7 27	7 57	8 33	8 35	8 12	9 29	10 22		10 40
	dep.	6 18	7 24	7 29	7 32	8 0	8 36	8 38	8 15	9 32	10 25		10 40
Hadlow Road†	arr.	6 19	7 24	7 29	7 32	8 0	8 36	8 38	8 15	9 32	10 25		10 40
Hooton S. Jct.	pass	6 19	7 24	7 29	7 32	8 0	8 36	8 38	8 15	9 32	10 25		10 40
	arr.	6 22	7 27	7 32	7 35	8 3	8 39	8 41	8 22	9 40	10 31		10 48
Hooton†	arr.	6 22	7 27	7 32	7 35	8 3	8 39	8 41	8 22	9 40	10 31		10 48
	dep.	6 25	7 30	7 35	7 38	8 6	8 42	8 44	8 25	9 43	10 36		10 52
BIRKENHEAD	dep.	6 25	7 30	7 35	7 38	8 6	8 42	8 44	8 25	9 43	10 36		10 52
(Woodside)	arr.	6 50	8 05	8 10	8 13	8 43	8 53	8 55	8 36	9 53	10 37		10 56
			Grange Lane.	7 59						10 23	10 50		H

A—P.B. 9.5 a.m. B—Stops when required to attach livestock. C—P.B. 6.49 a.m. D—Green Lane Junction. E—Set down Guard. F—On Saturdays departs Hooton 12.15 p.m., Birkenhead (W.) arrive 12.41 p.m. H—To Birkenhead (W.)
 SX, Grange Lane SO. K—Not advertised. —1½ minutes allowed at stations where arrival times are not shown.
 *—For Electric Token. †—Neston arrive 1.25 p.m. ‡—Tablet or Electric Staff Stations.

HOOTON AND WEST KIRBY.

Down Trains.

Single Line.

Sundays.

Head Lamps	2		2	2		2									
STATIONS.	Pass.		Pass.	Work- men.		Pass.									
All Joint Passenger Trains.				K		§									
	a.m.		p.m.	p.m.		p.m.									
BIRKENHEAD															
(Woodside) dep.	8 15	....	3 20	....	....	8 5	....	....	....	....	....	....	....	....	....
arr.	8 38	..	3 44	..	..	8 27	..	..	..	..	..	..	..	..	..
Hooton†	dep.	8 40	....	3 49	4 53	....	8 28	....	....	....	....	....	....	....	....
Hooton S. Jct.	arr.	8 44	....	3 53	4 57	....	8 32	....	....	....	....	....	....	....	....
Hadlow Road†	dep.	8 45	....	3 54	5 2	....	8 34	....	....	....	....	....	....	....	....
Neston	arr.	8 51	....	4 0	5 8	....	8 41	....	....	....	....	....	....	....	....
Parkgate†	arr.	8 53	....	4 2	5 10	....	8 43	....	....	....	....	....	....	....	....
arr.	8 54	....	4 3	5 11	....	8 45	....	....	....	....	....	....	....	....	....
Heswall†	dep.	8 58	....	4 8	5 15	....	8 49	....	....	....	....	....	....	....	....
arr.	8 59	....	4 10	5 16	....	8 51	....	....	....	....	....	....	....	....	....
Thurstaston†	dep.	9 3	....	4 14	5 20	....	8 55	....	....	....	....	....	....	....	....
arr.	9 4	....	4 16	5 21	....	8 57	....	....	....	....	....	....	....	....	....
Caldy	dep.	—	....	—	—	—	—	....	....	....	....	....	....	....	....
Stop Board	arr.	—	....	—	—	—	—	....	....	....	....	....	....	....	....
Kirby Park	dep.	—	....	—	—	—	—	....	....	....	....	....	....	....	....
WEST KIRBY†	arr.	9 13	....	4 23	5 28	....	9 6	....	....	....	....	....	....	....	....

WEST KIRBY AND HOOTON.

Up Trains.

Single Line.

Sundays.

Head Lamps	2		2	2	2										
STATIONS.	Pass.		Pass.	Pass.	Pass.										
	a.m.		p.m.	p.m.	p.m.										
WEST KIRBY†	dep.	9 22	....	4 30	5 40	9 30	....	....	....	....	....	....	....	....	....
Kirby Park	arr.	—	....	—	—	—	....	....	....	....	....	....	....	....	....
Caldy	dep.	9 30	....	4 39	5 47	9 38	....	....	....	....	....	....	....	....	....
Thurstaston†	arr.	9 32	....	4 40	5 48	9 41	....	....	....	....	....	....	....	....	....
Heswall†	dep.	9 36	....	4 44	5 52	9 45	....	....	....	....	....	....	....	....	....
arr.	9 37	....	4 46	5 53	9 47	....	....	....	....	....	....	....	....	....	....
Parkgate†	dep.	9 41	....	4 50	5 57	9 51	....	....	....	....	....	....	....	....	....
Neston	arr.	9 42	....	4 51	5 58	9 53	....	....	....	....	....	....	....	....	....
Hadlow Road†	dep.	9 46	....	4 55	6 2	9 58	....	....	....	....	....	....	....	....	....
arr.	9 50	....	4 59	6 7	10 2	....	....	....	....	....	....	....	....	....	....
Hooton S. Jct.	dep.	9 51	....	5 0	6 8	10 3	....	....	....	....	....	....	....	....	....
Hooton†	arr.	9 55	....	5 4	6 11	10 7	....	....	....	....	....	....	....	....	....
BIRKENHEAD	dep.	—	....	5 10	6 14	10 9	....	....	....	....	....	....	....	....	....
(Woodside)	arr.	—	....	5 35	6 30	10 37	....	....	....	....	....	....	....	....	....

K—Not advertised.

†—Tablet or Electric Staff Stations.

*—For Electric Token.

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

MERSEY DOCKS AND HARBOUR BOARD LINE

PILOT TRIP—WEEK DAYS.

	arr.	dep.
Birkenhead North	p.m.	p.m.
South Reserve	—	2 30
Morpeth Dock	3 15	3 40
	3 45	—

Up Trains.

HELSEBY AND HOOTON.

Week Days.

[illegible][illegible]

B—P. H. Hooton arrive 4.6 a.m. **C**—Not advertised **E**—Conveys Workmen and not advertised Ellersmore Port to Hooton **G**—P. B. Helsby depart 7.42 a.m. Hooton arrive 8.10 a.m. **H**—Orange Lanc. **M**—Works 7.28 p.m. **SO** West Cheshire Junction to Chester. **R**—7.55 a.m. from Helsby (C.L.C.) to Hooton **SO** West Cheshire Junction **SO** U—To Rock Ferry. **X**—Advertised between Luce and Elton and Hooton only. **§**—1½ minutes allowed at those where arrival times not shown. ¶ Ince and Elton arrive 5.21½ p.m. —West Cheshire Junction arrive 8.2 a.m.

HOOTON AND HELSBY.

Down Trains.

WEEK DAYS—continued.												SUNDAYS.											
Head Lamps																							
STATIONS.																							
Passenger Trains all Joint.																							
BIRKENHEAD dep.																							
Goods Dept. Woodside ..																							
HOOTON																							
Hooton S. Jct. Little Sutton ..																							
Ellesmere P't dep.																							
Stanlow and Thornton dep.																							
Ince and Elton West Ches. J. arr.																							
HELSBY																							

HELSBY AND HOOTON.

Up Trains.

WEEK DAYS—continued.												SUNDAYS.											
Head Lamps																							
STATIONS.																							
Passenger Trains all Joint.																							
HELSBY dep.																							
West Ches. J. Ince and Elton dep.																							
Stanlow and Thornton dep.																							
Ellesmere P't dep.																							
Little Sutton ..																							
Hooton S. Jct. HOOTON																							
BIRKENHEAD dep.																							
Goods Dept. Woodside ..																							
Brook St. ..																							

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

B—Not advertised.

†—Grange Lane.

Down Trains. CHESTER, WARRINGTON AND MANCHESTER. Week Days.

Distance from Chester.	Head Lamps	Time allowances for Freight Trains see page 2.					F	F	C	F	F	E	2	F	2	4	1	2	
		Ruling Gradient 1 in	Point-to-Point Times Vacm Trains	Point-to-Point Times Express Trains	Point-to-Point Times Ord. Trains	Allow for Stop.													Allow for Start.
M.	C.	CHESTER	arr.	dep.	100 R.	336 R.	13	16	18	21	1	1	1	1	1	1	1	1	
2	60	Mickle Trafford	arr.	dep.	100 R.	336 R.	13	16	18	21	1	1	1	1	1	1	1	1	
5	19	Dunham Hill	arr.	dep.	680 R.	13	16	18	21	1	1	1	1	1	1	1	1	1	
7	33	Helsby	arr.	dep.	240 R.	7	8	8	8	4	1	1	1	1	1	1	1	1	
9	65	Frodsham	arr.	dep.	240 R.	7	8	8	8	4	1	1	1	1	1	1	1	1	
11	3	Frodsham Junction	arr.	dep.	240 R.	7	8	8	8	4	1	1	1	1	1	1	1	1	
11	34	Halton	arr.	dep.	240 R.	7	8	8	8	4	1	1	1	1	1	1	1	1	
13	20	Norton	arr.	dep.	240 R.	7	8	8	8	4	1	1	1	1	1	1	1	1	
15	23	Daresbury	arr.	dep.	200 F.	11	13	14	16	2	1	1	1	1	1	1	1	1	
16	30	Action Grange Junction	arr.	dep.	135 R.	11	13	14	16	2	1	1	1	1	1	1	1	1	
17	10	Walton New Junction	arr.	dep.	135 R.	11	13	14	16	2	1	1	1	1	1	1	1	1	
17	10	Walton Old Junction	arr.	dep.	135 R.	11	13	14	16	2	1	1	1	1	1	1	1	1	
18	1	WARRINGTON	arr.	dep.	135 F.	2	2	2	2	2	1	1	1	1	1	1	1	1	
18		Winwick Junction	arr.	dep.	85 R.	10	12	13											
23	65	Earlestown	arr.	dep.	896 F.	7	8												
23		Kenyon Junction	arr.	dep.	896 F.	7	8												
23		Glazebury	arr.	dep.	796 R.	8	10	11											
23		Barton Moss Junction	arr.	dep.	960 R.	3	4	4	1	1	1	1	1	1	1	1	1	1	
23		Patricroft	arr.	dep.	1330 R.	3	4	4	1	1	1	1	1	1	1	1	1	1	
23		Eccles Junction	arr.	dep.	4042 F.	4	4	4	5	5	5	5	5	5	5	5	5	5	
23		Eccles Lane	arr.	dep.	132 R.	2	2	2	2	2	2	2	2	2	2	2	2	2	
23		Ordsall Lane	arr.	dep.	132 R.	2	2	2	2	2	2	2	2	2	2	2	2	2	
39	32	Liverpool Road	arr.	dep.	292 R.	2	2	2	2	2	2	2	2	2	2	2	2	2	
39		EXCHANGE	arr.	dep.	292 R.	2	2	2	2	2	2	2	2	2	2	2	2	2	

A—Arrive Daresbury 7.12 a.m.

D—On Saturdays pass Earlestown 9.59, Newton-le-Willows 10.1—10.3, Kenyon Junction pass 10.8, Barton Moss Junction pass 10.15, Eccles depart 10.21, Manchester Exchange arrive 10.29 a.m.

F—Advised 8.59 a.m.

B—Arrive Patricroft 6.23 a.m.; Change trainmen.

K—Arrive Patricroft 8.27, Ordsall Lane 9.24 a.m.

Down Trains. CHESTER, WARRINGTON AND MANCHESTER—continued. Week Days.

Head Lamps	1	F	1	2	1	2	1	2	F	7	G	7	1	1	F	7	2	2	F
STATIONS.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.
CHESTER	arr.	2.40	2.50	3.18	3.25	3.36	3.42	3.49	3.56	4.07	4.17	4.23	4.28	4.34	4.40	4.49	4.56	5.00	5.06
Mickle Trafford	dep.	2.40	2.50	3.18	3.25	3.36	3.42	3.49	3.56	4.07	4.17	4.23	4.28	4.34	4.40	4.49	4.56	5.00	5.06
Dunham Hill	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Helsby	arr.	2.52	3.00	3.08	3.15	3.22	3.29	3.36	3.43	3.50	3.57	4.04	4.11	4.18	4.25	4.32	4.39	4.46	4.53
Frodsham	dep.	2.55	3.03	3.11	3.18	3.25	3.32	3.39	3.46	3.53	4.00	4.07	4.14	4.21	4.28	4.35	4.42	4.49	4.56
Frodsham Junction	arr.	3.00	3.08	3.15	3.22	3.29	3.36	3.43	3.50	3.57	4.04	4.11	4.18	4.25	4.32	4.39	4.46	4.53	5.00
Halton	pass	3.03	3.11	3.18	3.25	3.32	3.39	3.46	3.53	4.00	4.07	4.14	4.21	4.28	4.35	4.42	4.49	4.56	5.03
Norton	dep.	3.06	3.14	3.21	3.28	3.35	3.42	3.49	3.56	4.03	4.10	4.17	4.24	4.31	4.38	4.45	4.52	4.59	5.06
Daresbury	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Acton Grange Junction	pass	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Walton New Junction	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Walton Old Junction	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
WARRINGTON	arr.	3.24	3.32	3.40	3.47	3.54	4.01	4.08	4.15	4.22	4.29	4.36	4.43	4.50	4.57	5.04	5.11	5.18	5.25
Winwick Junction	dep.	3.27	3.35	3.43	3.50	3.57	4.04	4.11	4.18	4.25	4.32	4.39	4.46	4.53	5.00	5.07	5.14	5.21	5.28
Earlestown	pass	3.30	3.38	3.46	3.53	4.00	4.07	4.14	4.21	4.28	4.35	4.42	4.49	4.56	5.03	5.10	5.17	5.24	5.31
Newton-le-Willows	arr.	3.33	3.41	3.49	3.56	4.03	4.10	4.17	4.24	4.31	4.38	4.45	4.52	4.59	5.06	5.13	5.20	5.27	5.34
Kenyon Junction	dep.	3.36	3.44	3.52	4.00	4.08	4.16	4.24	4.32	4.40	4.48	4.56	5.04	5.12	5.20	5.28	5.36	5.44	5.52
Glazebury	pass	3.39	3.47	3.55	4.03	4.11	4.19	4.27	4.35	4.43	4.51	4.59	5.07	5.15	5.23	5.31	5.39	5.47	5.55
Astley	dep.	3.42	3.50	3.58	4.06	4.14	4.22	4.30	4.38	4.46	4.54	5.02	5.10	5.18	5.26	5.34	5.42	5.50	5.58
Barton Moss Junction	pass	3.45	3.53	4.01	4.09	4.17	4.25	4.33	4.41	4.49	4.57	5.05	5.13	5.21	5.29	5.37	5.45	5.53	6.01
Patricroft	arr.	3.48	3.56	4.04	4.12	4.20	4.28	4.36	4.44	4.52	5.00	5.08	5.16	5.24	5.32	5.40	5.48	5.56	6.04
Eccles Junction	pass	3.51	3.59	4.07	4.15	4.23	4.31	4.39	4.47	4.55	5.03	5.11	5.19	5.27	5.35	5.43	5.51	5.59	6.07
Eccles	dep.	3.54	4.02	4.10	4.18	4.26	4.34	4.42	4.50	4.58	5.06	5.14	5.22	5.30	5.38	5.46	5.54	6.02	6.10
Cross Lane	pass	3.57	4.05	4.13	4.21	4.29	4.37	4.45	4.53	5.01	5.09	5.17	5.25	5.33	5.41	5.49	5.57	6.05	6.13
Ordsall Lane	arr.	3.58	4.06	4.14	4.22	4.30	4.38	4.46	4.54	5.02	5.10	5.18	5.26	5.34	5.42	5.50	5.58	6.06	6.14
Liverpool Road	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
EXCHANGE	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

A—4 minutes recovery time, Barton Moss Junction to Eccles.

B—Calls at Frodsham when required to detach cattle traffic.

C—Arrive Patricroft 12.56 p.m.

D—SO Chester depart 4.10 (P.B. 4.7 p.m.), Dunham Hill 4.20, Helsby 4.25—4.30, Frodsham 4.35—4.36, Frodsham Junction pass 4/39, Halton depart 4.42, thence unaltered.

E—Depart Ordsall Lane 8.51 a.m.

F—Arrive Walton Old Junction 9.24 p.m.

G—Change Guards Walton Old Junction SX.

T—Public Bills, same as 5.14 p.m. Chester.

V—Patricroft arrive 7.39 p.m.

CHESTER, WARRINGTON AND MANCHESTER—continued.

Down Trains.

Sundays.

Head Lamps	F	F	F	F	F	F	F	F	F	1	F	1	1	2						
STATIONS.	F	F	F	F	F	F	F	F	F	1	F	1	1	2						
CHESTER	2. 0	3. 0	3. 50	5. 40	7. 45	9. 30	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Mickle Trafford	arr.	3. 9	4. 0	5. 50	7. 55	9. 38	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Dunham Hill	dep.	3. 30	4. 0	6. 19	8. 14	10. 15	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Helsby	arr.	2. 29	4. 10	6. 38	8. 22	10. 27	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Frodsham	dep.	2. 37	4. 0	6. 46	8. 30	10. 34	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Frodsham Junction	pass	2. 37	4. 0	6. 46	8. 30	10. 34	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Halton	dep.	2. 37	4. 0	6. 46	8. 30	10. 34	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Norton	arr.	2. 37	4. 0	6. 46	8. 30	10. 34	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Daresbury	pass	2. 49	4. 14	6. 58	8. 42	10. 49	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Acton Grande Junction	pass	2. 49	4. 14	6. 58	8. 42	10. 49	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Walton New Junction	arr.	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Walton Old Junction	pass	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
WARRINGTON	arr.	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Winwick Junction	pass	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Earlestown	dep.	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Newton-le-Willows	arr.	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Kenyon Junction	dep.	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Glazebury	pass	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Ashtley	pass	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Barton Moss Junction	pass	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Patricroft	pass	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Eccles Junction	pass	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Eccles	pass	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Cross Lane	pass	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Ordsall Lane	pass	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
Liverpool Road	arr.	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						
EXCHANGE	pass	2. 55	4. 16	7. 00	8. 44	10. 51	Joint Salt- West Ches. Jct. Fright	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.	Joint Pass.						

H—2 minutes recovery time, Winwick Junction to Earlestown.

E—Arrive Patricroft 5.5 a.m.

D—P.B. 10.10 a.m.

Up Trains.

MANCHESTER, WARRINGTON AND CHESTER.

Week Days.

Head Lamps		Time Allowances for Freight Trains. See page 2.						Week Days.									
STATIONS.		Point- to Point Times "D" Trains.		Point- to Point Times Ex- Ord. Trains.		Allow for Start.		Salt- new Fr'ght		Salt- new Fr'ght		Joint Pass.		Joint Pass. to Llan- dudno		Joint Pass. to Llan- dudno	
MANCHESTER—		Ruling Gra- dient 1 in		Point- to Point Times "D" Trains.		Allow for Start.		Salt- new Fr'ght		Salt- new Fr'ght		Joint Pass.		Joint Pass. to Llan- dudno		Joint Pass. to Llan- dudno	
Exchange	dep.																
Liverpool Road																	
Ordsall Lane		2	2	2	2	1	1										
Cross Lane		2	2	2	2	1	1										
Eccles Junction	pass	4	4	5	5												
Barton Moss Junction	pass	1	1	1	1												
Astley	dep.	1	1	2	2												
Glazebury	dep.	3	3	4	4												
Kenyon Junction		8	10	11													
Newton-le-Willows		7	8	9													
Earlestown Junction	pass																
Winwick Junction																	
WARRINGTON																	
Walton Old Junction	arr.	9	10	12		1	2										
Walton New Junction	pass	3	3	3		4	1										
Acton Grange Junction	pass																
Daresbury		581 F.															
Norton		200 R.															
Hulton		471 R.															
Frodsham Junction	pass	264 F.	10	12	13	1	1										
Frodsham	arr.	240 F.															
Helsby	dep.	260 F.	5	6	7	1	1										
Dunham Hill	dep.	211 R.															
Mickle Trafford	arr.	132 R.	13	16	18	2	2										
CHESTER	dep.																

D—P.B. Warrington depart 8.50, Chester arrive 9.46 a.m.

L—5 minutes recovery time allowed Earlestown Junction to Winwick Junction; 3 minutes Winwick Junction to Warrington; and 7 minutes Helsby to Chester.

M—10 minutes recovery time allowed Walton New Junction to Frodsham Junction.

T—5 minutes recovery time allowed Walton New Junction to Frodsham Junction.

U—5 minutes recovery time allowed Earlestown Junction to Winwick Junction.

Z—Limited to 20 wagons from Patricroft and calls at Warrington to make up.

†—Eccles arrive 8.17 a.m. F.L.

‡—5 minutes recovery time allowed Earlestown to Winwick Junction, and 6 minutes Helsby to Chester.

§—5 minutes recovery time allowed Earlestown to Winwick Junction, and 6 minutes Helsby to Chester.

||—5 minutes recovery time allowed Earlestown to Winwick Junction, and 6 minutes Helsby to Chester.

¶—5 minutes recovery time allowed Earlestown to Winwick Junction, and 6 minutes Helsby to Chester.

||—5 minutes recovery time allowed Earlestown to Winwick Junction, and 6 minutes Helsby to Chester.

||—5 minutes recovery time allowed Earlestown to Winwick Junction, and 6 minutes Helsby to Chester.

Up Trains. MANCHESTER, WARRINGTON AND CHESTER—continued. Week Days.

[illegible]

A—Calls at Newton-le-Willows (**W****S****O**) arrive 2.5, depart 2.6.

B—Arrives Dunham Hill 6.16 p.m.

C—Calls to pick up only.

D—Advised Chester arrive 5.47 p.m.

E—Arrive Patricroft 10.48 a.m. **F**—Arrive Frodsham Junction 11.15 a.m. **G**—Arrive Warrington 11.45 a.m. **H**—Arrive Warrington 12.15 p.m. **I**—Arrive Warrington 12.45 p.m. **J**—Arrive Warrington 1.15 p.m. **K**—Arrive Warrington 1.45 p.m. **L**—Arrive Warrington 2.15 p.m. **M**—Arrive Warrington 2.45 p.m. **N**—Arrive Warrington 3.15 p.m. **O**—Arrive Warrington 3.45 p.m. **P**—Arrives Newton-le-Willows 12.1, Earlestown 12.8 p.m.

on 12.20 p.m. **H**—Chester No. 1 Change
5.55—Arrive Walton Old Junction 5.10 p.m.

Enginemen only.

‡—Arrive Halton 6*19 p.m.

N—Arrive Patrcroft 10.48 a.m.
p.m.
¶—P.B. 12.52 p.m.

MANCHESTER, WARRINGTON & CHESTER—continued.

Up Trains.

Week Days.

Sundays.

Head Lamps	2	1	C (S) E (SO)	1	F	F	1	2	1	F	F	1	2	1	F	Sundays.
STATIONS.																
MANCHESTER—																
Exchange	dep.															
Liverpool Road	7 11	8 0														
Ordsall Lane	FL	—	8 8	10 20												
Crosby Lane	"	8 5	F8 11	—	11 5											
Eccles Junction	pass	7 20	8 17	10 25	SL											
Patricroft	pass	7 25	8 12	—	11 19											
Barton Moss Junction	pass	7 30	8 10	—	11 21											
Astley	pass	7 32	8 10	10 30	11 25											
Glazebury	pass	7 37	8 12	—	FL											
Kenyon Junction	"	7 42	8 18	10 38	—											
Newton-le-Willows	"	7 45	8 24	—	—											
Earlestown Junction	"	7 53	8 27	10 45	—											
Winwick Junction	"	7 57	8 30	10 49	—											
WARRINGTON	arr.	8 0	8 35	10 54	SL											
Walton Old Junction	pass	8 2	8 38	10 59	11 2											
Walton New Junction	pass	8 7	8 40	11 1	11 7											
Acton Grange Junction	pass	8 13	8 54	11 1	12 44											
Daresbury	"	8 17	8 57	—	12 47											
Norton	"	8 22	—	—	12 52											
Frodsham Junction	pass	8 24	8 45	—	—											
Frodsham	arr.	8 27	8 51	11 11	12 28											
Helsby	arr.	8 28	8 52	11 13	—											
Dunham Hill	arr.	8 33	8 57	11 15	—											
Mickle Trafford	arr.	8 34	8 58	11 20	12 38											
CHESTER	arr.	8 46	9 10	11 35	—											
	dep.	—	9 30	11 35	—											
			9 47E	—	—											

A—6 minutes recovery time Helsby to Chester. P.B. Chester arrive 9.22 p.m.

B—P.B. 5.20 p.m.

C—Pick up only.

K—P.B. Manchester Exchange depart 7.10 p.m.

†—Patricroft arrive 11.24 p.m.

BRYMBO, COED TALON AND MOLD.WREXHAM AND MINERA EXTENSION JOINT RAILWAY—G.W. and L.M.S.
(PASSENGER TRAINS—ONE CLASS ONLY).**Down Trains.****Week Days only.**

Distance from Brymbo Jct.	STATIONS.		B		K	
M. C.			Pass.		Mineral. A	
—	BRYMBO (G.W.)	dep.	a.m. 8 30		a.m. 11 13	
1 44	Glascoed Siding	"	8 36		—	
1 60	FFRITH	"	—		—	
2 2	Trimley Hall Siding	"	—		11 43	
2 23	Crown Dale Siding	"	8 39		—	
—	LLANFYNYDD	"	—		—	
—	Cefn-y-Coed	"	—		—	
—	Coed Talon Colliery Siding	"	—		—	
4 2	COED TALON (L.M.S.)	arr.	8 44		11 53	
—	Tryddyn Junction	"	8 53		—	
—	MOLD	"	8 55		—	

STATIONS.		K		B	
		Mineral. C		Pass. SX	
BRYMBO (G.W.)	dep.	p.m. 1 20		p.m. 4 50	
Glascoed Siding	"	—		4 56	
FFRITH	"	—		—	
Trimley Hall Siding	"	—		—	
Crown Dale Siding	"	—		—	
LLANFYNYDD	"	CR		4 59	
Cefn-y-Coed	"	—		—	
Coed Talon Colliery Siding	"	—		—	
COED TALON (L.M.S.)	arr.	1 55		5 4	
Tryddyn Junction	"	—		5 13	
MOLD	"	2 40		5 15	

Up Trains.**Week Days only.**

STATIONS.		B		K		K		K	
		Pass.		Mineral. T		Empties.		Mineral. B	
MOLD	dep.	a.m. 7 58		a.m. 9 25		a.m. —		p.m. —	
Tryddyn Junction	"	8 0		CS		—		12 15	
COED TALON (L.M.S.)	"	8 10		10 30		—		—	
Coed Talon Colliery Siding	"	—		—		—		—	
Cefn-y-Coed Siding	"	—		—		—		—	
LLANFYNYDD	"	8 14		10 43		—		CR 12 25	
Crown Dale Siding	"	—		—		—		—	
Trimley Hall Siding	"	—		—		—		—	
FFRITH	"	8 17		—		—		—	
Bwlchgwyn Siding	"	—		10 56		11 3		12 55	
Glascoed Siding	arr.	—		—		11 6		—	
BRYMBO (G.W.)	"	8 23		—		—		1 5	

STATIONS.		B		K	
				Pass. SX	
MOLD	dep.			p.m. 4 15	
Tryddyn Junction	"			4 17	
COED TALON (L.M.S.)	"			4 27	
Coed Talon Colliery Siding	"			—	
Cefn-y-Coed Siding	"			—	
LLANFYNYDD	"			4 31	
Crown Dale Siding	"			—	
Trimley Hall Siding	"			—	
FFRITH	"			4 34	
Bwlchgwyn Siding	"			—	
BRYMBO (G.W.)	arr.			4 40	

A—Bwlchgwyn 11.16/11.33 a.m., Crown Dale Siding arr. 11.38 a.m.

Bwlchgwyn arr. 12.30 p.m.

T—Coed Talon arrive 9.45 a.m., Llanfynydd arrive 10.38 a.m.

B—Crown Dale Siding arr. 12.20 p.m.,

C—Bwlchgwyn 1.27/1.37 p.m., Coed Talon dep. 2.15 p.m.

The Joint Line commences at 76 yards from Brymbo and ends at 2 miles 1,466 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 G.W.R. mile post, 32½ from Shrewsbury and 15¼ from Chester.

The L.M.S. Railway 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.

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.			Joint Mail.	Joint Freight.	Joint Pass.				
						Point-to-Point Times.	Allow for Stop.	Allow for Start.							
M.	C.	M.	C.			Mins.	Mins.	Mins.				dep.	dep.	dep.	
0	54			SHREWSBURY Coleham Meole Brace J. Hookagate Hanwood Cruckmeole J. Colliery Siding	L. 127 R.	...	...	1	...	...	a.m. 3 48	a.m. 3 51	a.m. 4 30	a.m. 7 20	
1	39				100 R.	...	...	...	...	...	...	—	—	—	7 23
3	4	2	16		100 R.	11	1	1	...	...	...	—	—	—	—
4	74	4	6		100 F.	2	1	1	...	...	...	—	—	—	7 33
5	39	4	52		100 F.	2	1	1	...	...	...	3 59½	4 50	—	7 35
6	75	1½	35½	Plealey Road	100 R.	4	1	1	...	...	...	Maximum weight 375 tons.	—	—	
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	A	...	...	...	—	—	—	
10	13	4½	48½	Minsterley	106 R.	5	1	...	...	...	...	—	—	7 49	
7	36	6½	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 Joint Passenger.		K Joint Freight.		K Joint Freight RR MX	K Joint Freight.		K Joint Freight.		A 8.10 a.m. B'ham to Aberystwyth Pass. SO	B Joint Passenger.	
	arr.	dep.	arr.	dep.	dep.	arr.	dep.	arr.	dep.	dep.	arr.	dep.
Double Line. SHREWSBURY Coleham Meole Brace J. Hookagate Hanwood Cruckmeole J. Colliery Siding	a.m. —	a.m. 7 55	a.m. —	a.m. 8 10	a.m. 8 30	a.m. —	a.m. 8 50	a.m. —	a.m. 9 20	a.m. 9 15	a.m. —	a.m. 10 30
	—	7 58	—	8 10	8 35	—	8 50	—	9 20	9 15	10	33
	—	8 5	8 23	8 33	—	9 5	9 10	—	9 42	9 35	—	—
	—	7	8 37	8 56	—	9 15	9 25	—	—	—	10	40
	—	—	—	—	—	—	—	—	—	—	—	—
Plealey Road	—	—	—	—	—	9 30	9 40	—	—	—	—	—
Pontesbury	—	—	—	—	—	9 45	10 0	—	—	—	—	—
Snailbeach Jct.	—	—	—	—	—	—	—	—	—	—	—	—
Malehurst Siding	—	—	—	—	—	—	—	—	—	—	—	—
Minsterley	—	—	—	—	—	10 15	—	—	—	—	—	—
Yockleton	8 19	8 12	9 2	9 7	—	—	—	—	—	—	10 47	—
Westbury	8 27	8 22	9 22	9X33	—	—	—	—	—	—	10 54	X1059
Plas-y-Court Halt	8 31	8 28	—	—	—	—	—	—	—	—	11 4	11 5
Breidden	8 37	8 32	9 44	—	—	—	—	—	—	—	11 8	11 9
Buttington	8 37	8 38	9 53	—	—	—	—	—	—	—	11 14	11 15
WELSHPOOL	8 43	—	10 6	—	—	—	—	—	—	—	11 20	—

STATIONS.	K Joint Freight. SX		K Joint Freight.		B Joint Pass.	A 10.10 a.m. Paddington to Aberystwyth Passenger. SO		G Eng. and Van. RR T	K Joint Freight. B	
	arr.	dep.	arr.	dep.	dep.	arr.	dep.	dep.	arr.	dep.
Double Line. SHREWSBURY Coleham Meole Brace J. Hookagate Hanwood Cruckmeole J. Colliery Siding	a.m. —	a.m. 11 10	a.m. —	a.m. 11 35	p.m. 1 20	p.m. —	p.m. 1 34	p.m. 7 45	p.m. —	p.m. 1 40
	—	—	—	11 45	—	—	—	7 45	—	1 40
	—	—	—	—	—	—	—	—	—	2 0
	11 30	11 40	—	—	1 31	—	—	—	—	—
	11 45	11 53	—	—	1 33	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—
Plealey Road	11 58	12 3	—	—	1 37	—	—	—	—	—
Pontesbury	12 8	12 23	—	—	1 41	—	—	—	—	—
Snailbeach Jct.	12 28	12 35	—	—	—	—	—	—	—	—
Malehurst Siding	—	—	—	—	—	—	—	—	—	—
Minsterley	12 45	—	—	—	1 46	—	—	—	—	—
Yockleton	—	—	—	—	—	—	—	—	—	—
Westbury	—	—	—	—	—	1 52	—	2 9	—	—
Plas-y-Court Halt	—	—	—	—	—	—	—	—	—	—
Breidden	—	—	—	—	—	1 58	—	2 10	—	—
Buttington	—	—	—	—	—	2 4	—	2 21	—	—
WELSHPOOL	—	—	—	—	—	2 9	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. Engine and Van Coleham to Welshpool when latter runs. RR C—7 minutes recovery time allowed Coleham to Buttington. T—Runs on Welshpool Fair Days.
\$—Welshpool arrive 10.0 a.m.

SHREWSBURY, WELSHPOOL and MINSTERLEY—cont.

Down Trains.

Week Days.

STATIONS.	A		B				B	B					
	Joint Passenger.		Joint Passenger.				Joint Pass.	Joint Passenger.					
	arr.	dep.	arr.	dep.			dep.	arr.	dep.				
SHREWSBURY	p.m.	p.m.	p.m.	p.m.			p.m.	p.m.	p.m.				
Coleham	—	3 10	—	3 40	..	..	6 20	—	6 30	..	..	..	..
Meole Brace J.	3 12½	—	3 43	—	..	..	6 23	6 33	—	..	..	..	..
Hookagate	—	—	—	—	..	..	—	—	—	..	..	..	..
Hanwood	—	—	—	3 50	..	..	6 31	—	6 40	..	..	..	..
Cruckmeole J.	3 20	—	3 52	—	..	..	6 33	6 42	—	..	..	..	..
Colliery Siding	—	—	—	—	..	..	—	—	—	..	..	..	..
Plealey Road	—	—	—	—	..	..	6 37	—	—	..	..	..	..
Pontesbury	Not to be de-	—	—	—	..	..	6 41	—	—	..	..	..	..
Snailbeach Jct.	tained after	—	—	—	..	..	—	—	—	..	..	..	..
Malehurst Siding	3.20 p.m. for	—	—	—	..	..	—	—	—	..	..	..	..
Minsterley	connection.	—	—	—	..	..	6 46	—	—	..	..	..	..
Yockleton	—	—	—	3 57	..	..	—	—	6 47	..	..	..	..
Westbury	3 29	X3 39	4 4	4 6	..	..	6 54	6 56	7 3	..	..	..	..
Plas-y-Court Halt.	—	—	—	4 12	..	..	—	7 3	—	..	..	..	..
Breidden	—	—	4 15	4 16	..	..	7 6	X7 8	—	..	..	..	..
Buttington	3 50	—	4 21	4 22	..	..	7 13	7 14	—	..	..	..	..
WELSHPOOL	3 55	4 0	4 27	—	..	..	7 19	—	—	..	..	..	..

‡—P.B. 5.5 p.m.

Week Days—continued.

STATIONS.	B					F							
	Joint Passenger.					Joint Frgt							
	arr.	dep.				dep.							
SHREWSBURY	p.m.	p.m.				p.m.							
Coleham	—	9 44	..	..	..	11 35	..	..	..	..	..	..	..
Meole Brace J.	9 47	—	..	..	..	—	..	..	..	..	..	..	..
Hookagate	—	—	..	..	..	—	..	..	..	..	..	..	..
Hanwood	—	9 55	..	..	..	11 49	..	..	..	..	..	..	..
Cruckmeole J.	9 57	—	..	..	..	—	..	..	..	..	..	..	..
Colliery Siding	..	..	..	..	..	—	..	..	..	..	..	..	..
Plealey Road	..	..	..	..	..	Westbury	..	..	..	..	..	..	..
Pontesbury	..	..	..	..	..	arr. 12.8 a.m.	..	..	..	..	..	..	..
Snailbeach Jct.	..	..	..	..	..	..	..	..	..	..	..	..	..
Malehurst Siding	..	..	..	..	..	..	..	..	..	..	..	..	..
Minsterley	..	..	..	..	..	..	..	..	..	..	..	..	..
Yockleton	—	10 2	..	..	..	12x21	..	..	..	..	..	..	..
Westbury	10 9	10 11	..	..	..	—	..	..	..	..	..	..	..
Plas-y-Court Halt.	—	10 17	..	..	..	—	..	..	..	..	..	..	..
Breidden	10 20	10 21	..	..	..	—	..	..	..	..	..	..	..
Buttington	10 26	10 27	..	..	..	12 55	..	..	..	..	..	..	..
WELSHPOOL	10 32	—	..	..	..	1 5	..	..	..	..	..	..	..

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

§—P.B. Shrewsbury depart 9.42 p.m.

WELSHPOOL, MINSTERLEY and SHREWSBURY.

Up Trains. Week Days.

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

STATIONS.		B		C	K		B	A		K	B		B
		Joint Passenger.		Joint Horse Boxes. RR T	Joint Freight.		Joint Passenger.	9.30 a.m. Aberystwyth to Paddington. SO		Joint Frt.	Joint Passenger.		Joint Pass.
		arr.	dep.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	dep.
WELSHPOOL		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Buttington	8 20	8 21	8 15	9 10	...	...	10 40	10 35	11 40	11 45	12 45	12 40	...
Breidden	8 29	8 33	8 21	9 15	...	...	10 48	10 41	11 50	...	12 53	12 46	...
Plas-y-Court Halt.	8 42	8 36	8 36	...	...	...	10 51	10 52	11 56	...	12 56	12 54	...
Westbury	8 50	8 44	8 44	9 38	...	...	10 58	11 0	12 2	...	1 3	1 4	...
Yockleton	8 50	8 51	8 51	...	...	...	11 6	11 7	...	...	1 10	1 11	...
Minsterley	...	...	...	...	...	...	...	...	...	...	...	...	2 0
Malehurst Siding	...	...	...	...	...	...	...	...	...	...	...	...	...
Snailbeach Jct.	...	...	...	...	...	...	...	...	...	...	...	...	2 5
Pontesbury	...	...	...	...	...	...	...	...	...	...	...	...	2 9
Plealey Road	...	...	...	...	...	...	...	...	...	...	...	...	...
Colliery Siding	...	...	...	...	...	...	...	...	...	...	...	...	...
Cruckmeole J.	8 55	8 57	8 57	9 44	...	...	11 11	11 13	12 11	...	1 15	1 17	2 12
Hanwood	...	...	...	...	...	...	...	...	...	...	...	...	2 14
Hookagate	...	...	...	...	10 20	10 42	...	...	...	12 20	...	...	...
Meole Brace J.	...	...	...	...	10 27	10 42	...	...	...	...	...	...	...
Coleham	9 5	9 5	9 5	9 54	10 47	10 47	11 21	12 20	12 30	12 30	1 25	...	3 22
SHREWSBURY	9 8	9 8	9 8	9 57	10 47	10 47	11 24	12 24	12 30	12 30	1 28	...	2 25

STATIONS.		B		K		K		A			
		12.0 noon Aberystwyth to Shrewsbury Passenger.		Joint Freight. SO		Coton Hill Joint Freight.		12.30 p.m. Aberystwyth to Birmingham Passenger. SO			
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.		
WELSHPOOL		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
Buttington	2 25	2 30	2 30	...	...	...	...	2 39	2 50		
Breidden	2 35	2 36	2 36	...	...	...	...	2 55	...		
Plas-y-Court Halt.	...	2 44	2 44	...	...	...	...	3 1	...		
Westbury	2 52	2 54	2 54	...	...	...	...	3 7	...		
Yockleton	...	...	...	...	...	...	...	...	...		
Minsterley	...	...	...	...	2 30	...	...	...	...		
Malehurst Siding	...	...	...	...	...	...	...	...	...		
Snailbeach Jct.	...	...	...	...	...	...	...	...	...		
Pontesbury	...	...	...	2 38	3 0	...	...	...	...		
Plealey Road	...	...	...	C R	...	...	...	...	...		
Colliery Siding	...	...	...	...	...	...	...	...	...		
Cruckmeole J.	3 4	3 7	3 7	3 10	...	...	...	3 16	...		
Hanwood	...	...	...	C R	...	...	...	...	...		
Hookagate	...	...	...	...	...	...	...	...	...		
Meole Brace J.	...	...	...	...	...	...	...	...	...		
Coleham	3 15	3 15	3 15	3 28	Y	2 55	3 10	3 25	...		
SHREWSBURY	3 18	3 18	3 18	3 28	...	3 20	...	...	...		
Coton Hill	...	...	...	...	...	...	...	...	...		

A—See § note on page 182.

T—See notes page 185.

V—Runs to Harlescott, Abbey Foregate or Coton Hill as required.

Y—Runs to Abbey Foregate, Coton Hill or Harlescott, as required. Hanwood Signal Box to open to facilitate working.

§—Advertised Shrewsbury arrive 11.26 a.m.

WELSHPOOL, MINSTERLEY and SHREWSBURY.

Up Trains.

Week Days—continued.

STATIONS.	B		A		C		J		B		B
	Joint Passenger.		2.15 p.m. Aberystwyth to Birmingham Passenger. SO		Joint Horse Boxes RR		Joint Freight. SX		Joint Passenger.		Joint Pass.
	arr.	dep.	arr.	dep.	dep.		arr.	dep.	arr.	dep.	dep.
WELSHPOOL	p.m.	p.m.	p.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.	p.m.
Buttington	—	3 15	4 16	4 20	4 25		—	—	—	5 20	—
Breidden	—	3 20	4 25	—	4 30		—	—	5 25	5 26	—
Plas-y-Court Halt	—	3 28	4 31	—	—		—	—	5 33½	5 34	—
Westbury	3 37	3 31	—	—	—		—	—	5 36½	5 37	—
Yockleton	3 45	3 46	—	—	4 45		—	—	5 43	5 45	—
Minsterley	—	—	—	—	Runs on		—	4 45	—	—	7 15
Malehurst Siding	—	—	—	—	W'pool		—	—	—	—	—
Snailbeach Jct.	—	—	—	—	Fair		4 52	5 30	—	—	7 20
Pontesbury	—	—	—	—	Days.		C	R	—	—	7 24
Plealey Road	—	—	—	—	—		—	—	—	—	—
Colliery Siding	—	—	—	—	—		—	—	—	—	—
Cruckmeole J.	3X	50	4 46	—	4 55		5 40	* 6 8	5 50	5 50	7 27
Hanwood	—	3 54	—	—	—		—	—	5 58	5 59	7 29
Hookagate	—	—	—	—	—		—	—	—	—	—
Meole Brace J.	—	—	—	—	—		—	—	—	—	—
Coleham	4 2	—	4 55	—	6 4		6 28	Y	6 7	—	7 39
SHREWSBURY	4 5	—	—	—	5 7		—	—	6 10	—	7 42

Week Days—continued.

STATIONS.	F		B		F		B	
	Joint Freight.		Joint Pass.		Joint Freight.		Joint Pass.	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
WELSHPOOL	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Buttington	—	6 40	—	—	8 55	—	—	—
Breidden	6 50	—	9 1	—	9 1	—	11 55	—
Plas-y-Court Halt	7 4	X 7 9	9 9	—	—	—	—	—
Westbury	7 22	—	9A19	—	CR	12x20	—	—
Yockleton	C R†	—	9 26	—	—	—	—	—
Minsterley	—	—	—	—	—	—	—	—
Malehurst Siding	—	—	—	—	—	—	—	—
Snailbeach Jct.	—	—	—	—	—	—	—	—
Pontesbury	—	—	—	—	—	—	—	—
Plealey Road	—	—	—	—	—	—	—	—
Colliery Siding	—	—	—	—	—	—	—	—
Cruckmeole J.	7 40	—	9 30	—	12 35	—	—	—
Hanwood	—	—	9 32	—	—	—	—	—
Hookagate	C R	—	—	—	—	—	—	—
Meole Brace J.	—	—	—	—	—	—	—	—
Coleham	7 57	8 10	9 40	—	12 49	12 55	—	—
SHREWSBURY	8Z15	—	9R43	—	1B3	—	—	—

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.

T—To run when more than five boxes for 8.15 a.m. Ordinary Train ex Welshpool.

Y—Runs to Abbey Foregate, Coton Hill or Harlescott as required.

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

†—L.M.S. traffic works through to Coton Hill as necessary and is tripped to Abbey Foregate at 1.30 a.m. When conveying cattle to carry No. 5 ("E") Head Lamps. Calls at Westbury to detach cattle traffic only.

‡—Calls when required to pick up meat traffic.

§—P.B. 4.10 p.m.

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 Mileage from Rhos Jct.		Dis- tance from Wrex- ham.		STATIONS.		Ruling Gradi- ent 1 in	Time Allowances for Freight Trains. See page 2.			K		K					
							Point- to- Point Times.	Allow for stop.	Allow for start.	Frgh't SO		Frgh't SX					
M.	C.	M.	C.				Mins.	Mins.	Mins.	a.m.		a.m.					
—	—	1	5	WREXHAM (S. Fk.) dep.		—	—	—	1	8 48	—	11 5	—	—	—	—	—
—	55	1	60	Rhos Junction		103 R.	2	1	1	8 48	—	11 5	—	—	—	—	—
—	—	—	—	Rhostyllen		50 R.	4	1	1	CR	—	CR	—	—	—	—	—
1	72	2	78	Legacy		51 R.	10	1	1	9 20	—	11 35	—	—	—	—	—
—	—	—	—	Llwynenion		{ arr. dep.	—	—	—	11 0 11 15	—	12 5 12 20	—	—	—	—	—
3	14	4	19	RHOS		{ arr. dep.	8	1	—	9 30 12R 0	—	11 45 12 40 1 10 2 15 P — 2P45	—	—	—	—	—
3	68	4	73	Pant		159 R.	—	—	—	—	—	—	—	—	—	—	—
4	30	5	45	Rhos Yd. & Copy Wks. ..		91 R.	—	—	—	—	—	—	—	—	—	—	—
4	58	5	73	Stop Board		91 R.	—	—	—	—	—	—	—	—	—	—	—
5	4	6	19	Plas Bennion Cross'g ..		192 R.	—	—	—	—	—	—	—	—	—	—	—
5	20	6	35	Weighing Machine Sg. ..		159 F.	—	—	—	—	—	—	—	—	—	—	—
5	28	6	43	Plas-yn-Wern Cross'g ..		138 F.	—	—	—	—	—	—	—	—	—	—	—
5	64	6	79	Stop Board		138 F.	—	—	—	—	—	—	—	—	—	—	—
5	65	7	0	Acrefair Crossing		48 F.	—	—	—	—	—	—	—	—	—	—	—
5	64	7	0	Hughes & Lancs. Sdg. ..		99 F.	—	—	—	—	—	—	—	—	—	—	—
5	75	7	10	Acrefair (Gds. Dpt.) S. ..		35 F.	—	—	—	—	—	—	—	—	—	—	—
5	79	7	14	Cefn Crossing		32 F.	—	—	—	—	—	—	—	—	—	—	—
6	10	7	25	Monsanto Sg., Acrefair ..		32 F.	—	—	—	—	—	—	—	—	—	—	—
6	40	7	55	†Pontcysyllte		32 F.	—	—	—	—	—	—	—	—	—	—	—
6	41	7	56	†Trefnant (Ed. Sdg.) ..		40 R.	—	—	—	—	—	—	—	—	—	—	—
6	72	8	6	TREVOR (Gds. Yd.) ‡ arr.		28 R.	—	—	—	—	—	—	—	—	—	—	—

Up Trains.

Week Days only.

STATIONS.	Ruling Gradi- ent 1 in	Time Allowances for Freight Trains. See page 2.					K	K									
		Point- to- Point Times.	Allow for stop.	Allow for start.			Frgh't	Frgh't									
							SO	SX									
		Mins.	Mins.	Mins.			p.m.	p.m.									
TREVOR (Gds. Yd.) dep.	—	..	..	..	..	..											
Trefnant (Eds. Sdg.) ..	28 F.	..	..	..	..	..											
Pontcysyllte	40 F.	..	..	..	..	..											
Monsanto S., Acrefair ..	32 R.	..	..	..	..	..											
Cefn Crossing	32 R.	..	..	..	..	..											
Acrefair (Gds. Dept.) ..	32 R.	..	..	..	..	..											
Hughes & Lancs. Sdg. ..	35 R.	..	..	..	..	..											
Acrefair Crossing	99 R.	..	..	..	..	..											
Plas-yn-W'n Csg. & S. ..	72.5 R.	..	..	..	..	..											
Weighing Machine Sg. ..	159 R.	..	..	..	..	..											
Plas Bennion Cross'g ..	159 R.	..	..	..	..	..											
Pant	73.6 R.	..	..	..	..	..											
RHOS	{ arr. dep.	50.6 R.	..	1	..	..	2 10	4 35									
Stop Board	52 F.	..	..	..	..	..	2 25 P	5 22 P									
Llwynenion	{ arr. dep.	—	..	..	..	..	..	..									
Legacy	dep.	51 F.	7	1	1	..	..	..									
Rhostyllen	51 F.	9	1	1	..	..	..	..									
Stop Board	50 F.	3	1	1	..	..	CR P	5P42									
Rhos Junction	50 F.	..	..	..	..	..	2 47	5 47									
WREXHAM (S. Fk.) arr.	103 F.	2	1	..	..	..	2 50	5 50									

Q—Rhos dep. 12.0 noon for Llwynenion arrive back at Rhos 12.25 p.m.

R—Rhos dep. 10.0 a.m. Pant arr. 10.10, dep. 10.30 a.m., Rhos arr. 10.40 a.m., Rhos dep. 10.55 a.m. for Llwynenion, arr. back at Rhos 11.20 a.m.

†—End of Branch. ‡—Junction with Ruabon-Barmouth line.

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.

Distance from Gardden Lodge	M.	C.	STATIONS.	dep.	Ruling Gradient 1 in	K	Frgh't SX
							p.m.
	68		Gardden Lodge	dep.	—	1	40
			Ruabon Brick Co.'s Siding	arr.	570 F.	1	50
				dep.	—	2	5
	75		Moreton Siding	arr.	87 R.	2	10
				dep.	—	2	20
1	58		Aberderfyn	arr.	40 F.	2	30

Up Trains.

Distance from Wrexham.	M.	C.	STATIONS.	dep.	Ruling Gradient 1 in	K	Frgh't SX
							p.m.
	23		Aberderfyn	dep.	390 R.	3	0
	29		Gasw'ks & Aston's S.	arr.	40 R.	—	—
	6		Moreton Siding	arr.	87 F.	—	—
	13		Ruabon Brick Co.'s S.	dep.	87 F.	3	15
	1		Gardden Lodge	arr.	570 R.	3	40

PLAS-YN-WERN CROSSING AND DELPH WORKS. Week Days Only.

Down Trains.

STATIONS.	dep.	K	K	Frgh't SO	Frgh't SX
				p.m.	p.m.
Plas-yn-Wern Crossing	dep.	12 45	3 15	12 45	3 15
DELPH WORKS	arr.	12 55	3 25	12 55	3 25

Up Trains.

STATIONS.	dep.	K	K	Frgh't SO	Frgh't SX
				p.m.	p.m.
DELPH WORKS	dep.	1 35	4 0	1 35	4 0
Plas-yn-Wern Crossing	arr.	1 45	4 10	1 45	4 10

SALTNEY JUNCTION—EXCHANGE SIDINGS.

TRIPS RUN AS UNDER.

L.M.S. WEEK DAYS.

STATIONS.	R R						S X	
	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. p.m.	dep. p.m.
Mold Junction	—	M X 2 15	—	M O 5 53	—	S O 8 B 37	—	S X 11 38
Saltney Junction	2 25	2 35	6 11	6 27	B 47	9 35	11 22	11 47
Mold Junction	2 40	—	6 32	—	9 40	—	11 52	—

†—Engine and Van.

A—Runs 5 minutes earlier on Saturdays.

G.W. WEEK DAYS. (Also shewn on Main Line pages.)

STATIONS.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.	SO	dep. p.m.
Chester	—	1 55	—	9 20	—	11 40	—	3 50	—	7 20	—	10 35	—	—
Saltney	—	2 15	9 25	9 35	11 45	11 55	3 55	4 5	7 25	7 30	10 40	10 55	—	7 11 38
Saltney Junction	2 0	2 15	9 40	—	12 0	noon	4 10	—	7 35	7 40	11 0	—	—	—
Saltney	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Chester	2 20	—	—	—	—	—	—	—	7 45	7 50	—	—	7 11 43	—

L.M.S. SUNDAYS.

STATIONS.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.
Mold Junction	A 6 58	7 19	9 40	9 55	11 0	11 25
Saltney Junction	—	—	10 2	—	11 32	—
Mold Junction	7 24	—	—	—	—	—

G.W. SUNDAYS.

(Also shewn on Main Line pages.)

STATIONS.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.
Saltney	—	8 30	—	10 45
Saltney Junction	8 35	8 40	10 50	11 0
Saltney	8 45	—	11 5	—

A—6 45 a.m. ex Broughton and Bretton.

B—5 Minutes later on Saturdays.

C—Coupled to 10.35 p.m. Light Engine, Chester to Saltney.

All trains, other than those booked at Saltney Junction, conveying coal and mineral traffic for the Holyhead Line must detach the traffic at Saltney.

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.

Mile-post from Wrexham North Fork.			No. of Engine.		Distance from Wrexham North Fork.		Ruling Gradient 1 in		Time Allowances for Freight Trains. See page 2.				1		2		3		4		Week Days only	
									Point-to-Point Times.		Allow for stop.		Allow for start.		K Mineral.		K Mineral.		K Mineral.			
									Mins.		Mins.		Mins.		a.m.		a.m.		a.m.			
STATIONS.																						
1	25	—	—	—	WREXHAM	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
2	45	0	45	—	Croes Newydd North Fork	dep.	200 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
3	57	—	—	—	Croes Newydd South Fork	arr	3878 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
4	15	—	—	—	Croes Newydd Yard	dep.	78 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
5	15	—	—	—	Moss Valley Junction	dep.	55 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
6	18	—	—	—	Stop Board	arr.	81 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
7	32	—	—	—	Gatewen	arr.	81 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
8	10	—	—	—	PLAS POWER (Pass Station)	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
9	26	—	—	—	Plas Power Colliery Siding	dep.	55 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
10	42	—	—	—	Broughton Forge	—	45 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
11	60	—	—	—	Broughton Crossing	—	45 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
12	34	—	—	—	BRWBO (Pass Station)	—	45 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
13	43	—	—	—	Brymbo Joint Junction	—	171 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
14	60	—	—	—	Brymbo Middle-Crossing	arr.	36 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
15	37	—	—	—	Brymbo West Crossing	dep.	70 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
16	67	—	—	—	Caelio Brick Works	—	39 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
17	61	—	—	—	Smelt Siding	—	53 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
18	13	—	—	—	COED POETH	arr.	59 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
19	38	—	—	—	Vicarage Crossing	dep.	175 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
20	73	—	—	—	Barwig Crossing	—	35 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
21	41	—	—	—	Minera Elme Works	arr.	30 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
22	—	—	—	—	Wynan's Siding	—	30 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

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 10.9 a.m. to work trips as required to Brymbo Joint or Vron Sidings. Engine No. 2.—After arrival Croes Newydd 12.10 p.m. work trips as required to Brymbo Joint or Vron Sidings. Single Turn.
Engine No. 3.—After arrival Croes Newydd 2.15 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.

Week Days only.

Up Trains. MINERA, MOSS VALLEY, BRYMBO AND WREXHAM. WEEK DAYS ONLY.

No. of Engine.....	STATIONS.	Railing Gra- dient 1 in.	Time Allowances for Ordinary Freight Trains. See page 2.		2	1	3	4	2											
			Point- to- Point Times.	Allow for stop.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
	Wynn's Siding	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Minera Lime Works	"	30 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Berwig Crossing	"	35 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Vicarage Crossing	"	175 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	COED POETH	{ dep. {	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Stop Board	{ dep. {	127 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Smelt Siding	"	59 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Caeilo Brick Works	"	53 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Stop Board	"	39 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Brymbo West	"	39 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Brymbo Middle Crossing	{ arr. {	70 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Brymbo Joint Junction	"	36 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	BRYMBO (Pass. Station)	"	36 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Stop Board	{ arr. {	171 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Broughton Crossing	"	45 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Broughton Forge	"	45 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Plas Power Colliery Siding	"	55 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	PLAS POWER (Pass. Station)	"	55 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Gatewen	dep.	81 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Stop Board	"	81 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Moss Valley Junction	"	55 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Croes Newydd Yard	{ arr. {	55 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Croes Newydd Shed	"	78 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Croes Newydd South Fork	dep.	78 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Croes Newydd North Fork	"	387 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.

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.			
		STATIONS.										
M.	C.				a.m.		a.m.		p.m.			
0	38	Brymbo Middle	dep.	—	9 5	....	10 50	....	1 5	....	....	....
0	39	Brymbo Steel Works	"	37.6 R.	—	....	—	....	—	....	....	....
0	64	Vron Siding	"	37.6 R.	9 10	....	10 35	....	1 10	....	....	....
		Stopblocks	arr.	40.2 R.	—	..	—	..	—	..	..	..

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

Week Days

VRON AND BRYMBO.

Up.

No. of Engine			1		3		4					
			Ruling Gradient 1 in.	K Mineral.		K Mineral.		K Mineral.				
		STATIONS.										
				a.m.		a.m.		p.m.				
		Stopblocks	dep.	40.2 F.	..	..	..	..	..	..	..	..
		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	..	..	..

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 Gra- dient 1 in.	K		STATIONS.	Ruling Gra- dient 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 50
Stop Board	200 R.	3 14 ^P	3 17	Wrexham North	200 F.	6 0	6 15
Wheatsheaf Junction	82 F.	3 20	3 23	South Fork	3878 R.	6 20	6 40
Wheatsheaf Yard	82 R.	3 28 [‡]	4 0	Croes Newydd	78 R.	6 45	—

†—Including Trip to Silica Works.

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

Dis- tance.		STATIONS.		Ruling Gradi- ent 1 in.	K		STATIONS.		Ruling Gradi- ent 1 in.	K	
					Frgh't MWFO					Frgh't MWFO	
					dep.					dep.	
M.	C.				a.m.					p.m.	
—	—	Hollinswood	dep.	—	11 40	....	Stirchley	dep.	—	1 10	....
—	—	Randlay Brick Works	arr.	50 F.	CR	..	Randlay Brick Works	"	75 F.	CR	..
1	16	Stirchley	arr.	75 R.	12 0	....	Hollinswood	arr.	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.	10. 0 p.m.	—	Yes.	
— 69	Hollinswood	—	Continuously.	—	—	Yes.	
1 23	Oakengates.... .. .	6. 0 a.m.	—	—	6. 0 p.m.	Yes.	
1 71	Ketley Junction	5.15 a.m.	5.15 a.m.	9.30 p.m. S 10.10 p.m. S	X 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.	12. 0 night	—	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	—	—	—	—	No.	
0 20½	Severn Bridge Junction	Continuously.	—	—	—	No.	
0 14	Central Cabin	—	—	—	—	Yes.	
0 12	Crewe Junction	—	—	—	—	No.	
0 25	Coton Hill, South Box	—	—	—	—	Yes.	
0 30½	Coton Hill, North Box	—	—	—	—	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.	—	—	12 noon	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.	—	—	12 noon	Yes.	
— 64½	Whitehurst	7. 0 a.m.	7. 0 a.m.	8. 0 p.m.	—	Yes.	
— 50	Fron Sidings	—	Open for Local Freight only.	—	—	Yes.	
— 66	Cefn	—	—	—	—	Yes.	
— 6½	Ruabon (South Box)	F	—	—	11.55 p.m.	6. 0 a.m.	
— 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.	
1 33	Johnstown and Hafod	12.30 a.m.	—	12.0 night	Sats.)	—	

For Notes see next page.

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.		
		Monday.	Other Days.					

M	C.	MAIN LINE—OXLEY SIDINGS TO CHESTER—continued.									
1	25½	Bersham	{	4. 0 a.m.	4. 0 a.m. SX 4. 0 a.m. SO	11.0 p.m. SX 9.30 p.m. SO	—	—	}	Yes.	
—	57½	Rhos Junction	{	10.30 a.m. 8.30 a.m.	10.30 a.m. 8.30 a.m.	6.30 p.m. SX 4.30 p.m. SO	—	—			
—	45½	Croes Newydd South Fork	—	—	—	—	11.55 p.m.	6.00 a.m.	Yes.		
—	23½	Croes Newydd North Fork	—	—	Continuously.	—	—	—	No.		
—	20½	Wrexham (South Box)	—	5.15 a.m.	5.15 a.m.	10.45 p.m.	{	10.0 a.m. 9.40 p.m.	12. 0 noon 11.50 p.m.	}	Yes.
—	20	Wrexham (North Box)	—	5. 0 a.m.	—	—	—	1. 0 p.m.			
1	58	Wheatshaf Junction	—	7. 0 a.m.	6. 0 a.m.	11. 0 p.m.	—	—	—	Yes.	
0	39½	United Colliery Sidings	—	12.30 a.m.	—	—	{	5. 0 a.m.	1. 15 a.m. 5. 0 p.m.	}	Yes.
1	18½	Gresford	—	6.55 a.m.	6.55 a.m.	11. 0 p.m.	—	—			
—	61	Marford	—	—	Open only for Trains calling.	—	—	—	—	Yes.	
—	69	Rossett South	—	—	Continuously.	—	—	—	—	No.	
0	30	Rossett North	—	6. 0 a.m.	—	—	—	—	12.0 noon	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.	
6	50½	Saltney Junction	—	L.M.S.	Open continuously.	—	—	—	—	Yes.	
—	64½	Chester—Crane Street L.M.S.	}	—	See L.M.S. Co's 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.

R—Or after arrival of morning trains.

§—Distance from Abbey Foregate.

KETLEY JUNCTION AND MARSH FARM JUNCTION.

—	Ketley Station J	5.25 a.m.	5.25 a.m.	8.15 p.m. SX 10.20 p.m. SO	—	—	No.
2 30	Horsehay	5.25 a.m.	5.25 a.m.	8.15 p.m. SX 10.25 p.m. SO	—	—	No.
1 51	Lightmoor Junction	5.30 a.m.	5.30 a.m.	8.15 p.m. SX 10.40 p.m. SO	—	—	No.
1 34	Coalbrookdale	Open only for Trains	calling.	—	—	—	Yes.
0 70	Buildwas Station	5.40 a.m.	5.40 a.m.	10.0 p.m. SX 10.55 p.m. SO	—	—	No.
3 42½	Much Wenlock	6.20 a.m.	6.20 a.m.	9. 0 p.m. SX 11.0 p.m. SO	—	—	No.
2 69½	Presthope	6.25 a.m.	6.25 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.

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.				

MARKET DRAYTON AND CREWE.								
M.	C.	Crudgington	5. 0 a.m.	—	—	—	8. 0 p.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. A					Yes.
2	14	Hodnet	—	Continuously.	—	—	—	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.	6. 0 a.m.	10. 0 p.m. §	Yes.
		Silverdale Junction	—	—	—	10.15 a.m.	6. 0 a.m.	Yes
						5.30 p.m.	8.45 p.m.	
3	40	Adderley	Open only	for trains	calling.	10. 0 p.m.	—	Yes.
1	74	Audlem	6. 0 a.m.	—	—	—	8. 0 p.m. §	Yes.
5	32	Nantwich—Market Drayton Jct. }	—	—	—	—	—	
		Nantwich—Station Crossing ..	—	—	—	—	—	
		Nantwich—Goods Yard	—	—	—	—	—	
		Nantwich—Newcastle Crossing }	See L.M. S. Co's Notice.			—	—	
	L.M.S.							
1	5	Willaston—Station	—	—	—	—	—	
1	19	Crewe—Gresty Lane No. 2	—	—	—	—	—	
	70	Crewe—Gresty Lane No. 1	—	—	—	—	—	
	31	Crewe—South Junction	—	—	—	—	—	

A—Closes after Crudgington switches in.

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.	12.30 p.m.SX	—	—	Yes.
		1.30 p.m.	1.30 p.m.SX	9.30 p.m.SX	—	—	
		—	—	8.30 p.m.SO	—	—	
3 44	Llangollen Station	—	—	—	—	—	
44	Llangollen Goods Junction ..	A 4. 0 a.m.	4. 0 a.m.	12.0m'night	—	—	No.
2 63	Deeside	2.20 p.m.	2.20 p.m.	7. 0 p.m.	—	—	Yes.
1 72	Glyndyfrdwy	A 4.15 a.m.	4.15 a.m.	11.30 p.m.	—	—	No.
2 92	Carrog N	{ 7.40 a.m.	7.40 a.m.	9. 0 p.m.	{	—	Yes.
		2.20 p.m.	2.20 p.m.	7. 0 p.m.			
2 65	Corwen, East	A 4.30 a.m.	4.30 a.m.	11.30 p.m.	—	—	No.
27	Corwen, West	A 5. 0 a.m.	5. 0 a.m.	11. 5 p.m.	—	—	No.
4 31	Llandrillo	A 5.20 a.m.	5.20 a.m.	10.50 p.m.	—	—	No.
2 60	Llandderfel	A 5.20 a.m.	5.20 a.m.	10.45 p.m.	—	—	No.
3 33	Bala Junction	A 5.30 a.m.	5.30 a.m.	10.30 p.m.	—	—	No.
4 79	Llanuwchllyn	A 5.50 a.m.	5.50 a.m.	10. 0 p.m.	—	—	No.
2 70	Garneddwen Loop	{ 6.15 a.m.	6.15 a.m.	11.45 a.m.	{	—	Yes.
		12.45 p.m.	12.45 p.m.	4.35 p.m.			
3 31	Drws-y-Nant	A 5.50 a.m.	5.50 a.m.	9.45 p.m.	—	—	No.
53	Bontnewydd	A 5.45 a.m.	5.45 a.m.	9.30 p.m.	—	—	No.
2	Dolgelley Station	A 5.15 a.m.	5.15 a.m.	9.40 p.m.	—	—	No.
3 15	Penmaenpool	A 5.15 a.m.	5.15 a.m.	10.45 p.m.	—	—	No.

A—To close after last Train has cleared.

K—Also as required during day.

N—Or when advised by Corwen East or Glyndyfrdwy.

BALA JUNCTION AND BLAENAU FESTINIOG.

0 0	Bala Junction	—	See above.	—	—	No.
0 54	Bala	A 5.30 a.m.	5.30 a.m.	10.30 p.m.	—	No.
2 48	Frongoch	A 6.40 a.m.	6.40 a.m.	8*40 p.m.	(*9.25 p. m. Sats.)	No.
5 11	Arenig	A 6.40 a.m.	6.40 a.m.	8*30 p.m.	(*9.50 p. m. Sats.)	No.
2 53	Cwm Prysor	As required.	—	—	—	Yes.
5 73	Trawsfynydd	A *5.15 a.m.	5.15 a.m.	8*15 p.m.	(*11.5 p. m. Sats.)	No.
4 78	Festiniog	A *5.30 a.m.	5.30 a.m.	8*0 p.m.	(*10.55 p. m. Sats.)	No.
3 23	Blaenau Festiniog	A *5.55 a.m.	5.55 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.

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.					

WREXHAM, BRYMBO AND COED POETH.									
M. C.									
—	—	Croes Newydd East Box	..	..	12.30 a.m.	—	12.20 night (Sat.)	—	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	..	..	..	6.50 a.m.	6.50 a.m.	9. 0 p.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. B—Or after all trains have arrived and engines gone to shed.

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	7.55 a.m.	7.55 a.m.	3.55 p.m.	—	—	Yes.
1	22	Hookagate	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	—	Yes.
2	13	Hanwood {	5.45 p.m.	5.45 p.m.	6.15 p.m.	} See note*		Yes.
			Also as required during day.					
—	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.
3	79	Breidden {	Will open 6.30	as required a.m. and 10	between 3.30 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 ; HOOTON AND HELSBY ; HOOTON AND WEST KIRBY ; CHESTER, WARRINGTON AND MANCHESTER.
(Exchange.)

For times of Signal Boxes on these sections of line see L.M.S. Company's Notice.

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES.

IMPORTANT. UNTIL FURTHER NOTICE THE SPEED OF TRAINS MUST NOT EXCEED 75 MILES PER HOUR AT ANY PLACE.

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 Super-Intendent.

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 Signalmen. 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	Sewern Junction Branch	10
Wellington	Stafford Junction	Market Drayton Junction	10
.. .. .	(Through Trains on Platform	Lines). .. .. .	.. .. .
Wellington	Stafford Junction	Market Drayton Junction	50
.. .. .	(Through Trains on Main Lines .. .. .	.. .. .	.. .. .
Wellington, Market Drayton Junction	Down Loop Line	Shrewsbury	40
Upton Magna	All Trains entering or leaving or	through the Station	6
Shrewsbury	The portions of Lines where the speed is restricted to 10 miles per hour are as follows: .. .. .	.. .. .	10
.. .. .	Sewern Bridge Junction Up Home Signal, Hereford Line, and Down Main Home Signal, Wellington Line to Crewe Junction end of Down Platform for G.W. Line, also Crewe Junction Down Starting Signals on gantry for Crewe Line. .. .. .	.. .. .	.. .. .
.. .. .	Sewern Bridge Junction Up Home Signal, Hereford Line to Bays 3 and 4, approaching end of platforms. .. .. .	.. .. .	.. .. .
.. .. .	Sewern 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 G.W. Line to Sewern 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 Sewern 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 Sewern 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
Llangollen Line Junction (Ruesbon)	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	25
Saltney Junction	Saltney Junction	Chester. Round curves on Up	50†
Chester	Up and Down Passenger Line be	Fast Line	10
Chester	All other lines	tween Nos. 3a and 3a Boxes	15

UP MAIN LINE.

Chester	Up and Down Passenger Line be	tween Nos. 3a and 4 Boxes	10
Chester	All other lines .. .. .	.. .. .	15
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.

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
Gobowen ..	Branch ..	Main Line ..	15
Gobowen ..	Cwsewtry ..	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 G.W. 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.			
Enginemen 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 ..	Shrewsbury ..	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

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 shown 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 ..	30
..	Albert Edward Bridge ..	161 m. 50 ch. ..	30
..	Albert Edward Bridge ..	160 m. p. ..	20
..	160 m.p. ..	Albert Edward Bridge ..	20
..	160 m.p. ..	Buildwas Junction ..	15
..	Buildwas Junction ..	160 m.p. ..	15
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 Longville ..	Crossing ..	15
Presthope ..	Much Wenlock ..	Presthope ..	15
Presthope ..	All Up and Down Trains ..	.. .. .	30
166 m. 55 ch. and 166 m. 65 ch. ..	All Up and Down Trains ..	.. .. .	15
Rushbury, 172½ m.p. and 172 m. 35 ch. ..	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 shown 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

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.S. Line ..	30
Nantwich, Market Drayton Junction ..	L.M.S. 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

*—Permanent Speed Restriction Indicator provided.

†—Junction to Goods Yard.

SPEED RESTRICTIONS—continued.**MARKET DRAYTON AND STOKE.**

NAME OF PLACE.	FROM.	TO.	Miles per Hour.
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.S. Line	15
Silverdale Junction	L.M.S. 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
Westbury	Entering Down Loop .. .. .	.. .. .	10
Breidden	Entering Down Loop .. .. .	.. .. .	15
Buttington	Entering Down Loop .. .. .	.. .. .	15
Buttington	Joint Line	Main	15
Buttington	Main	Joint 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	50
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 and Trevor. 0 m. 36 ch. and 1 m. 4 ch.; 1 m. 60 ch. and 2 m 7 ch.	All Trains over curves .. .. .	.. .. .	35
Llangollen, 5 m. 16 ch. and 5 m. 46 ch.	All Trains over curves .. .. .	.. .. .	10
Llangollen Goods Junction	Llangollen	Glyndyfrdwy	15
Berwyn 7 m. 5 ch. and 7 m. 25 ch.	All Trains over curve .. .. .	.. .. .	25*
7 m. 50 ch. and 8 m. 40 ch.	All Trains over curve .. .. .	.. .. .	35
Deeside	Llangollen	Corwen	15
Glyndyfrdwy	Llangollen	Corwen	15
Carrog			
Junction at Glyndyfrdwy end of Station	All Trains .. .. .	.. .. .	40½
Junction at Corwen end of Station	All Trains .. .. .	.. .. .	35
Corwen East	Carrog	Corwen	15
Corwen West	Corwen	Cynwyd	15
Llandrillo	Cynwyd	Llandderfel	15
Llandderfel	Llandrillo	Bala Junction	15
Bala Junction	Corwen	Bala	10
Llanuwchllyn	Bala Junction	Dolgelley	20
Garneddwen Loop	Llanuwchllyn	Drwsynant	15
Drwsynant	Llanuwchllyn	Dolgelley	15
Bontnewydd	Drwsynant	Dolgelley	10
Dolgelley	Drwsynant	Dolgelley	10
Penmaenpool and Barmouth Junction	All Trains between 47 m. 53 ch. and 52 m.p.	Junction	25
Barmouth Junction	All Trains over curve approaching .. .. .	.. .. .	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	Dolgelley	Drwsynant	10
Bontnewydd	Dolgelley	Drwsynant	15
Drwsynant	Dolgelley	Llanuwchllyn	15
Garneddwen Loop	Drwsynant	Llanuwchllyn	10
Llanuwchllyn	Dolgelley	Bala Junction	10
Bala Junction	Bala	Corwen	10

*Permanent Speed Restriction Indicator provided.

§ —See notes page 198

SPEED RESTRICTIONS—continued.

RUABON AND BARMOUTH JUNCTION (continued).

NAME OF PLACE.	FROM.	TO.	Miles per Hour.
UP LINE—continued.			
Llandderfel	Bala Junction	Llandrillo	15
Llandrillo	Llandderfel	Cynwyd	15
Corwen West	Cynwyd	Corwen	15
Corwen East	Corwen	Carrog	10
Carrog. Junction at Corwen end of Station	All Trains .. .. .	.. .. .	35
Carrog. Junction at Glyndyfrdwy end of Station	Corwen	Llangollen	40
Glyndyfrdwy	Corwen	Llangollen	15
Deesidef	Corwen	Llangollen	10
Berwyn:			
8 m. 40 ch. and 7 m. 50 ch.	All Trains over curve .. .. .	.. .. .	35
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:			
2 m. 7 ch. and 1 m. 60 ch.	All Trains over curves .. .. .	.. .. .	35
1 m. 4 ch. and 0 m. 26 ch. .. .. .	.. .. .	.. .. .	.. .. .

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

‡ This restriction applies when Signal Box is open. When closed all Down Trains working over Up Line must not exceed 20 m.p.h. through the junction at Glyndyfrdwy end of Station, increasing to 35 m.p.h. at Corwen end.

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
Frongoch	Bala	Arenig	10
Frongoch	Arenig	Bala	10
Between Frongoch and Arenig	Up and Down 8 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. 30 ch.	13 m. 43 ch.	15*
Between Cwm Prysor and Trawsfynydd	Up and Down Trains passing over	Through Loop	15*
Trawsfynydd	Arenig	Festinog	10
Trawsfynydd	Festinog	Arenig	10
Festinog	Maentwrog Road	Blaenau Festiniog	10
Festinog	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

WREXHAM AND MINERA.

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 Caelio Siding	Over Curves between 3 m. 57 ch.	and 3 m. 64 ch.	10
Brymbo West and Caelio 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

*Permanent Speed Restriction Indicator provided.

SPEED RESTRICTIONS—continued.**WREXHAM, MINERA JOINT AND COED TALON.**

NAME OF PLACE.	FROM.	TO.	Miles per Hour.
Near Brymbo Station	Trains consisting of six-wheeled	stock over the Curve	20
Round Curve—Brymbo Joint Junction—	} In each direction .. .. .	.. .. .	10
Brymbo and Coed Talon Line .. .. .		.. .. .	35
16 and 18½ mile posts .. .. .		.. .. .	15
Through Coed Talon	In each direction (Single Line)	.. .. .	

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

CHESTER, WARRINGTON, AND MANCHESTER.

DOWN LINE.			
Chester	Up and Down Passenger Line be	tween Nos. 4 and 3a Boxes	10
Chester	All other Lines .. .. .	.. .. .	15
Round Curve leaving Chester	Chester	Warrington	30
Helsby Junction	All Trains on Main Line .. ..	.. .. .	40
Helsby Junction	Helsby Branch	Warrington Line	20
Frodsham Junction	Chester	Warrington	45
Frodsham Junction and Halton	Over Loop Lines .. .. .	.. .. .	10
Daresbury, round Curve near 15½ mile post	.. .. .	.. .. .	
(Warrington side of Signal Box)	Norton	Warrington	50
Acton Grange Junction	Daresbury	Walton Old Junction	20
Acton Grange Junction	Daresbury	Walton New Junction	40
Walton New Junction	Acton Grange Junction	Warrington	25
Walton Old Junction	Acton Grange Junction	Warrington	20

SPEED RESTRICTIONS—continued.

CHESTER, WARRINGTON AND MANCHESTER—continued.

NAME OF PLACE.	FROM.	TO.	Miles per Hour.
Down Line—continued.			
Warrington, No. 1 Signal Box	Walton Old Junction	Warrington	15
Warrington Station	Crewe	Winwick Junction	50
Warrington to Dallam	Warrington	Dallam	60
Winwick Junction	Warrington	Earlestown	50
Earlestown, Manchester Curve (Warrington Junction to Manchester Junction)	Warrington	Manchester	15
Barton Moss Junction	Down Slow Line	Down Line	40
Patricroft Station	Down Slow Line .. .. .	.. .. .	45
Eccles Station	Down Slow Line .. .. .	.. .. .	55
Weaste Station	Down Slow Line .. .. .	.. .. .	55
Through Seedley	Down Slow Line .. .. .	.. .. .	50
Through Cross Lane	Down Slow Line .. .. .	.. .. .	50
Ordsall Lane No. 2 Box to Exchange Station	All Lines .. .. .	.. .. .	20
UP LINE.			
Exchange Station to Ordsall Lane No. 2 Box	All Lines .. .. .	.. .. .	20
Through Cross Lane	Up Slow Line .. .. .	.. .. .	50
Through Seedley	Up Slow Line .. .. .	.. .. .	50
Weaste Station	Up Slow Line .. .. .	.. .. .	55
Weaste to Patricroft	Up Fast Line .. .. .	.. .. .	60
Eccles Station	Up Slow Line .. .. .	.. .. .	60
Patricroft Station	Up Slow Line .. .. .	.. .. .	45
Barton Moss Junction	Up Line	Up Slow	40
Earlestown, Manchester Curve (Manchester Junction to Warrington Junction)	Manchester	Warrington	15
Winwick Junction	Earlestown	Warrington	50
Dallam to Warrington	Dallam	Warrington	60
Warrington Station	Winwick Junction	Crewe	35
Warrington, No. 1 Signal Box	Warrington	Walton Old Junction	15
Walton Old Junction	Warrington	Acton Grange Junction	20
Walton New Junction	Warrington	Acton Grange Junction	25
Acton Grange Junction	Walton New Junction	Daresbury	40
Acton Grange Junction	Walton Old Junction	Daresbury	20
Daresbury, round Curve near 15½ m.p. (War- rington side of Signal .. x)	Warrington	Norton	50
Halton and Frodsham Junction	Over Loop Line .. .. .	.. .. .	10
Frodsham Junction	Warrington	Chester	50
Helsby Junction	All Trains on Main Line .. .. .	.. .. .	40
Helsby Junction	Warrington Line	Helsby Branch	20
Round Curve approaching Chester	Warrington	Chester	30
Chester	Up and Down Passenger Line be- tween Nos. 3a and 4 Boxes .. .. .	.. .. .	10
Chester	All other Lines .. .. .	.. .. .	15

HOOTON AND HESLBY.

Hooton South Junction	Main Line	Helsby Line	15
Hooton South Junction	Helsby Line	Main Line	15
Curve approaching and leaving South Junction	Little Sutton	Hooton South Junction	30
Curve between West Cheshire Junction and Helsby Station	Hooton South Junction	Little Sutton	30
Helsby Junction	West Cheshire Junction	Helsby Station	50
Helsby Junction	Helsby Station	West Cheshire Junction	50
Helsby Junction	Helsby Branch	Warrington Line	20
Helsby Junction	Warrington Line	Helsby Branch	20

HOOTON AND WEST KIRBY.

Hooton North Junction	Birkenhead Line	West Kirby Line	15
Hooton North Junction	West Kirby Line	Birkenhead Line	15
Hooton Station	Hooton	West Kirby	15
Hooton Station	West Kirby	Hooton	15
Hooton South Junction	Main Line	West Kirby Line	15
Hooton South Junction	West Kirby Line	Main Line	15
Between ½ and ¾ Mile Posts	Hooton	Hadlow Road	35
Between ¾ and 1 Mile Posts	Hadlow Road	Hooton	35
Between Hadlow Road and West Kirby except through Staff Stations	Hadlow Road	West Kirby	50
West Kirby	West Kirby	Hadlow Road	50
West Kirby	Station Platform	L.M.S. Line (Wirral Section)	15
West Kirby	L.M.S. Line (Wirral Section)	Station Platform	15

HOLLINSWOOD AND STIRCHLEY.

Hollinswood to Storchley	Hollinswood	Storchley	10
Hollinswood to Storchley	Storchley	Hollinswood	10

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 J. and Hafod	South Fork	Loop.	60	1	1
" ..	Ruabon North	—	Refuge.	48	1	1
" ..	Ruabon South	—	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	1	1
UP ..	Crudgington	—	Refuge.	61	1	1
" ..	Wellington (Market Dray- ton Junction)	—	Refuge.	40	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 DOWN.	Hollinswood	—	Loop.	45	1	1
DOWN and UP DOWN.	Peplow	—	Refuge.	50	1	1
DOWN and UP DOWN.	Hodnet	—	Refuge.	40	1	1
" ..	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 DOWN.	Bala Junction	Bala	Loop.	110	1	1
" ..	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
" ..	Wheatstheaf 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 4-6-0 Engines and 2-8-0 47XX Class.
Shifnal	Up Siding connection to Goods Shed, Chester End.	Speed 5 m.p.h. for all 4-6-0 Engines and 2-8-0 47XX Class.
Oakengates	Weighbridge at entrance to Goods Shed.	All.
Wellington	Haybridge Siding, Weighbridge.	All.
Wellington	G.W. 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	G.W. Goods Yard—Nos. 4, 5 and 6 Down Sidings	To be used only by light shunting engines.
Wellington	G.W. 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.S. Goods Yard. Up Cattle Loading Dock.	All 4-6-0 Engines and 2-8-0 47XX Class.
Wellington	L.M.S. 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 (Abbey Foregate)		
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)	All Bay Lines.	All—beyond end of Old Goods Shed.
Shrewsbury (Coton Hill)	Cattle Pen Sidings.	Speed 5 m.p.h. for all 4-6-0 Engines and 2-8-0 47XX Class.
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.	2-8-0 47XX Class.
Gobowen	All Bay Lines.	All with outside cylinders.
Gobowen	Crossover Down Bay Platform to Down Sidings	To be used only by 0-6-0 Light Shunting Engine.
Chirk	Up Sidings Weighing Machine.	All.
Whitehurst	Goods Shed.	All 4-6-0 Engines and 2-8-0 47XX Class.
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.	To be used only by Light Shunting Engine.
Ruabon	Plasmadoc Down Siding, Weighbridge.	2-8-0 47XX Class.
Ruabon	Up Sidings at back of Middle Box.	All 4-6-0 Engines, 2-6-2 Tank Engines in "Red" and "Blue" Groups and 2-8-0 47XX Class.
Croes Newydd (South Fork)	Connection to Denbighshire County Council Siding, between South Fork and Croes Newydd East.	All with outside cylinders.
Wrexham	Down Sidings, south end of Cattle Pens.	All.
Wrexham	Top Yard Cobden Mill Company's new (2-wagon) Siding and Curve leading thereto.	2-8-0 47XX Class.
Wrexham	All Bay Lines.	All.
Wrexham	Up Horse Landing near Warehouse. (All engines prohibited from using connections and turntable leading to this wharf.)	All 4-6-0 Engines and 2-8-0 47XX Class.
Wrexham	Back Road to Up Loading Bank.	All.
Wrexham	Goods Shed.	All.
Wrexham	Rogers' and Jackson's Up Siding.	To be used only by light shunting engines.
Saltney (Dee Branch)	Beyond Flood Gates.	2-8-0 "H" 47XX. Must be confined to the Lines and Sidings shown.
Chester	All Lines except into G.W. Bay Lines and over Triangle for turning purposes, and over the following Sidings, viz., Brook Lane Sidings, Nos. 1 to 7 (inclusive), Warrington Siding.	2-8-0 "H" 47XX. Must be confined to the Lines and Sidings shown.
Chester	"Field" Siding to Main Line near 3a Box. Over shunting neck to Birkenhead end of G.W. Engine Shed.	2-6-2 T, 31XX and 51XX may work slowly over Curve. 2-8-0 "H" 47XX are prohibited.
Chester	The Lift Road, Coal Stage Road, Road to Water Column, Old Van Siding, "Tender" Road" at the Birkenhead end.	4-6-0 "King" 60XX 2-8-0 "H" 47XX.
Chester	Turntable Siding via back of No. 4 Signal Box.	
Chester	Crossover Road leading from Up fast to Down fast between Nos. 1 and 2 Boxes.	

ENGINE RESTRICTIONS—continued.

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

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

TYPE OF ENGINE.	CLASS.
4-6-0	Hall, 49XX. Castle, 50XX. Grange, 68XX. Manor, 78XX.
2-6-0	Outside Cylinders, 43XX Type.
2-6-2	Tanks, 51XX.

CHESTER AND BIRKENHEAD.

Engines of all descriptions (with the exception of the "King" Class) 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.S. & L.N.E. 0-6-0 TENDER ENGINES ON LOAN TO G.W.R.

WORKING BETWEEN CHESTER AND BIRKENHEAD.

L.N.E. 0-6-0 Freight Tender Engine (Diagram No. A30) and L.M.S. 0-6-0 Freight Tender Engine (Diagram No. A31) may work over the Chester and Birkenhead Joint Lines, but when the L.N.E. 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 G.W. 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 204 :—

"YELLOW" AND "UNCOLOURED" GROUP.

May use all Lines and Sidings.

ENGINE RESTRICTIONS—continued.

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

"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.
83XX	2-6-0	43XX-73XX	2-6-0
93XX	2-6-0	57XX-67XX	0-6-0T
56XX-66XX	0-6-2T	—	—

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.
83XX	2-6-0	49XX, 73XX	2-6-0
93XX	2-6-0	51XX	2-6-2T
56XX, 66XX	0-6-2T	28XX	2-8-0
81XX	2-6-2T ..	57XX, 67XX	0-6-0T

L.M.S. YARD, MANCHESTER SIDINGS.

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

BIRKENHEAD (DUKE STREET).

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

BIRKENHEAD (SHORE ROAD).

G.W. engines are prohibited from entering the Outside Line on Shore Road from the Great Western 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.

HELSEY 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 G.W. 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, 83XX and 93XX.
- 4-4-0, 3252 to 3291 ("Duke"), 3300 to 3455 ("Bulldog").
- 0-6-0, all types.

Grange Manor, 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 Great Western 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.

G.W. engines of the 4-6-0 29XX and 49XX, and 2-6-0 43XX and 83XX 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 miles per hour and must not pass over the ship 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.

ENGINE RESTRICTIONS—continued.**G.W. ENGINES WORKING TRAINS DIVERTED VIA TYLDESLEY.**

Engines of the 49XX, 29XX and 43XX 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 2-9-0 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 Llanwyddwyn 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.

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

G.W. 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, 83XX, 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). 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.
Market Drayton	Wharf.	4-6-0, Hall Grange and Manor; 2-8-2, Tank.
Adderley	Horse Landing.	All in "Red" Group, 4-6-0 (Manor); 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 G.W. 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) G.W. engines do not work over these sidings.
- (3) G.W. engines work over this road.
- (4) G.W. engines work over this road.
- (5) G.W. engines do not work over this road.
- (6) G.W. 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.

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.

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, 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 G.W. 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.

MADELEY BRANCH.

Engines of all descriptions (with the exception of 60XX "King" and those in the "Red" Group) may work between Madeley Junction and Lightmoor Junction, subject to a maximum speed of 25 m.p.h. not being exceeded by "Blue" engines.

KEMBERTON COLLIERY.

No engines must go beyond the Notice Board in Nos. 2, 3 and 4 Sidings.

MADELEY COURT WORKS.

Engines in the "Blue" Group must not work beyond the Notice Board at the entrance to the loading bank.

The following relaxation of restrictions on engine working apply until further notice:—

MADELEY BRANCH, LIGHTMOOR JUNCTION TO MADELEY JUNCTION.

Present route—dotted 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.

ENGINE RESTRICTIONS—continued.

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.—All sidings at present used by "Blue" engines.

Lightmoor.—No. 1 Siding (adjoining the Up Running Line).

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).

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 G.W.R. LOOP AND SIDING AT BUILDWAS POWER STATION SIDINGS.

RHOS BRANCH.

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

WREXHAM AND MINERA.

Engines of all descriptions (with the exception of 60XX "King" and those in the "Red" Group) may work between **Wrexham and Brymbo Middle**.

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 County Council Siding on Down side of loop leading from South Fork to the Minera Line at Croes Newydd.

The following prohibitions apply Wrexham to Brymbo West:—

ENGINE GROUP.	
"Blue"	1
"Yellow"	2
"Uncoloured"	3

PLACE.	PROHIBITION.	GROUP ENGINES PROHIBITED.
Plas Power	Colliery Sidings—Down Side. Solvay Coke Works Siding—beyond Siding Gate on Up Side.	1 1, 2, 3
Broughton Forge	Plas Power Colliery Down Sidings—beyond Siding Signals. Solvay Up Siding.	1, 2 1, 2
Brymbo	G.W. and L.M.S. Joint Coed Talon Branch (Transfer Siding)—beyond Joint Branch Up Home Signal.	1
Brymbo Middle	Warehouse Road—beyond engine's length inside disc. Coal Road—absolute. Steel Works' Siding—beyond connection.	1 1 1

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), 2-6-0 ("Blue" Group), and 4-4-0 (33XX) Classes. Between Butting ton Junction and Welshpool 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.		d to 10 miles per hour
Welshpool	Tar Distilleries—Private Siding beyond Gate	} 4-6-0 (78XX).
	Boys' and Boden Up and Down Private Siding beyond Gate	
	Gas Works Up Private Siding beyond Gate	} All Classes.
	Goods Warehouse—absolute	
	Transfer Warehouse—absolute	} 4-6-0 (78XX).
	Coal Wharf Siding beyond wall	
	New Siding beyond Cement Shed	

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 G.W. 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 authorized 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 207.

"FOREIGN" COMPANIES' ENGINES COUPLED TO G.W. 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 a 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 in trains coming 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 Foreign Company'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 OCEAN MAILS 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 trucks.

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:—

	Siphons F, G, H, and Snakes C (Corridor)		Siphons J and Snakes D (No Corridor)		Other Vehicles	
	Empty	Tare Weight	Empty	Tare Weight	Empty	Tare Weight
Milk Tanks.						
Empty		28 tons	.....	28 tons	.....	28 tons
Loaded		33 tons	.....	33 tons	.....	33 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. Trains the total weight of the train is to be obtained as follows:—

Tonnage of Passenger Stock. Tare Weight of Goods Brake 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. 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—1.1.0 a.m. Paddington five late, etc.

CLASS OF ENGINE.

SECTION.	29 X X.		3306-3455.		3200-3219		0-6-0 and 0-6-0 T.		2-4-0 T. Metro.		0-4-2 T. 517 Class.	
	Tons.	10XX	Tons.	10XX	Tons.	10XX	Tons.	10XX	Tons.	10XX	Tons.	10XX
From.	100, 111, 4000, 4016, 4032, 4037, 5000-5099	4003-4072 except 4016, 4032, 4037, 49XX, 59XX, and 61XX. 68XX	43, 53, 63, 73, 78, 83 and 93XX	4400-4410, 4500-4599, 5500-5574, 37, 57, 77, 87 and 97XX	3250-3259, 3260-3269, 3270-3279, 3280-3289, 3290-3299, 3300-3309, 3310-3319, 3320-3329, 3330-3339, 3340-3349, 3350-3359, 3360-3369, 3370-3379, 3380-3389, 3390-3399, 3400-3409, 3410-3419, 3420-3429, 3430-3439, 3440-3449, 3450-3459, 3460-3469, 3470-3479, 3480-3489, 3490-3499, 3500-3509, 3510-3519, 3520-3529, 3530-3539, 3540-3549, 3550-3559, 3560-3569, 3570-3579, 3580-3589, 3590-3599, 3600-3609, 3610-3619, 3620-3629, 3630-3639, 3640-3649, 3650-3659, 3660-3669, 3670-3679, 3680-3689, 3690-3699, 3700-3709, 3710-3719, 3720-3729, 3730-3739, 3740-3749, 3750-3759, 3760-3769, 3770-3779, 3780-3789, 3790-3799, 3800-3809, 3810-3819, 3820-3829, 3830-3839, 3840-3849, 3850-3859, 3860-3869, 3870-3879, 3880-3889, 3890-3899, 3900-3909, 3910-3919, 3920-3929, 3930-3939, 3940-3949, 3950-3959, 3960-3969, 3970-3979, 3980-3989, 3990-3999, 4000-4009, 4010-4019, 4020-4029, 4030-4039, 4040-4049, 4050-4059, 4060-4069, 4070-4079, 4080-4089, 4090-4099, 4100-4109, 4110-4119, 4120-4129, 4130-4139, 4140-4149, 4150-4159, 4160-4169, 4170-4179, 4180-4189, 4190-4199, 4200-4209, 4210-4219, 4220-4229, 4230-4239, 4240-4249, 4250-4259, 4260-4269, 4270-4279, 4280-4289, 4290-4299, 4300-4309, 4310-4319, 4320-4329, 4330-4339, 4340-4349, 4350-4359, 4360-4369, 4370-4379, 4380-4389, 4390-4399, 4400-4409, 4410-4419, 4420-4429, 4430-4439, 4440-4449, 4450-4459, 4460-4469, 4470-4479, 4480-4489, 4490-4499, 4500-4509, 4510-4519, 4520-4529, 4530-4539, 4540-4549, 4550-4559, 4560-4569, 4570-4579, 4580-4589, 4590-4599, 4600-4609, 4610-4619, 4620-4629, 4630-4639, 4640-4649, 4650-4659, 4660-4669, 4670-4679, 4680-4689, 4690-4699, 4700-4709, 4710-4719, 4720-4729, 4730-4739, 4740-4749, 4750-4759, 4760-4769, 4770-4779, 4780-4789, 4790-4799, 4800-4809, 4810-4819, 4820-4829, 4830-4839, 4840-4849, 4850-4859, 4860-4869, 4870-4879, 4880-4889, 4890-4899, 4900-4909, 4910-4919, 4920-4929, 4930-4939, 4940-4949, 4950-4959, 4960-4969, 4970-4979, 4980-4989, 4990-4999, 5000-5009, 5010-5019, 5020-5029, 5030-5039, 5040-5049, 5050-5059, 5060-5069, 5070-5079, 5080-5089, 5090-5099, 5100-5109, 5110-5119, 5120-5129, 5130-5139, 5140-5149, 5150-5159, 5160-5169, 5170-5179, 5180-5189, 5190-5199, 5200-5209, 5210-5219, 5220-5229, 5230-5239, 5240-5249, 5250-5259, 5260-5269, 5270-5279, 5280-5289, 5290-5299, 5300-5309, 5310-5319, 5320-5329, 5330-5339, 5340-5349, 5350-5359, 5360-5369, 5370-5379, 5380-5389, 5390-5399, 5400-5409, 5410-5419, 5420-5429, 5430-5439, 5440-5449, 5450-5459, 5460-5469, 5470-5479, 5480-5489, 5490-5499, 5500-5509, 5510-5519, 5520-5529, 5530-5539, 5540-5549, 5550-5559, 5560-5569, 5570-5579, 5580-5589, 5590-5599, 5600-5609, 5610-5619, 5620-5629, 5630-5639, 5640-5649, 5650-5659, 5660-5669, 5670-5679, 5680-5689, 5690-5699, 5700-5709, 5710-5719, 5720-5729, 5730-5739, 5740-5749, 5750-5759, 5760-5769, 5770-5779, 5780-5789, 5790-5799, 5800-5809, 5810-5819, 5820-5829, 5830-5839, 5840-5849, 5850-5859, 5860-5869, 5870-5879, 5880-5889, 5890-5899, 5900-5909, 5910-5919, 5920-5929, 5930-5939, 5940-5949, 5950-5959, 5960-5969, 5970-5979, 5980-5989, 5990-5999, 6000-6009, 6010-6019, 6020-6029, 6030-6039, 6040-6049, 6050-6059, 6060-6069, 6070-6079, 6080-6089, 6090-6099, 6100-6109, 6110-6119, 6120-6129, 6130-6139, 6140-6149, 6150-6159, 6160-6169, 6170-6179, 6180-6189, 6190-6199, 6200-6209, 6210-6219, 6220-6229, 6230-6239, 6240-6249, 6250-6259, 6260-6269, 6270-6279, 6280-6289, 6290-6299, 6300-6309, 6310-6319, 6320-6329, 6330-6339, 6340-6349, 6350-6359, 6360-6369, 6370-6379, 6380-6389, 6390-6399, 6400-6409, 6410-6419, 6420-6429, 6430-6439, 6440-6449, 6450-6459, 6460-6469, 6470-6479, 6480-6489, 6490-6499, 6500-6509, 6510-6519, 6520-6529, 6530-6539, 6540-6549, 6550-6559, 6560-6569, 6570-6579, 6580-6589, 6590-6599, 6600-6609, 6610-6619, 6620-6629, 6630-6639, 6640-6649, 6650-6659, 6660-6669, 6670-6679, 6680-6689, 6690-6699, 6700-6709, 6710-6719, 6720-6729, 6730-6739, 6740-6749, 6750-6759, 6760-6769, 6770-6779, 6780-6789, 6790-6799, 6800-6809, 6810-6819, 6820-6829, 6830-6839, 6840-6849, 6850-6859, 6860-6869, 6870-6879, 6880-6889, 6890-6899, 6900-6909, 6910-6919, 6920-6929, 6930-6939, 6940-6949, 6950-6959, 6960-6969, 6970-6979, 6980-6989, 6990-6999, 7000-7009, 7010-7019, 7020-7029, 7030-7039, 7040-7049, 7050-7059, 7060-7069, 7070-7079, 7080-7089, 7090-7099, 7100-7109, 7110-7119, 7120-7129, 7130-7139, 7140-7149, 7150-7159, 7160-7169, 7170-7179, 7180-7189, 7190-7199, 7200-7209, 7210-7219, 7220-7229, 7230-7239, 7240-7249, 7250-7259, 7260-7269, 7270-7279, 7280-7289, 7290-7299, 7300-7309, 7310-7319, 7320-7329, 7330-7339, 7340-7349, 7350-7359, 7360-7369, 7370-7379, 7380-7389, 7390-7399, 7400-7409, 7410-7419, 7420-7429, 7430-7439, 7440-7449, 7450-7459, 7460-7469, 7470-7479, 7480-7489, 7490-7499, 7500-7509, 7510-7519, 7520-7529, 7530-7539, 7540-7549, 7550-7559, 7560-7569, 7570-7579, 7580-7589, 7590-7599, 7600-7609, 7610-7619, 7620-7629, 7630-7639, 7640-7649, 7650-7659, 7660-7669, 7670-7679, 7680-7689, 7690-7699, 7700-7709, 7710-7719, 7720-7729, 7730-7739, 7740-7749, 7750-7759, 7760-7769, 7770-7779, 7780-7789, 7790-7799, 7800-7809, 7810-7819, 7820-7829, 7830-7839, 7840-7849, 7850-7859, 7860-7869, 7870-7879, 7880-7889, 7890-7899, 7900-7909, 7910-7919, 7920-7929, 7930-7939, 7940-7949, 7950-7959, 7960-7969, 7970-7979, 7980-7989, 7990-7999, 8000-8009, 8010-8019, 8020-8029, 8030-8039, 8040-8049, 8050-8059, 8060-8069, 8070-8079, 8080-8089, 8090-8099, 8100-8109, 8110-8119, 8120-8129, 8130-8139, 8140-8149, 8150-8159, 8160-8169, 8170-8179, 8180-8189, 8190-8199, 8200-8209, 8210-8219, 8220-8229, 8230-8239, 8240-8249, 8250-8259, 8260-8269, 8270-8279, 8280-8289, 8290-8299, 8300-8309, 8310-8319, 8320-8329, 8330-8339, 8340-8349, 8350-8359, 8360-8369, 8370-8379, 8380-8389, 8390-8399, 8400-8409, 8410-8419, 8420-8429, 8430-8439, 8440-8449, 8450-8459, 8460-8469, 8470-8479, 8480-8489, 8490-8499, 8500-8509, 8510-8519, 8520-8529, 8530-8539, 8540-8549, 8550-8559, 8560-8569, 8570-8579, 8580-8589, 8590-8599, 8600-8609, 8610-8619, 8620-8629, 8630-8639, 8640-8649, 8650-8659, 8660-8669, 8670-8679, 8680-8689, 8690-8699, 8700-8709, 8710-8719, 8720-8729, 8730-8739, 8740-8749, 8750-8759, 8760-8769, 8770-8779, 8780-8789, 8790-8799, 8800-8809, 8810-8819, 8820-8829, 8830-8839, 8840-8849, 8850-8859, 8860-8869, 8870-8879, 8880-8889, 8890-8899, 8900-8909, 8910-8919, 8920-8929, 8930-8939, 8940-8949, 8950-8959, 8960-8969, 8970-8979, 8980-8989, 8990-8999, 9000-9009, 9010-9019, 9020-9029, 9030-9039, 9040-9049, 9050-9059, 9060-9069, 9070-9079, 9080-9089, 9090-9099, 9100-9109, 9110-9119, 9120-9129, 9130-9139, 9140-9149, 9150-9159, 9160-9169, 9170-9179, 9180-9189, 9190-9199, 9200-9209, 9210-9219, 9220-9229, 9230-9239, 9240-9249, 9250-9259, 9260-9269, 9270-9279, 9280-9289, 9290-9299, 9300-9309, 9310-9319, 9320-9329, 9330-9339, 9340-9349, 9350-9359, 9360-9369, 9370-9379, 9380-9389, 9390-9399, 9400-9409, 9410-9419, 9420-9429, 9430-9439, 9440-9449, 9450-9459, 9460-9469, 9470-9479, 9480-9489, 9490-9499, 9500-9509, 9510-9519, 9520-9529, 9530-9539, 9540-9549, 9550-9559, 9560-9569, 9570-9579, 9580-9589, 9590-9599, 9600-9609, 9610-9619, 9620-9629, 9630-9639, 9640-9649, 9650-9659, 9660-9669, 9670-9679, 9680-9689, 9690-9699, 9700-9709, 9710-9719, 9720-9729, 9730-9739, 9740-9749, 9750-9759, 9760-9769, 9770-9779, 9780-9789, 9790-9799, 9800-9809, 9810-9819, 9820-9829, 9830-9839, 9840-9849, 9850-9859, 9860-9869, 9870-9879, 9880-9889, 9890-9899, 9900-9909, 9910-9919, 9920-9929, 9930-9939, 9940-9949, 9950-9959, 9960-9969, 9970-9979, 9980-9989, 9990-9999, 10000-10009, 10010-10019, 10020-10029, 10030-10039, 10040-10049, 10050-10059, 10060-10069, 10070-10079, 10080-10089, 10090-10099, 10100-10109, 10110-10119, 10120-10129, 10130-10139, 10140-10149, 10150-10159, 10160-10169, 10170-10179, 10180-10189, 10190-10199, 10200-10209, 10210-10219, 10220-10229, 10230-10239, 10240-10249, 10250-10259, 10260-10269, 10270-10279, 10280-10289, 10290-10299, 10300-10309, 10310-10319, 10320-10329, 10330-10339, 10340-10349, 10350-10359, 10360-10369, 10370-10379, 10380-10389, 10390-10399, 10400-10409, 10410-10419, 10420-10429, 10430-10439, 10440-10449, 10450-10459, 10460-10469, 10470-10479, 10480-10489, 10490-10499, 10500-10509, 10510-10519, 10520-10529, 10530-10539, 10540-10549, 10550-10559, 10560-10569, 10570-10579, 10580-10589, 10590-10599, 10600-10609, 10610-10619, 10620-10629, 10630-10639, 10640-10649, 10650-10659, 10660-10669, 10670-10679, 10680-10689, 10690-10699, 10700-10709, 10710-10719, 10720-10729, 10730-10739, 10740-10749, 10750-10759, 10760-10769, 10770-10779, 10780-10789, 10790-10799, 10800-10809, 10810-10819, 10820-10829, 10830-10839, 10840-10849, 10850-10859, 10860-10869, 10870-10879, 10880-10889, 10890-10899, 10900-10909, 10910-10919, 10920-10929, 10930-10939, 10940-10949, 10950-10959, 10960-10969, 10970-10979, 10980-10989, 10990-10999, 11000-11009, 11010-11019, 11020-11029, 11030-11039, 11040-11049, 11050-11059, 11060-11069, 11070-11079, 11080-11089, 11090-11099, 11100-11109, 11110-11119, 11120-11129, 11130-11139, 11140-11149, 11150-11159, 11160-11169, 11170-11179, 11180-11189, 11190-11199, 11200-11209, 11210-11219, 11220-11229, 11230-11239, 11240-11249, 11250-11259, 11260-11269, 11270-11279, 11280-11289, 11290-11299, 11300-11309, 11310-11319, 11320-11329, 11330-11339, 11340-11349, 11350-11359, 11360-11369, 11370-11379, 11380-11389, 11390-11399, 11400-11409, 11410-11419, 11420-11429, 11430-11439, 11440-11449, 11450-11459, 11460-11469, 11470-11479, 11480-11489, 11490-11499, 11500-11509, 11510-11519, 11520-11529, 11530-11539, 11540-11549, 11550-11559, 11560-11569, 11570-11579, 11580-11589, 11590-11599, 11600-11609, 11610-11619, 11620-11629, 11630-11639, 11640-11649, 11650-11659, 11660-11669, 11670-11679, 11680-11689, 11690-11699, 11700-11709, 11710-11719, 11720-11729, 11730-11739, 11740-11749, 11750-11759, 11760-11769, 11770-11779, 11780-11789, 11790-11799, 11800-11809, 11810-11819, 11820-11829, 11830-11839, 11840-11849, 11850-11859, 11860-11869, 11870-11879, 11880-11889, 11890-11899, 11900-11909, 11910-11919, 11920-11929, 11930-11939, 11940-11949, 11950-11959, 11960-11969, 11970-11979, 11980-11989, 11990-11999, 12000-12009, 12010-12019, 12020-12029, 12030-12039, 12040-12049, 12050-12059, 12060-12069, 12070-12079, 12080-12089, 12090-12099, 12100-12109, 12110-12119, 12120-12129, 12130-12139, 12140-12149, 12150-12159, 12160-12169, 12170-12179, 12180-12189, 12190-12199, 12200-12209, 12210-12219, 12220-12229, 12230-12239, 12240-12249, 12250-12259, 12260-12269, 12270-12279, 12280-12289, 12290-12299, 12300-12309, 12310-12319, 12320-12329, 12330-12339, 12340-12349, 12350-12359, 12360-12369, 12370-12379, 12380-12389, 12390-12399, 12400-12409, 12410-12419, 12420-12429, 12430-12439, 12440-12449, 12450-12459, 12460-12469, 12470-12479, 12480-12489, 12490-12499, 12500-12509, 12510-12519, 12520-12529, 12530-12539, 12540-12549, 12550-12559, 12560-12569, 12570-12579, 12580-12589, 12590-12599, 12600-12609, 12610-12619, 12620-12629, 12630-12639, 12640-12649, 12650-12659, 12660-12669, 12670-12679, 12680-12689, 12690-12699, 12700-12709, 12710-12719, 12720-12729, 12730-12739, 12740-12749, 12750-12759, 12760-12769, 12770-12779, 12780-12789, 12790-12799, 12800-12809, 12810-12819, 12820-12829, 12830-12839, 12840-12849, 12850-12859, 12860-12869, 12870-12879, 12880-12889, 12890-12899, 12900-12909, 12910-12919, 12920-12929, 12930-12939, 12940-12949, 12950-12959, 12960-12969, 12970-12979, 12980-12989, 12990-12999, 13000-13009, 13010-13019, 13020-13029, 13030-13039, 13040-13049, 13050-13059, 13060-13069, 13070-13079, 13080-13089, 13090-13099, 13100-13109, 13110-13119, 13120-13129, 13130-13139, 13140-13149, 13150-13159, 13160-13169, 13170-13179, 13180-13189, 13190-13199, 13200-13209, 13210-13219, 13220-13229, 13230-13239, 13240-13249, 13250-13259, 13260-13269, 13270-13279, 13280-13289, 13290-13299, 13300-13309, 13310-13319, 13320-13329, 13330-13339, 13340-13349, 13350-13359, 13360-13369, 13370-13379, 13380-13389, 13390-13399, 13400-13409, 13410-13419, 13420-13429, 13430-13439, 13440-13449, 13450-13459, 13460-13469, 13470-13479, 13480-13489, 13490-13499, 135							

CLASS OF ENGINE.

SECTION.

To.

From.

Tons.

Tons.

Tons.

Tons.

Tons.

Tons.

Tons.

Tons.

BIRKENHEAD TO LONDON.

Manchester	Chester
Manchester	Chester (via Walton O.J.)
Birkenhead	Chester
Wrexham	Wrexham†
Wrexham	Wrexham†
Wrexham	Wrexham†
Ruabon	Ruabon
Ruabon	Ruabon
Ruabon	Ruabon
Shrewsbury	Shrewsbury
Shrewsbury	Shrewsbury
Shrewsbury	Shrewsbury
Wellington	Wellington†
Wellington	Wellington†
Wellington	Wolverhampton*

100, 111, 4000, 4016, 4032, 4037, 5000-5099, 10XX	4003-4072, except 4016, 4032, 4037, 49XX, 59XX, 68XX	29XX, 43, 53, 63, 73, 78, 83 and 93XX, 31, 41, 51, and 61XX, 37, 57, 77, 87, and 97XX, 56 and 66XX	3306-3455, 4400-4410, 4500-4599, 5500-5574	3200-3219, 3252-3291, 2251-2299, 0-6-2 T. "B" Group, 0-6-2 T. "A" Group	0-6-0 and 0-6-0 T., 0-6-2 T. "A" Group	2-4-0 T. Metro, 0-4-2 T. 48 and 58XX, 898, 900, 908	0-4-2 T. 517 Class, 1334, 1335, 1336
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*—Stopping Trains. †—Through Trains. ‡—Train not to exceed 630 feet or 11 ordinary eight-wheel coaches.

The tonnage loads shown in the "Standard Loads Table" do not apply when Auto Car services are being worked by engines of the 48XX, 54XX, 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.

To.

From.

Tons.

Tons.

Tons.

Tons.

Tons.

Tons.

Tons.

Tons.

RUABON AND BARMOUTH.

Ruabon	Dolgellay
Dolgellay	Barmouth
Barmouth	Dolgellay
Dolgellay	Llanuwchllyn
Llanuwchllyn	Ruabon

280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000	3306-3455, 4400-4410, 4500-4599, 5500-5574, 37, 57, 77, 87, and 97XX, 56 and 66XX	3200-3219, 3252-3291, 2251-2299, 0-6-2 T. "B" Group, 0-6-2 T. "A" Group	0-6-0 and 0-6-0 T., 0-6-2 T. "A" Group	2-4-0 T. Metro, 0-4-2 T. 48 and 58XX, 898, 900, 908	0-4-2 T. 517 Class, 1334, 1335, 1336
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*—90 tons for Auto Trains when working vestibule end leading.

CLASS OF ENGINE.

SECTION.

From To

SHREWSBURY AND WELSHPOOL.

Shrewsbury	Welshpool	364	336	3200-3219.	0-6-0 and 0-6-0 T.	2-4-0 T. Metro.	0-4-2 T.
Welshpool	Westbury	336	336	3252-3291.	0-6-2 T.	0-4-2 T.	517 Class.
Westbury	Shrewsbury	336*	336	2251-2299.	"A" Group.	48 and 58XX.	1334, 1335, 1336.
Westbury	Shrewsbury	420Z	336	5500-5574.	0-6-2 T.	888, 900, 908.	
				37, 57, 77, 87, and 97XX.	"B" Group.		
				56 and 66XX.	Tons.	Tons.	Tons

¶—58XX class.

§—2-4-0 T Metro 175 tons.

‡—2-4-0 T Metro 225 tons.

Z—Through Train *—Stopping Train

BRANCH LINES—CHESTER DIVISION.

Bala	Blaenau Ffestiniog	—	—	—	188	140	1110	96
Blaenau Ffestiniog	Bala	—	—	—	188	140	1110	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	Builwas	—	—	280	224	224	—	140
Builwas	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	—	—	224
Wrexham	Rhos	—	—	—	196	—	—	140
Rhos	Wrexham	—	—	—	280	—	—	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 217 to 222.
- (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.
Ballast,
Bricks,
Cement,
China Clay,
China Stone,
Copper,
Dolomite,

Granite,
Gravel,
Lime,
Ironstone,
Metal Sheets,
Pig Iron,
Rails,

Roadstone.
Sand,
Steel Bars,
Tarmac,
Tinplate.

- (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 shown on pages 217 to 222 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 = 8 } Class 1, 2 or 3, according
Two 15 tonners .. = 3 } to traffic involved.
Two 40 tonners .. = 7 }

20-ton wagons—see tables, page 214.

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 shown in special tables on page 214.

WHEN EMPTY.

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

- (7) Special class wagons such as "Crocodiles," "Boralls," "Oil Tanks," etc., when loaded and empty are to be calculated as shown in tables on page 213.
- (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 216 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 shown on page 217 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) Classes 1 and 2 traffic, Class 3 traffic enumerated in paragraph 4, 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" and "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		Maximum Carrying Capacity of Vehicle.	Maximum Tare of Vehicle.	EQUALS.	
		Ft.	Ins.			When empty, A	When loaded, B
						Loaded Class 3 Wagons.	
Aero	Air Screw Wagon	20	6	Tons. 12	Tons. 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 A	Bolster Wagon	48	11	9	15	15	2 2
Berail 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	12	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 At	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 A, B, C, 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	1½	30	15	16	2 5
Signal Dept. Wagon	10-ton	23	0	10	5	17	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
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.

The staff must, in compiling the **Working Load**, be careful to see that allowance is made for the additional length of any vehicle exceeding 21 feet over buffers in order to conform with the maximum length of train over section which train works.

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: Borall 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).

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

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.

COACHING STOCK.

CALCULATION FOR FREIGHT TRAIN LOADING PURPOSES.

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.

DIMENSIONS OF PASSENGER VEHICLES OVER 21-ft. IN LENGTH.

Description of Vehicles.	Length over Headstocks.	Number in Traffic.	Description of Vehicles.	Length over Headstocks.	Number in Traffic.
	Ft. In.			Ft. In.	
Beetle C	23 0	1	Pythons A	28 6	20
Beetle C	26 0	40	Pythons B	30 6	6
Bloaters	28 6	304	Scorpions C	45 0	8
Fruits C	22 0	100	Siphons	27 6	319
Fruits D	28 6	50	Siphons F	40 0	7
Giants	50 0	2	Siphons G	50 0	230
Hydras	25 6	20	Siphons H	50 0	20
Hydras C	30 6	2	Siphons J	50 0	45
Hydras D	28 6	10	Snakes B	40 0½	95
Monsters	50 0	20	Snakes C	57 0	227
Pythons A	27 4½	55			

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

CALCULATION FOR FREIGHT TRAIN LOADING PURPOSES.

Vehicle.	Dimensions.		Maximum Capacity.	Tare Weight.	Equivalent to following Class 3 traffic.		
					When Empty.	Loaded with 1 Tank.	Loaded with 2 Tanks.
	Ft.	Ins.	Tons.	Tons. Cwts.			
Rectank	37	0	38	14 10	1	5	5
Usafat	44	4½	50	15 15	2	6	7
Warflat	43	10½	50	20 8	2	6	7
Warwell	47	0	50	26 15	3	6	—
Warwell B	35	10½	80	29 12	3	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	2	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 217 to 222, the latter must be strictly adhered to.

SECTION.		"C" HEADLAMPS.			"D" HEADLAMPS.		
		10XX 47XX 100, 111, 4000, 4016, 4032, 4037, 4073 to 4099, 5000 to 5099.	49XX and 59XX. 4003 to 4072, inclusive, except Nos. 4016, 4032, and 4037 68XX	43XX, 53XX 63XX, 73XX 83XX, 93XX 78XX 29XX. See note.†	10XX 47XX 100, 111, 4000, 4016, 4032, 4037, 4073 to 4099, 5000 to 5099.	49XX and 59XX. 4003 to 4072, inclusive, except Nos. 4016, 4032, and 4037 68XX	43XX, 53XX 63XX, 73XX 83XX, 93XX 78XX 29XX. See note.†
From.	To.	Class 3 Traffic.			Class 3 Traffic.		
DOWN TRAIN	S.						
Oxley Sdgs.	Leaton	64	50	54	64	59	54
Leaton	Black Park Jct.	70	67	64	70	70	64
Black Park Jct.	Ruabon	58	55	50	58	55	50
Ruabon	Birkenhead	70	67	64	70	70	64
Chester	Manchester	—	58	53	—	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 Sidings	64	60	58	64	60	58
Manchester	Warrington	—	66	60	—	65	60
Warrington	Chester	—	67	64	—	70	64
Via Walton	New Junction }						
Crewe	Market Drayton	70	67	64	70	70	64
Market Drayton	Wellington	66	62	57	66	62	57

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

STATIONS.		Set 1.				Set 2.			
From.	To.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties
BARMOUTH JUNCTION A	ND DOLGELLEY								
BRANCH.									
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	Class 2	Class 3	Empties.	Class 1	Class 2	Class 3	Empties.	Class 1	Class 2	Class 3	Empties.	Class 1	Class 2	Class 3	Empties.	Class 1	Class 2	Class 3	Empties.	Class 1	Class 2	Class 3	Empties.	Class 1	Class 2	Class 3	Empties.	
DOWN.	Oxley Sidings	22	26	33	44	25	30	38	50	32	41	54	72	36	55	66	83	100	60	72	88	99	44	53	66	88	99	100	100	
	Hollinswood	30	36	45	60	34	41	51	68	37	44	56	75	54	55	66	83	100	60	72	88	99	44	53	66	88	99	100	100	
	Shrewsbury	70	22	26	33	44	25	30	38	50	27	32	41	54	36	43	54	72	44	53	66	88	44	53	66	88	99	100	100	
	Leaton	65	32	38	48	60	37	44	56	74	40	48	60	80	58	70	88	100	64	77	97	100	84	100	100	100	100	100	100	
	Gobowen	65	39	47	59	60	45	56	74	64	48	58	73	85	64	77	97	100	70	84	100	100	86	100	100	100	100	100	100	
	Black Park Jct.	60	20	25	35	40	23	28	35	46	25	30	38	50	33	40	50	66	40	50	66	80	48	60	80	100	100	100	100	
	Ruabon	60	36	43	54	60	42	50	63	80	45	54	68	81	72	90	100	66	72	90	100	72	86	100	100	100	100	100	100	
	United Colliery	60	45	54	66	82	52	62	78	100	54	65	85	100	82	99	100	100	80	96	100	100	95	100	100	100	100	100	100	
	Saltney	60†	45	54	66	82	52	62	78	100	54	65	85	100	82	99	100	100	80	96	100	100	95	100	100	100	100	100	100	
	Cheshire	59	40	48	60	80	46	56	70	90	45	54	70	85	72	87	100	100	80	96	100	100	95	100	100	100	100	100	100	
	Birkenhead	—	22	26	33	44	25	30	38	50	32	41	54	72	36	43	54	72	44	53	66	88	44	53	66	88	99	100	100	
	Guilden Sutton	—	26	31	39	52	30	36	45	60	37	44	56	75	54	55	66	83	100	60	72	88	99	44	53	66	88	99	100	100
	Warrington	—	21	25	32	42	24	29	36	48	26	31	39	52	35	43	55	70	80	90	100	100	52	62	78	100	100	100	100	
	UP.	Manchester	30	36	45	60	30	36	45	60	30	36	45	60	48	60	72	88	100	45	54	68	90	64	77	97	100	100	100	100
Warrington	—	26	31	39	52	30	36	45	60	32	38	48	64	43	52	65	86	94	52	62	78	100	57	68	86	100	100	100	100	
Warrington	—	16	19	25	34	18	22	28	39	20	24	31	42	26	31	41	56	31	32	38	50	32	38	50	64	80	100	100	100	
Birkenhead	59†	21	25	32	42	24	29	36	48	26	31	39	52	35	43	55	70	80	90	100	100	45	54	68	90	100	100	100	100	
Grange Lane	59†	42	50	62	80	48	58	73	100	52	62	78	100	77	92	100	100	84	100	100	100	92	100	100	100	100	100	100	100	
Saltney	80	36	43	54	60	42	50	63	80	45	54	68	85	60	72	90	100	66	79	99	100	72	86	100	100	100	100	100	100	
Rossett	60	18	22	29	36	21	25	32	42	23	27	35	46	30	36	48	60	30	36	48	60	36	43	58	72	86	100	100	100	
Wrexham	60	22	26	35	45	25	30	38	50	27	32	41	54	36	43	58	72	40	53	66	88	44	53	66	88	99	100	100	100	
Hafod	60	28	34	42	56	32	38	48	64	35	42	53	66	46	55	69	92	51	61	77	100	62	74	94	100	100	100	100	100	
Gobowen	70	35	42	53	60	40	48	60	80	44	53	66	85	58	70	88	100	64	77	97	100	70	84	100	100	100	100	100	100	
Shrewsbury	59	26	31	39	52	30	36	45	60	32	38	48	64	43	52	65	86	94	52	62	78	100	57	68	86	100	100	100	100	
Aliscott Siding	59	25	30	38	50	29	35	44	58	31	37	47	62	41	49	62	82	45	54	68	90	55	65	86	100	100	100	100	100	
Wellington	59	26	31	39	52	30	36	45	60	32	38	48	64	43	52	65	86	94	52	62	78	100	57	68	86	100	100	100	100	
Hollinswood	60	22	26	35	44	25	30	38	50	27	32	41	54	36	43	58	72	40	53	66	88	44	53	66	88	99	100	100	100	
Oxley Sidings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Saltney Jct. (Exchange Sg.)	Saltney	36	43	54	60																									
Saltney Jct. (Exchange Sg.)	Saltney	36	43	54	60																									

Note.—No trains on the Joint 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, except that trains conveying colliery wagons only must not exceed 53 wagons. These restrictions do not apply to the 8.8 p.m. G.W. Express Freight, Manchester (Liverpool Road) to Bristol, which conveys 65 wagons. Between 11.0 p.m. and 7.0 a.m. trains through Chester Station or Yard, not calling at Chester, may convey 59 wagons. Z.—For maximum loads for Vacuum and "D" Head Lamp trains worked by 29XX, 40XX, 43XX, 47XX, 49XX, 50XX, etc. engines, see page 217. ††—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 authorized, and no train must exceed 100 wagons.

— 3000 to 3049
 — 4900 to 4999
 — 5900 to 5999
 — 6900 to 6999
 — 7900 to 7999
 — 8900 to 8999
 — 9900 to 9999

DX engines.
 EX engines.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS.

MAXIMUM ENGINE LOADS.

BRANCH.		WORKING LOADS.		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.		
From.	To.	No. of wagons to be conveyed by Trains specially provided for in the Service Books or by arrangement.	Maximum	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.
SEVERN JUNCT.																								
Ketley Junction	ION.	30	10	12	15	20	11	13	17	22	12	14	18	24	32	16	19	24	32	44	53	66	88	
Horsehay	Lightmoor Jct.	30	25	30	38	50	29	35	44	58	29	35	44	58	70	35	42	53	70					
Lightmoor Jct.	Buildwas	40	35	42	53	60	40	48	60	80	40	48	60	80	90	45	54	68						
Buildwas	Presthope	45	10	12	15	20	11	13	17	22	11	13	17	22										
Presthope	Marsh Farm J.	45	35	42	53	60	40	48	60	80	40	48	60	80										
Marsh Farm J.	Presthope	45	22	26	33	44	25	30	38	50	25	30	38	50										
Presthope	Buildwas	45	30	36	45	60	33	40	50	66	33	40	50	66										
Buildwas	Lightmoor Jct.	30	12	14	18	24	14	17	21	28	15	18	23	30	40	20	24	30	40	24	29	36	48	
Lightmoor Jct.	Ketley	30	10	12	15	20	11	13	17	22	12	14	18	24	32	16	19	24	32					
Ketley	Ketley Junction	60	30	36	45	60	33	40	50	66	33	40	50	66	80	40	48	60	80					
WREXHAM, BR.																								
Wrexham	WREXHAM & MINER	A.	10	12	15	22	11	13	17	22	12	14	18	24	32	16	19	24	32					
Brymbo	Brymbo	32	10	12	15	22																		
Minera	Minera	22	10	12	15	22																		
Brymbo	Brymbo	30	30	36	45	60	35	42	53	70	35	42	53	70	90	45	54	68	90					
Wrexham	Wrexham	60	35	42	53	60																		
Minera	Tir Celyn	10	7	8	11	14																		
Tir Celyn	Minera	10	7	8	11	14																		
CREWE.																								
Wellington	Market Drayt'n	60	29	35	44	58	33	40	50	66	36	43	54	72	96	48	58	73	96	58	70	88	100	100
Market Drayt'n	Crewe	60	31	37	47	60	36	43	54	72	39	47	59	78	100	51	61	77	100	62	74	94	100	100
Wellington	Crewe	55	26	31	40	52	30	36	45	60	32	38	48	64	86	43	52	65	86	52	62	78	100	100
Crewe	Market Drayt'n	57	23	28	40	46	26	31	40	52	29	35	44	58	76	38	46	57	76	46	55	69	92	92
Market Drayt'n	Wellington																							
OSWESTRY.																								
Gobowen	Oswestry	60	24	29	36	48	23	34	42	56	30	36	45	60	80	40	48	60	80					
Oswestry	Gobowen	60	30	36	45	60	34	41	51	68	37	44	56	74	100	50	60	75	100					
WELSHPOOL.																								
Shrewsbury	Welshpool		22	26	33	44	25	30	38	50	27	32	41	54	72	43	54	68	88	44	53	66	88	
Welshpool	Westbury		18	22	27	36	21	25	32	42	26	33	44	56	72	36	43	54	72	44	53	66	88	
Westbury	Shrewsbury		25	30	38	50	29	35	44	58	31	37	47	62	82	41	49	62	82	50	60	75	100	
MADELEY.																								
Lightmoor Jct.	Lightmoor Jct.	30B	20	24	30	40	23	28	35	46	25	30	38	50	66	43	54	68	88	44	53	66	88	
Lightmoor Jct.	Lightmoor Jct.	30B	22	26	33	44	25	30	38	50	27	32	41	54	72	43	54	68	88	24	29	36	48	
Lightmoor Jct.	Lightmoor Jct.	30	20	24	30	40	23	28	35	46	25	30	38	50	66	43	54	68	88	24	29	36	48	
Lightmoor Jct.	Lightmoor Jct.	30	20	24	30	40	23	28	35	46	25	30	38	50	66	43	54	68	88	24	29	36	48	

*—Group "D" engines are authorized to convey 36 Class 1 wagons from Oxley Sidings to Buildwas and vice versa may be loaded to the maximum capacity of the engine, but must not exceed 80 wagons in length.

†—Load for through trains. Buildwas to Oxley Sidings. ‡—Incl. 44XX Type which only convey a Group B load. ASSISTED TRAINS (see p. 218).

§—Working load. Horsehay to Ketley 24 wagons.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS.

SECTION.		MAXIMUM ENGINE LOADS.											
		For Group A Engines.				For Group B Engines.				For Group C Engines.			
		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empies.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empies.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empies.
From.	To.	JUNCT.											
RUABONTO DOWN.													
Ruabon		15	18	23	30	17	20	26	34	19	23	29	38
Llangollen Goods Junction	Llangollen Gds. Junction												
Glyndyfrdwy	Glyndyfrdwy	17	20	26	34	19	23	29	38	21	25	32	42
Bala Junction	Bala Junction	30	36	45	60	34	41	51	68	37	44	55	74
Llanuwchllyn	Llanuwchllyn	18	22	27	36	21	25	32	42	22	26	33	44
Dolgelly	Dolgelly	14	17	21	28	17	20	26	34	17	20	26	34
UP.		29	35	44	58	33	39	50	66	36	43	54	72
Barmouth Jet	Barmouth	43	52	60	80	49	59	74	100	52	64	80	100
Dolgelly	Dolgelly	12	14	18	24	14	17	22	28	15	18	23	30
Bala Junction	Bala Junction	11	13	17	22	12	14	18	24	14	17	22	28
Bala Junction	Bala Junction	30	36	45	60	34	41	51	68	37	44	55	74
Corwen	Corwen	30	36	45	60	34	41	51	68	37	44	55	74
Llangollen	Llangollen	17	20	26	34	19	23	29	38	21	25	32	42
Acrcfair	Acrcfair	30	36	45	60	34	41	51	68	37	44	55	74
RUABONTO DOWN.													
Hooton	Hooton	34	41	51	68	39	47	59	78	42	50	62	84
Helsby	Helsby	60	36	45	60	34	41	51	68	37	44	55	74
Helsby	Helsby	30	36	45	60	34	41	51	68	37	44	55	74
Hooton	Hooton	30	36	45	60	34	41	51	68	37	44	55	74
BALA AND B TINIOW													
Bala Junction	Bala	45	54	60	80	52	62	78	100	56	67	84	100
Bala	Bala	14	17	21	28	16	19	24	32	17	20	26	34
Frongoch	Frongoch	12	14	18	24	14	17	21	28	15	18	23	30
Bl. Festinlog	Bl. Festinlog	13	16	20	26	15	18	23	30	16	19	24	32
Arenig	Arenig	30	36	45	60	34	41	51	68	37	44	55	74
Bala	Bala	40	48	60	80	46	55	69	90	50	60	75	95
Bala Junction	Bala Junction	30	36	45	60	34	41	51	68	37	44	55	74

*—Maximum for Engines running Tender first.

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

Engines of the 2-6-0 28XX, 43XX and 2-6-2 Tank 51XX and other engines in the same classes only, are authorized to work Troop Trains between Bala Junction and Trawfynydd subject to the restrictions shown herein.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS— continued.

BRANCH.		WORKING LOADS.	MAXIMUM ENGINE LOADS.							
From.	To.	Maximum No. of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement.	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.							Ungrouted Engines. 852, 987, 19XX, and 20XX types.			
Shrewsbury	Minsterley	44	22	26	33	44				
Minsterley	Shrewsbury	44	22	26	33	44				
RHOS AND TREVOR R.										
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
Freakleys 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 218.

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	46	56	70	92
Wellington	Hollinswood	47	56	71	94
Hollinswood	Oxley	42	50	64	84

MAXIMUM LOADS FOR 3.10 p.m. (MEAT) BIRKENHEAD TO LONDON—SUNDAYS.

43XX Engine—48 Micas, "Hall" class—52 Micas, "Castle" class—55 Micas.

VACUUM FREIGHT SERVICES CONVEYING LIMITED LOAD AT ACCELERATED VACUUM TIMING.

TRAIN.		ACCELERATED TIMING AND LIMITED LOAD APPLICABLE.			
Depart.	From.	From.	To.	Load Limit : Class 3 Traffic.	Engine.
1.40 p.m. Meat .. RR Suns.	Birkenhead ..	Birkenhead ..	London	40	43XX to Oxley.
3.10 p.m. Meat .. RR Suns.	Birkenhead ..	Birkenhead ..	London	40	43XX to Oxley.

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. AND N.E. COMPANY AT WREXHAM.

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

At 5.30 a.m. (by 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. and N.E. Co. 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.

Engine No.	Starting Time.	Finishing Time.	AUTHORISED HOURS.							Total hours per Week.	PARTICULARS OF WORK	
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.			
			H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.			
1	9.0 a.m.	11.30 a.m.	2 30	2 30	2 30	2 30	2 30	2 30	—	15 0	Engine of 6.45 a.m. ex Wellington.	
1	6. 0 a.m. (Mon.)	12. 0 noon (Sun.)	18 0	24 0	24 0	24 0	24 0	24 0	12 0	150 0	To Wellington 9.45 p.m. and 5.45 a.m. for relief.	
1	4. 0 a.m.	2. 0 a.m.SX	20 0	22 0	22 0	22 0	22 0	22 0	0 —	130 0	Yard Shunting.	
2	4. 0 a.m.	12.0 ngt. SO	—	—	—	—	—	—	—	7 30	Yard shunting.	
2	8.30 a.m. (Sun.)	4. 0 p.m. (Sun.).	—	—	—	—	—	—	—	7 30		
Total										137 30		
SHREWSBURY (COTON HILL)												
1	1. 0 a.m. (Mon.)	2. 0 p.m. (Sun.)	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.)	10. 0 p.m. (Sats.)	18 0	24 0	24 0	24 0	24 0	22 0	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.S. and Up Line traffic over to No. 1 Engine, North End, to be formed in the respective trains.	
3	8. 0 a.m. (Mon.)	2.0 p.m. (Sun.)	16 0	24 0	24 0	24 0	24 0	24 0	14 0	150 0	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, North End, to be formed in the respective trains.	
4	8. 0 a.m. (Mon.)	2.30 p.m. (Mon.)	8 30	16 30	16 30	16 30	16 30	16 30	16 30	2 45	93 45	Marshal Up Line traffic ready for trains to attach. Put all Shrewsbury urgent traffic on the Bank. Work 7.0 a.m. trip to Coleham.
	10. 0 p.m. (Mon..)	2.30 p.m. (Sat.)										Release train engines of up terminating trains. Form 12.35 p.m. starting train and work RR trips to Crewe Bank, Coleham and Passenger Station. Works 2.45 p.m. trip Coton Hill to Coleham.
	10. 0 p.m. (Sat.)	2.45 a.m. (Sun.)										
Total										536 45		
RUABON.												
1	1.30 a.m.MO 2.0 a.m.MX	6. 0 a.m.	4 30	4 0	4 0	4 0	4 0	4 0	4 0	—	24 30	Yard shunting. Engine of 1.0 a.m. MO and 1.45 a.m. MX Freight Croes Newydd to Ruabon.
2	8.45 a.m.	12. 0 noon	3 15	3 15	3 15	3 15	3 15	3 15	3 15	—	19 30	Yard shunting.
3	2. 0 p.m.	1. 0 a.m.	10 0	11 0	11 0	11 0	11 0	11 0	1 0	66 0	Yard shunting.	
4	6.15 a.m.	7.40 a.m.	1 25	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 Barmouth Junction.
5	8.15 a.m.	8.45 a.m.	30	30	30	30	30	30	30	—	3 0	Engine of 6.0 a.m. Saltney to Ruabon. Yard shunting and forming 9.0 a.m. Ruabon to Gobowen.
6	8. 0 p.m.	9. 0 p.m.	1 0	1 0	1 0	1 0	1 0	1 0	1 0	—	6 0	11.6 a.m. Barmouth Jct. engine. Yard Shunting.
Total										127 30		
DOLGELLEY.												
1	10.0 a.m.	12.0 noon	2 0	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.	2. 45 a.m.	0 45	—	—	—	—	—	—	—	0 45	Forming 3.0 a.m. South Fork to Oxley.
2	5. 0 a.m.	6. 0 a.m.	1 0	1 0	1 0	1 0	1 0	1 0	1 0	—	6 0	Forming 6.0 a.m. South Fork to Gobowen.
3	6.30 a.m.	9.15 a.m.	2 45	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 11.5 a.m. SX 8.48 a.m. SO. South Fork to Rhos and own train 9.35 a.m. South Fork to Hafod. Shunting New Yard and Council Siding.
4	5. 0 p.m.	7. 0 p.m.	2 0	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	Shunting Watery Road Yard.
5	4. 0 p.m.	11. 0 p.m.SX	7 0	7 0	7 0	7 0	7 0	7 0	—	—	35 0	Shunting inwards and outwards trains, Croes Newydd.
	4. 0 p.m.	10.0 p.m.SO	—	—	—	—	—	—	6 0	—	6 0	
6	11.45 p.m.	1. 0 a.m.	0 15	1 15	1 15	1 15	1 15	1 15	1 0	—	6 15	Shunting at South Fork and forming 3.0 a.m. South Fork to Oxley.

BANKING AND SHUNTING ENGINES—continued.

En- gine No.	Starting Time.	Finishing Time.	AUTHORISED HOURS.							Total Hours per Week.	PARTICULARS OF WORK.	
			Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.			
			H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.			
CROES NEWYDD—continued.												
7	8. 0 a.m. (Sun.) *Subject to variation.	4. 0 p.m.* (Sun.)	—	—	—	—	—	—	8 0	8 0	Croes Newydd Yard and South Fork Yard shunting.	
									Total	90 30		
WREXHAM.												
1	6. 0 a.m.	8. 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.	
2	9.15 a.m.	11. 0 a.m.	1 45	1 45	1 45	1 45	1 45	1 45	—	10 30	No. 2. Engine of 7.17 a.m. ex Bala Warehouse and Mileage Sidings.	
3	11.50 a.m.	1.15 p.m.	1 25	1 25	1 25	1 25	1 25	1 25	—	8 30	No. 3. Shunts Warehouse, Mileage and Exchange Sidings.	
4	4. 0 p.m.	8. 0 p.m.SX 6. 0 p.m.SO	4 0	4 0	4 0	4 0	4 0	2 0	—	22 0	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 7.0 p.m. Saltney and 1.0 a.m. MX ex Chester, etc. Get traffic ready to pick up by 5.0 p.m. ex Gobowen and 9.5 p.m. ex South Fork.	
									Total	53 0		
SALTNEY.												
1	12. 1 a.m. (Mon.)	2. 0 p.m. (Sun.)	24	0 24	0 24	0 24	0 24	0 24	0 14	0	158 0	Shunts Up Sidings.
2	12. 1 a.m. (Mon.)	2. 0 p.m. (Sun.)	24	0 24	0 24	0 24	0 24	0 24	0 14	0	158 0	Shunts Down Sidings.
3	7. 0 a.m.	9.30 p.m.SX 6. 0 p.m.SO	14 30	14 30	14 30	14 30	14 30	11 0	—	83 30	Works over Dee Branch. Shunts Lower Yard. Rustproof Works. Wagon Shops and Shed road. Disposes of own traffic in Up and Down Sidings.	
4	7. 0 a.m.	3. 0 p.m.	8. 0	8 0	8 0	8 0	8 0	8 0	—	48 0	Shunts Down Sidings.	
									Total	447 30		
CHESTER.												
1	5. 0 a.m. (Mon.)	5. 0 a.m. (Sun.)	19	0 24	0 24	0 24	0 24	0 24	0 13	0	152 0	Yard and Warehouse Shunting.
10.	0 a.m. (Sun.)	6.0 p.m. (Sun.)										
CREWE.												
1	10. 0 p.m. (Sun.)	12. 0 mnt. (Sat.)	24	0 24	0 24	0 24	0 24	0 24	0 2	0	146 0	} Yard shunting.
	6. 0 a.m. (Sun.)	2. 0 p.m. (Sun.)	—	—	—	—	—	—	8 0	8 0		
2	10. 0 a.m.	12. 0 noon	2 0	2 0	—	2 0	2 0	2 0	—	10 0	To Shed for attention 10.0 a.m. to 12.0 noon, daily, train engine 7.45 a.m. Wellington. W. Sun. Ex. L.M.S. Night Shunt Engine W.O.	
3	10. 0 a.m.	12. 0 noon	—	—	2 0	—	—	—	—	2 0	} Gresty Green.	
4	12. 1 a.m. (Mon.)	12. 0 mnt. (Sat.)	24	0 24	0 24	0 24	0 24	0 24	0	144 0		
	6. 0 a.m. (Sun.)	2. 0 p.m. (Sun.)	—	—	—	—	—	—	8 0	8 0		
									Total	318 0		