

# LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY

(WESTERN DIVISION)

FOR THE INFORMATION OF THE  
COMPANY'S SERVANTS ONLY



## LOADING OF PASSENGER AND FREIGHT TRAINS

OCTOBER 1st, 1945, and until further notice

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Crewe,

**J. W. WATKINS**  
Divisional Superintendent of Operation

ALTHOUGH LOADS HAVE BEEN SHOWN FOR ALL CLASSES OF ENGINES WORKING BOTH PASSENGER AND FREIGHT TRAINS, THIS DOES NOT GIVE AUTHORITY FOR AN ENGINE TO TRAVEL OVER ANY SECTION OF THE LINE ALREADY PROHIBITED FOR CERTAIN TYPES OF ENGINES, NOR MUST IT BE TAKEN AS IN ANY WAY CANCELLING INSTRUCTIONS REGARDING THE MAXIMUM LOADING FOR TRAINS WHERE SPECIAL RESTRICTIONS APPLY

## LOADING OF PASSENGER TRAINS

THE CLASSIFICATION OF PASSENGER ENGINES is as under :—

Class of Engine	Wheel Arrangement	Distinctive Name of Type (where applicable)
<b>TENDER</b>		
1	2-4-0	Midland
2	4-4-0	Standard
3	4-4-0	L.N.W. George V.
4	4-4-0	Standard Compound.
5	4-6-0	L.N.W. Prince of Wales.
5X	4-6-0	Standard Mixed Traffic.
6	4-6-0	Standard
7	4-6-2	Royal Scot ; Converted Royal Scot and Converted 5X.
		Princess Royal ; Princess Coronation (Streamlined and Non Streamlined)
<b>TANK</b>		
1	2-4-2	L.N.W. 5ft. 6in.
	0-4-4	Midland.
2	0-4-4	Standard.
	2-6-2	Standard
	2-4-2	L. & Y. Class 5.
	0-6-2	L.N.W. 18in. Tank.
3	2-6-2	Standard
	2-4-2	L. & Y. Class 6.
4	2-6-4	Standard

**ASSISTING ENGINES**—In the event of the authorised loading of passenger trains being exceeded, assisting engines will be arranged as necessary from Divisional Headquarters, and intimation will be given to drivers when assistance is being provided.

The existing instructions for banking passenger trains from Tebay to Shap Summit will remain in force, but it is expected that, under ordinary circumstances, drivers of trains timed at "Limited Load" speed will take loads up to 210, 250, 280, 320, 365, 420 and 500 tons with passenger engines in classes 2, 3, 4, 5, 5X, 6 and 7 respectively, without calling for assistance.

**FREIGHT ENGINES WORKING PASSENGER TRAINS** on any section of the main lines will take one tenth more than the "Full Load" for passenger engines of similar classification. The 2-6-0 Standard Freight tender engine must not work trains timed at higher speed than "Full Load", and care must be taken that all other types of freight engines are only provided to work passenger trains having suitable timings.

**MILK TANKS**—In calculating the tonnage loading of passenger trains, loaded milk tanks must be counted as being of a total weight of 25 tons.

## LOADING OF PASSENGER TRAINS, MAIN LINES

UP AND DOWN TRAINS BETWEEN	LOAD IN TONS																				
	FULL LOAD							LIMITED LOAD							SPECIAL LIMIT						
	Class of Passenger Engine							Class of Passenger Engine							Class of Passenger Engine						
	2	3	4	5	5X	6	7	2	3	4	5	5X	6	7	2	3	4	5	5X	6	7
Carlisle to Shap Summit .....	240	290	320	370	415	465	600	210	250	280	320	365	420	560	—	—	—	—	—	—	—
Carnforth „ Shap Summit .....	240	290	320	370	415	465	570	210	250	280	320	365	420	500	—	—	—	—	—	—	—
Shap Summit „ Crewe .....	285	340	380	435	495	550	—	245	295	330	380	430	495	655	225	270	300	345	390	450	600
Crewe „ Carnforth .....							—	245	295	330	380	430	495	655	225	270	300	370	415	475	600
Shap Summit „ Carlisle .....							—	245	295	330	380	430	495	655	225	270	300	370	415	475	600
Crewe and Rugby .....	285	340	380	435	495	550	—	245	295	330	380	430	495	655	225	270	300	370	415	475	600
Rugby „ Euston.....	285	340	380	435	495	550	—	245	295	330	380	430	495	655	225	270	300	370	415	475	600
Fleetwood } and Preston .....	285	340	380	435	495	550	—	245	295	330	380	430	495	—	—	—	—	—	—	—	
Blackpool (North) } Blackpool (Cen.) }							—	245	295	330	380	430	495	—	—	—	—	—	—		
Standish Jc. and Bamfurlong Jc. (via Whelley Line) .....	240	290	320	370	415	465	—	210	250	280	320	365	420	—	—	—	—	—	—	—	
Huyton „ Wigan N.W. ....	185	225	250	290	325	360	—	165	200	220	255	285	330	—	—	—	—	—	—	—	
Wigan N.W. „ Eccles .....	285	340	380	435	495	550	—	245	295	330	380	430	495	—	—	—	—	—	—	—	
Liverpool „ Weaver Junction .....	285	340	380	435	495	550	—	245	295	330	380	430	495	655	225	270	300	345	390	450	600
Edge Hill „ Manchester (Exchange) .....	285	340	380	435	495	550	—	245	295	330	380	430	495	—	225	270	300	345	390	450	—
Warrington (B.Q.) } and Chester .....	285	340	380	435	495	550	—	245	295	330	380	430	495	—	—	—	—	—	—	—	
Halton Junction }							—	245	295	330	380	430	495	—	—	—	—	—	—		
Stalybridge and Stockport .....	A 240	290	320	370	415	465	—	210	250	280	320	365	420	—	—	—	—	—	—	—	
Manchester „ Crewe (via Stockport or Styal) .....	285	340	380	435	495	550	—	245	295	330	380	430	495	655	225	270	300	345	390	450	600
Cheadle Hulme „ Colwich .....	285	340	380	435	495	550	—	245	295	330	380	430	495	—	225	270	300	345	390	450	—
Stone „ Norton Bridge .....	285	340	380	435	495	550	—	245	295	330	380	430	495	—	225	270	300	345	390	450	—
Holyhead „ Crewe .....	285	340	380	435	495	550	—	260	315	350	400	455	525	—	—	—	—	—	—	—	—
Crewe „ Shrewsbury .....	285	340	380	435	495	550	—	245	295	330	380	430	495	—	—	—	—	—	—	—	—
Shrewsbury „ Hereford .....	260	315	350	400	455	505	—	225	270	300	345	390	450	—	—	—	—	—	—	—	—
Stafford „ Shrewsbury .....	285	340	380	435	495	550	—	245	295	330	380	430	495	—	—	—	—	—	—	—	—
Stafford „ Birmingham (via Dudley Port and via Bescot) .....	285	340	380	435	495	550	—	245	295	330	380	430	495	—	—	—	—	—	—	—	—
Birmingham „ Rugby .....	285	340	380	435	495	550	—	245	295	330	380	430	495	—	225	270	300	345	390	450	—
Rugby „ Roade Junction (via Northampton) ..	285	340	380	435	495	550	—	245	295	330	380	430	495	—	225	270	300	345	390	450	—

The loading of "XL Limit" express passenger trains is indicated in the column in which the times are shown in the Working Time Table of Passenger Trains

A—The loading for Class I Passenger engine is 160 tons "Full load".

## LOADING OF PASSENGER AND FREIGHT ENGINES WORKING PASSENGER TRAINS ON BRANCH LINES

SECTION		Up or Down	LOAD IN TONS											Remarks
			CLASS OF ENGINE											
From	To		PASSENGER						FREIGHT					
		1	2	3	4	5	5X	2	3	4	5			
Low Gill .....	Ingleton .....	Either	175	240	290	320	370	415	260	315	350	405	B—Class 2 L.N.W. 18" Freight tender engine conveys 150 tons Keswick to Troutbeck and 160 tons Penrith to Troutbeck	
Windermere .....	Oxenholme .....	"	175	240	290	320	370	415	260	315	350	405		
Hest Bank .....	Bare Lane .....	"	210	285	340	380	435	495	315	375	420	475		
Morecambe (E. Rd.) .....	Lancaster (C.) .....	"	210	285	340	380	435	495	315	375	420	475		
Carlisle .....	Maryport .....	"	170	230	280	310	355	405	255	305	340	390		
Maryport .....	Whitehaven .....	"	170	230	280	310	355	405	255	305	340	390		
Workington .....	Cockermouth .....	"	155	210	250	280	320	365	230	280	310	350		
Cockermouth .....	Keswick .....	"	155	210	250	280	320	365	230	280	310	350		
Keswick .....	Troutbeck .....	B	130	180	215	240	275	310	195	235	260	300		
Troutbeck .....	Penrith .....	Down	170	230	280	310	355	405	255	305	340	390		
		B	135	185	225	250	290	325	200	245	270	320		
Whitehaven .....	Barrow .....	Up	170	230	280	310	355	405	255	305	340	390		
Whitehaven .....	Rowrah .....	Down	110	150	180	200	230	260	165	200	220	250		
		Up	155	210	250	280	320	365	230	280	310	350		
Rowrah .....	Marron Junction .....	Down	110	150	180	200	230	260	165	200	220	250		
		Up	155	210	250	280	320	365	230	280	310	350		
Moor Row .....	Siddick Junction .....	Either	110	150	180	200	230	260	165	200	220	250		
Moor Row .....	Sellafield .....	Up	210	285	340	380	435	495	315	375	420	475		
		Down	155	210	250	280	320	365	230	280	310	350		
Coniston.....	Foxfield .....	Either	120	165	200	220	255	285	180	215	240	280		
Barrow .....	Ulverston .....	Up	155	210	250	280	320	365	230	280	310	350		
Ulverston .....	Carnforth .....	"	210	285	340	380	435	495	315	375	420	475		
Carnforth .....	Plumpton Junction .....	Down	210	285	340	380	435	495	315	375	420	475		
Plumpton Junction .....	Lindal Ore Sidings .....	"	155	210	250	280	320	365	230	280	310	350		
Lindal Ore Sidings .....	Barrow .....	"	210	285	340	380	435	495	315	375	420	475		
Plumpton Jc. ....	Lake Side .....	Either	155	210	250	280	320	365	230	280	310	350		
Hincaster Jc. ....	Arnside .....	"	155	210	250	280	320	365	230	280	310	350		
Longridge .....	Preston .....	Up	210	285	340	380	425	495	315	375	420	465		
		Down	125	170	205	230	265	300	185	225	250	290		
Adlington Jc. ....	Wigan .....	Either	125	170	205	230	265	300	185	225	250	290		
Golborne Jc. ....	Parkside .....	"	210	285	340	380	435	495	315	375	420	475		
Earlestown .....	Winwick Jc. ....	"	210	285	340	380	435	495	315	375	420	475		
Garston .....	Speke Junction .....	"	210	285	340	380	435	495	315	375	420	475		
Winsford Jc. ....	Over and Wharton .....	"	155	210	250	280	320	365	230	280	310	350		
Kenyon Junction .....	Tyldesley (via Leigh) .....	"	175	240	290	320	370	415	260	315	350	405		
Pennington.....	Bolton .....	A	75	105	125	140	160	180	115	135	150	175		
		Down	125	170	205	230	265	300	185	225	250	290		
Bickershaw Jc. ....	Pennington (via Abram)	Either	175	240	290	320	370	415	260	315	350	405		
Bolton .....	Roe Green Jc. ....	"	125	170	205	230	265	300	185	225	250	290		
Patricroft .....	Molyneux Junction .....	"	190	260	315	350	400	455	285	340	380	440		
Ditton Junction.....	Edgeley Junction .....	"	200	270	325	360	415	470	300	360	400	455		
Widnes .....	St. Helens .....	"	130	180	215	240	275	310	195	235	260	300		
St. Helens.....	Rainford Junction .....	"	175	240	290	320	370	415	260	315	350	405		
Broadheath .....	London Road .....	"	210	285	340	380	435	495	315	375	420	475		
Alexandra Dock and Canada Dock	Edge Hill .....	Up	125	170	205	230	265	300	185	225	250	290		
		Down	210	285	340	380	435	495	315	375	420	475		
Northwich .....	Sandbach .....	Either	210	285	340	380	435	495	315	375	420	475		
Droylsden Jc. ....	Stockport .....	Up	155	210	250	280	320	365	230	280	310	350		
		Down	210	285	340	380	435	495	315	375	420	475		
Stockport .....	Ashton Moss Jc. ....	Either	210	285	340	380	435	495	315	375	420	475		
Ashton Moss Jc. ....	Crowthorn Jc. ....	Down	210	285	340	380	435	495	315	375	420	475		
Crowthorn Jc. ....	Ashton Moss Jc. ....	Up	180	245	295	330	380	430	270	325	360	415		
Stockport .....	Buxton .....	Either	110	150	180	200	230	260	165	200	220	250		

A—When assisted in rear from Atherton to Chequerbent or Hulton's Sidings, the following loadings should be conveyed :  
 Class of Engine..... 2 3 4 5 5X  
 Tons ..... 150 170 220 240 260

## LOADING OF PASSENGER AND FREIGHT ENGINES WORKING PASSENGER TRAINS ON BRANCH LINES, (continued)

SECTION		Up or Down	LOAD IN TONS										Remarks
			PASSENGER					FREIGHT					
From	To		CLASS OF ENGINE					CLASS OF ENGINE					
			1	2	3	4	5	5X	2	3	4	5	
Crewe .....	Kidsgrove Central.....	Up	165	225	270	300	345	390	245	295	330	380	
		Down	210	285	340	380	435	495	315	375	420	475	
Stoke .....	Uttoxeter .....	Up	165	225	270	300	345	390	245	295	330	380	
		Down	175	240	290	320	370	415	260	315	350	405	
Uttoxeter .....	Derby .....	Either	210	285	340	380	435	495	315	375	420	475	
Kidsgrove(Liverpool Road)	Newchapel .....	Up	100	135	160	180	205	230	150	180	200	225	
Newchapel .....	Etruria .....	"	180	245	295	330	380	430	270	325	360	415	
Etruria .....	Kidsgrove (Liverpool Road)	Down	180	245	295	330	380	430	270	325	360	415	
Market Drayton ...	Stoke-on-Trent .....	Either	155	210	250	280	320	365	230	280	310	350	
Sandbach .....	Lawton Junction .....	Up	155	210	250	280	320	365	230	280	310	350	
		Down	210	285	340	380	435	495	315	375	420	475	
Trentham .....	Trentham Park .....	Either	125	170	205	230	265	300	185	225	250	290	
Cresswell .....	Cheadle .....	"	180	245	295	330	380	430	270	325	360	415	
North Rode .....	Uttoxeter (via Churnet Valley)	"	210	285	340	380	435	495	315	375	420	475	
Waterhouses .....	Leek .....	"	95	125	155	170	195	220	140	170	190	215	
Ashbourne .....	Rocester .....	"	210	285	340	380	435	495	315	375	420	475	
Leek .....	Stoke-on-Trent .....	Up	210	285	340	380	435	495	315	375	420	475	
		Down	155	210	250	280	320	365	230	280	310	350	
Congleton Jc. ...	Milton Jc. (via Biddulph) .....	Up	110	150	180	200	230	260	165	200	220	250	
		Down	135	185	225	250	290	325	200	245	270	320	
Tutbury .....	Burton .....	Either	210	285	340	380	435	495	315	375	420	475	
Amlwch .....	Gaerwen.....	"	145	195	235	260	300	340	220	260	290	330	
Afonwen .....	Caernarvon .....	A	125	170	205	230	265	300	185	225	250	290	A—Load for Class 1 Passenger Tank engine is 105 tons
Caernarvon .....	Menai Bridge .....	"	135	185	225	250	290	325	200	245	270	320	
Nantlle .....	Penygroes .....	"	125	170	205	230	265	300	185	225	250	290	
Llanberis.....	Caernarvon .....	"	115	155	190	210	240	275	170	205	230	265	
Bethesda .....	Bangor .....	"	95	125	155	170	195	220	140	170	190	215	
Llandudno .....	Llandudno Jc. ....	B	210	285	340	380	435	495	315	375	420	475	B—Load for Class 6 Passenger en- gine is 550 tons
Blaenau Festiniog ...	Bettws-y-Coed .....	Up	155	210	250	280	320	365	230	280	310	350	
		Down	95	125	155	170	195	220	140	170	190	215	
Bettws-y-Coed ...	Llandudno Jct. ....	Either	210	285	340	380	435	495	315	375	420	475	
Corwen .....	Ruthin.....	"	110	150	180	200	230	260	165	200	220	250	
Ruthin.....	Denbigh .....	"	155	210	250	280	320	365	230	280	310	350	
Denbigh .....	Rhyl.....	"	155	210	250	280	320	365	230	280	310	350	
" .....	Chester .....	Up	135	185	225	250	290	325	200	245	270	320	
Chester .....	Hope .....	Down	95	125	155	170	195	220	140	170	190	215	
Hope .....	Denbigh .....	"	165	225	270	300	345	390	245	295	330	380	
Mold .....	Coed Talon .....	Either	145	195	235	260	300	340	220	260	290	330	
Coed Talon .....	Brymbo .....	"	95	125	155	170	195	220	140	170	190	215	
Holywell Town ...	Holywell Junction.....	"				See Appendix Instructions							
West Kirby .....	Birkenhead Park .....	"	210	285	340	380	435	495	315	375	420	475	
New Brighton .....	Bidston East Jc. ....	"	175	240	290	320	370	415	260	315	350	405	
Seacombe .....	Bidston Dee Jc. ....	"	175	240	290	320	370	415	260	315	350	405	
Birkenhead(W'side)	Chester .....	"	210	285	340	380	435	495	315	375	420	475	
West Kirby .....	Hooton .....	"	145	195	235	260	300	340	220	260	290	330	
Helsby.....	Hooton .....	"	210	285	340	380	435	495	315	375	420	475	
Chester .....	Whitchurch .....	"	175	240	290	320	370	415	260	315	350	405	
Coalport .....	Dawley & Stirchley ...	Up	95	125	155	170	195	220	140	170	190	215	
Dawley & Stirchley	Wellington.....	"	165	225	270	300	345	390	245	295	330	380	
Wellington.....	Coalport .....	Down	110	150	180	200	230	260	165	200	220	250	
Welshpool .....	Shrewsbury .....	Either	165	225	270	300	345	390	245	295	330	380	

## LOADING OF PASSENGER AND FREIGHT ENGINES WORKING PASSENGER TRAINS ON BRANCH LINES, (continued)

SECTION		Up or Down	LOAD IN TONS											Remarks
From	To		CLASS OF ENGINE											
			PASSENGER					FREIGHT						
		1	2	3	4	5	5X	2	3	4	5			
Swansea	Llandilo	Either	145	195	235	260	300	340	220	260	290	330	a—210 tons when not stopping at Knucklas B—Applies May to Sep- tember inclus. only. C—Class 1 (0-6-0 Mid) Freight Tank Engines can also haul these loads. *—150 tons when work- ing special trains allowed 10 minutes from Rhymney Bge' to Dowlais.	
Llandilo	Llandovery	"	210	285	340	380	435	495	315	375	420	475		
Llandovery	Sugar Loaf Summit	Up	110	150	180	200	230	260	165	200	220	250		
Sugar Loaf Summit	Llandrindod Wells	"	145	195	235	260	300	340	220	260	290	330		
Llandrindod Wells	L'andoverly	Down	145	195	235	260	300	340	220	260	290	330		
Llandrindod Wells	Craven Arms	Up	150	200	245	270	310	350	225	270	300	340		
Craven Arms	Kn'ghton	Down	160	220	260	290	335	375	240	290	320	365		
Kn'ghton	L'angunllo	Down	110	150	180	a200	230	260	165	200	220	250		
L'angunllo	Llandrindod Wells	Up	160	220	260	290	335	375	240	290	320	365		
Llanmorlais	Gowerton	Down	150	200	245	270	310	350	225	270	300	340		
Carmarthen	Llandilo	Either	210	285	340	380	435	495	315	375	420	475		
Swansea	Ystalyfera	Up	140	190	230	255	295	335	† 200	245	275	325		
Ystalyfera	Brynamman	Down	70	95	110	125	145	160	† 100	120	135	160		
Ynisyegeion	Devynock	Up	80	110	130	145	165	185	† 120	145	160	180		
		Down	70	95	110	125	145	160	† 100	120	135	160		
		Down	80	110	130	145	165	185	† 120	145	160	180		
Devynock	Brecon	Either	110	150	180	200	230	260	† 165	200	220	250		
Brecon	Hereford	"	110	150	180	200	230	260	† 165	200	220	250		
Merthyr	Rhymney Bridge	Up	75	100	120	135	155	175	* 110	130	145	170	6	7
		Down	90	120	145	160	185	210	* 130	160	175	200		
Rhymney Bridge	Nantybwh	Up	75	100	120	135	155	175	110	130	145	150	155	165
		Down	130	180	215	240	275	310	195	235	260	275	290	300
Nantybwh	Brynmawr	Either	100	135	160	180	205	235	150	180	200	210	220	230
Brynmawr	Abergavenny (Brecon Road)	Up	130	180	215	240	275	310	195	235	260	275	290	300
Abergavenny (Brecon Road)	Abergavenny Jc.	Down	75	100	120	135	155	175	110	130	145	150	155	165
		Up	95	125	155	170	195	220	135	160	180	190	195	205
(Brecon Road)		Down	155	210	250	280	320	365	230	280	310	330	345	355
Cardiff Queen St.	Rhymney	Either	100	135	160	180	205	235	150	180	200	210	220	230
Rhymney	Rhymney Bridge	Up	75	100	120	135	155	175	110	130	145	150	155	165
		Down	130	180	215	240	275	310	195	235	260	275	290	300
Newport	Tredegar	Up	100	135	160	180	205	235	150	180	200	210	220	230
Tredegar	Sirhowy	"	90	120	145	160	185	210	130	160	175	185	190	200
Sirhowy	Nantybwh	"	75	100	120	135	155	175	110	130	145	150	155	165
Nantybwh	Newport	Down	130	180	215	240	275	310	195	235	260	275	290	300
Cardiff Queen St.	Pontllanfraith (via Hengoed)	Up	95	125	155	170	195	220	135	160	180	190	195	205
		Down	120	165	200	220	255	285	180	215	240	255	265	275
Ebbw Vale	Beaufort	Up	75	100	120	135	155	175	110	130	145	150	155	165
		Down	100	135	160	180	205	235	150	180	200	210	220	230
Abertillery	Brynmawr	Up	75	100	120	135	155	175	110	130	145	150	155	165
		Down	100	135	160	180	205	235	150	180	200	210	220	230
Abersychan	"	Either	75	100	120	135	155	175	110	130	145	150	155	165
Abergavenny Jc.	Hereford	"	155	210	250	280	320	365	230	280	310	350		
Wolverhampton	Walsall (via Short Heath)	"	150	200	245	270	310	350	225	270	300	340		
Perry Barr North Junction	Soho East Jc.	"	210	285	340	380	435	495	315	375	420	475		
Harborne	Monument Lane	"	145	195	235	260	300	340	220	260	290	330		
Burton	Great Bridge	"	175	240	290	320	370	415	260	315	350	405		
Great Bridge	Dudley	Up	135	185	225	250	290	325	200	245	270	320		
		Down	210	285	340	380	435	495	315	375	420	475		
Lichfield (City)	Aston	Either	175	240	290	320	370	415	260	315	350	405		
Rugeley (T.V.)	Walsall	"	165	225	270	300	345	390	245	295	330	380		
Nuneaton	Coventry	"	210	285	340	380	435	495	315	375	420	475		

## LOADING OF PASSENGER AND FREIGHT ENGINES WORKING PASSENGER TRAINS ON BRANCH LINES, (continued)

SECTION		Up or Down	LOAD IN TONS										Remarks									
From	To		CLASS OF ENGINE																			
			PASSENGER					FREIGHT														
			1	2	3	4	5	5X	2	3	4	5										
Coventry .....	Kenilworth Jc. ....	Either	165	225	270	300	345	390	245	295	330	380	<p>A—Loading for Freight Engines:—</p> <table style="margin-left: 20px;"> <tr> <td>Class</td><td>6</td><td>7</td></tr> <tr> <td>.....</td><td>425</td><td>465</td></tr> <tr> <td>.....</td><td>510</td><td>560</td></tr> </table>	Class	6	7	.....	425	465	.....	510	560
Class	6	7																				
.....	425	465																				
.....	510	560																				
Berkswell .....	Rugby (via Leam'gton) ..	"	165	225	270	300	345	390	245	295	330	380										
Marton Junction .....	Weedon .....	"	165	225	270	300	345	390	245	295	330	380										
Peterboro' .....	Northampton (C.) ..	"	210	285	340	380	435	495	315	375	420	475										
Yarwell Junction .....	Rugby .....	"	180	245	295	330	380	430	270	325	360	415										
Uppingham .....	Seaton .....	"	135	185	225	250	290	325	200	245	270	320										
Luffenham .....	" .....	"	210	285	340	380	435	495	315	375	420	475										
Nottingham .....	Welham Junction .....	"	190	260	315	350	400	455	285	340	380	440										
Market Harboro' .....	Northampton (C.) ..	"	180	245	295	330	380	430	270	325	360	415										
Northampton (C.) .....	Blisworth .....	"	210	285	340	380	435	495	315	375	420	475										
Loughboro' .....	Coalville (East) .....	Up	110	150	180	200	230	260	165	200	220	250										
(Derby Road)	" .....	Down	135	185	225	250	290	325	200	245	270	320										
Coalville (East) .....	Shackerstone .....	Either	135	185	225	250	290	325	200	245	270	320										
Shackerstone .....	Nuneaton .....	"	175	240	290	320	370	415	265	320	350	405										
Newport Pagnell .....	Wolverton .....	"	175	240	290	320	370	415	260	315	350	405										
Cambridge .....	Bletchley .....	A	175	240	290	320	370	415	260	315	350	385										
Oxford .....	" .....	A	210	285	340	380	435	495	315	375	420	460										
Banbury .....	Verney Junction .....	"	190	260	315	350	400	455	285	340	380	440										
Dunstable .....	Leighton .....	Up	130	180	215	240	275	310	195	235	260	300										
" .....	" .....	Down	110	150	180	200	230	260	165	200	220	250										
Aylesbury .....	Cheddington .....	Either	210	285	340	380	435	495	315	375	420	475										
St. Albans .....	Watford Junction .....	"	210	285	340	380	435	495	315	375	420	475										
Rickmansworth .....	" .....	"	155	210	250	280	320	365	230	280	310	350										
Stanmore .....	Harrow .....	"	155	210	250	280	320	365	230	280	310	350										

## WEST LONDON EXTENSION AND NORTH LONDON SECTION LINES

SECTION		Up or Down	LOAD IN TONS										Remarks
From	To		CLASS OF ENGINE										
			PASSENGER					FREIGHT					
			1	2	3	4	5	5X	2	3	4	5	
Willesden Jc. ....	Kensington (A.R.) ...	Up	190	260	315	350	400	455	285	340	380	440	<p>a—Class 4 Compound Engines to take the class 3 load.</p> <p>B—Non-stopping trains.</p> <p>§—Loading for class 3 Standard Freight Tank Engines working local passenger trains between Broad Street &amp; the L. &amp; N.E. line via Canonbury 180 tons.</p>
Kensington (A.Rd.)	Willesden Jc. ....	Down	160	220	260	290	335	375	240	290	320	365	
Kensington (A.Rd.)	Clapham Jc. ....	Either	165	225	270	300	345	390	245	295	330	380	
Latchmere Jc. ....	Victoria .....	"	120	165	200	220	255	285	180	215	240	280	
Kew Bridge .....	Willesden Jc. ....	"	165	225	270	300	345	390	245	295	330	380	
Gunnersbury .....	South Acton .....	"	165	225	270	300	345	390	245	295	330	380	
Willesden Jc. ....	Kentish Town Jc. ...	"	165	225	270	300	345	390	245	295	330	380	
Chalk Farm .....	Dalston .....	B	165	225	270	300	345	390	245	295	330	380	
Dalston .....	Broad Street .....		"	—	—	305	340	390	440	—	325	360	
Dalston .....	Bow .....	B	130	180	215	240	275	310	195	235	260	300	
Bow .....	Poplar .....		"	165	225	270	300	345	390	245	295	330	
Bow .....	Bromley Jc. ....	B	—	—	305	340	390	440	—	325	360	430	
Victoria Park .....	Stratford .....		"	130	180	215	240	275	310	195	235	260	

## LOADING OF FREIGHT TRAINS

(exclusive of brake van)

THE CLASSIFICATION OF FREIGHT ENGINES is as under :—

Class of Engine	Wheel Arrangement	Distinctive Name of Type (where applicable)	Class of Engine	Wheel Arrangement	Distinctive Name of Type (where applicable)
<b>TENDER</b>			<b>TANK</b>		
2	2—6—0 0—6—0	Standard L.N.W. 18in. ; L.N.W. Coal ; Midland ; L.&Y. Class 25	0 1 2	0—4—0 0—6—0 0—6—0	Standard Midland Standard ; L. & Y. Class 23 ; N.L.
3	0—6—0	Midland ; L. & Y. Class 27 ; L. & Y. Class 28 ; Furness			
4	0—6—0 4—6—0	Standard L.N.W. 19" Goods	3 6 7	0—6—2 0—6—0 0—8—2 0—8—4	L.N.W. Coal Standard L.N.W. L.N.W.
5	2—6—0 4—6—0	Standard Standard Mixed Traffic			
6	0—8—0	L.N.W. G.1.			
7	0—8—0	Standard ; L.N.W. G2 and G2A			
8	2—8—0 2—10—0	Standard ; U.S.A. ; WD/A WD A			

**PASSENGER ENGINES WORKING FREIGHT TRAINS** will take one-tenth less load than freight engines of similar classification, with the following exceptions:—

Class of engine	Conveys
5X (4—6—0) passenger tender ... ..	Same load as Class 5 (4—6—0) mixed traffic engine, except as shown on page 9.
4 (Standard compound) passenger tender ... ..	One seventh less load than Class 4 freight engine.

### 1. THE LOADING OF FREIGHT TRAINS WILL BE AS SHOWN HEREIN AS FOLLOWS :—

FITTED FREIGHT TRAINS .....	Page 9
EXPRESS FREIGHT TRAINS (or Empty Wagon trains signalled "Express Freight") .....	Pages 10 and 11
THROUGH FREIGHT TRAINS .....	Page 12
MINERAL TRAINS .....	Pages 13 to 32

### 2. MAXIMUM NUMBER OF WAGONS AUTHORISED

The number of wagons conveyed by any class of train must not exceed the "Maximum number of wagons authorised" shown in the columns so headed on pages 13 to 32 unless specially authorised in the Classification and Marshalling of Freight Trains Booklet, which details the maximum loading of regular Fitted, Express and certain other freight trains.

### 3. DOUBLE HEADED TRAINS

Double headed trains and trains assisted in rear may be made up to the total of the engine load for each type of engine on the train (unless otherwise shown), provided the "maximum number of wagons authorised" shown on pages 13 to 32 is not exceeded, but such trains must not exceed 90 wagons of mineral or 100 wagons of goods or empty wagons.

### 4. CALCULATIONS OF EQUIVALENT LOADINGS

In calculating the loading of freight trains :—

3½ wagons of goods	}	equal 2 wagons of mineral.
or		
5 empty wagons		

Wagons bearing labels endorsed "1" or "2" must be counted as "mineral."

Wagons bearing labels endorsed "3" must be counted as "Goods."

The loading of fitted freight trains, express freight trains and through freight trains, is published in "Wagons of goods" and when traffic of the weight of mineral is conveyed by these freight trains, two such wagons must be reckoned as 3½ wagons of goods.

The loading of mineral trains is published in "Wagons of mineral" and the unit of loading for mineral trains is a loaded 13-ton wagon, wagons of less capacity being counted as 13-ton wagons.

The method of calculating empty wagons as five equal to two wagons of mineral to be applied to all ordinary types of empty wagons of less carrying capacity than 15-tons. Empty wagons of exceptional length to be counted as two empties.



## LOADING OF FREIGHT TRAINS (continued)

### 5. MATCH WAGONS

For the purpose of calculating the load of a train, match wagons for long loads should be counted as empty wagons, but such wagons should be entered on the Guard's Journal as loaded wagons.

### 6. CALCULATION OF EQUIVALENTS FOR SPECIAL TYPES OF WAGONS

The undermentioned types of wagons and other vehicles including engines (not in steam) will be calculated as follows :—

Description of wagons, etc.	Contents	No. of wagons, etc.	Equal to No. of 13-ton wagons of mineral
14 to 21-ton ... ..	Goods ... ..	3	4
14 to 21-ton ... ..	Mineral ... ..	2	3
15 to 24-ton ... ..	Empty ... ..	3	2
22 to 24-ton ... ..	Goods ... ..	2	3
22 to 24-ton ... ..	Mineral ... ..	1	2
25 to 40-ton ... ..	Goods ... ..	1	3
25 to 40-ton ... ..	Empty ... ..	2	3
25 to 40-ton ... ..	Mineral ... ..	2	7
10 and 12-ton tank ... ..	Loaded ... ..	4	5
14 and 15-ton tank ... ..	Loaded ... ..	2	3
10, 12, 14 and 15-ton tank ... ..	Empty ... ..	2	1
20-ton tank ... ..	Loaded ... ..	2	4
20-ton tank ... ..	Empty ... ..	3	2
35-ton tank ... ..	Loaded ... ..	2	7
35-ton tank ... ..	Empty ... ..	2	3
40-ton tank ... ..	Loaded ... ..	2	7
40-ton tank ... ..	Empty ... ..	2	3
U.S.A. Bogie Tank ... ..	Loaded ... ..	1	3
U.S.A. Bogie Tank ... ..	Empty ... ..	1	1
50-ton Warflat or Warwell ... ..	Empty ... ..	1	2
50-ton Warflat or Warwell ... ..	Loaded ... ..	1	4
Bogie refrigerator vans lettered "US Transportation Corps" ... ..	Loaded ... ..	1	3
... ..	Empty ... ..	2	3
6-wheeled rail vehicles conveying road rail tanks ... ..	... ..	1	2
Bogie Passr. vehicles, not exceeding 30-tons ... ..	Empty ... ..	2	3
Bogie Passr. vehicles, exceeding 30 tons ... ..	Empty ... ..	1	2
Motor vans (6 or 8 wheeled) ... ..	Loaded ... ..	1	1
Rail wagons ... ..	Loaded with rails ... ..	1	1
Sludge tenders ... ..	Loaded ... ..	1	3
Sludge tenders ... ..	Empty ... ..	2	3
Small tank engines, or engine tenders Small types of engines with tenders... Large types of engines with tenders...	... .. ... .. ... ..	1 1 1	2 4 6

### 7. PROVISION OF HEAVY BRAKE VANS

10-ton brake vans must not be worked over sections of line where there are heavy gradients.

### 8. APPLICATION OF WAGON BRAKES WHEN DESCENDING INCLINES

The inclines to which the instructions in the Sectional Appendix to the Working Time Table or the Pamphlets of Instructions affecting L M S servants when working over other Companies' lines for applying wagon brakes are applicable, are indicated by the letters **AWB**, and the loading for the direction in which brakes should be applied is shown in heavy type.

### 9. GUARDS' ADVICES TO DRIVERS

Guards of all freight trains must advise the driver before starting of the actual number of wagons, etc., on the train, and their equivalent in wagons of goods or wagons of mineral as applicable—Any variations due to attaching or detaching en route to be similarly advised.

### 10. CONVEYANCE OF ARTICLES OF UNUSUAL LENGTH OR WEIGHT

See rule 158c. of the Company's Rule Book.

## LOADING OF FITTED FREIGHT TRAINS

### FITTED FREIGHT TRAINS (No. 1)

Must carry No. 4 head lights, and may convey a maximum of 50 wagons and brake van. All vehicles must be fitted with brake pipes, and the automatic vacuum brake must be operative on not less than half the wagons. The brake vans must be fitted with automatic vacuum brake or with through pipes. The wagons fitted with the pipe only may be marshalled irregularly, provided the number of such vehicles next to the brake van does not exceed one quarter of the total number of wagons on the train. All wagons must have screw couplings or instantter couplings in the short position, and oil axle boxes.

These trains may be worked by the classes of engines enumerated below, and will convey loading as shewn :—

	CLASS OF PASSENGER ENGINE					
	1	2	3	4	5 †	5X
Wagons of Goods ... ..	20	29	35	39	45	50

†—Also applies to Standard 2—6—0 Freight tender engine

The loadings will apply generally, except where, for operating reasons, a lower loading is laid down in the Working Time Table or Classification and Marshalling of Freight Trains Booklet.

### FITTED FREIGHT TRAINS (No. 2)

Must carry No. 4 head lights, and may convey a maximum of 55 wagons and brake van. The automatic vacuum brake must be operative on not less than one third of the wagons, which must have screw couplings or instantter couplings in the short position and oil axle boxes. The loose-coupled vehicles, which must be fitted with oil axle boxes and be marshalled in rear, must not exceed two thirds of the wagons on the train.—

These trains may be worked by the classes of engines enumerated below, and will convey loading as shown :—

	CLASS OF PASSENGER ENGINE						CLASS OF FREIGHT ENGINE	
	1	2	3	4	5	5X	Class 4 Standard 0—6—0	Class 5 Standard 2—6—0
Wagons of Goods ...	23	32	39	43	50	55	43	50

The loadings will apply generally, except where, for operating reasons, a lower loading is laid down in the Working Time Table or Classification and Marshalling of Freight Trains Booklet.

Deal wagons, tube wagons, shock absorbing wagons and long low wagons (both loaded and empty) and privately owned wagons fitted with oil boxes may be worked on Fitted Freight trains No. 2.

### GENERAL

Before starting, the guard of a Fitted Freight train (No. 1 and No. 2) must advise the driver of the total number of vehicles on the train, and how many of such vehicles are fitted with the automatic vacuum brake complete and coupled to the engine, and of any variation due to attaching or detaching en route.

Wagons conveying overhanging loads which require the protection of runner wagons, whether fitted with oil or grease axle boxes must not be conveyed by Fitted Freight trains (No. 1 and No. 2).

Gunpowder vans (loaded or empty) which are fully fitted, have screw couplings or instantter couplings in the short position, bolted springs and oil axle boxes, may be conveyed on Fitted Freight trains (No.1) and may also travel in the fitted portion of Fitted Freight trains (No. 2).

Gunpowder vans not fitted with the vacuum brake or pipe, but fitted with oil axle boxes may be conveyed on Fitted Freight trains (No. 2) as follows :—

Empty vehicles—In any position in the loose-coupled portion of the train.

Loaded vehicles—Attached next to the fitted portion of the train. A screw coupling or instantter coupling in the short position must be used to attach gunpowder vans to the fitted portion.

## LOADING OF EXPRESS FREIGHT TRAINS (OR EMPTY WAGONS TRAINS SIGNALLED "EXPRESS FREIGHT")

BETWEEN	Notes (see page 11)	UP							DOWN						
		Class of Freight Engine							Class of Freight Engine						
		2	3	4	5	6	7	8	2	3	4	5	6	7	8
		Wagons of Goods or Empty Wagons							Wagons of Goods or Empty Wagons						
<b>Express Freight Trains convey</b> with the following exceptions:—		40	48	60	63	70	76	84	40	48	60	63	70	76	84
Carlisle to Tebay .....	—	35	42	50	55	61	67	74	—	—	—	—	—	—	—
Oxenholme " Tebay .....	—	—	—	—	—	—	—	—	28	33	40	44	48	53	58
Carnforth " Oxenholme .....	—	—	—	—	—	—	—	—	32	40	47	51	56	62	68
Askam " Park .....	—	30	36	43	48	52	57	63	—	—	—	—	—	—	—
Askam or Barrow " Lindal Ore Sidings .....	D	25	30	36	40	44	48	53	—	—	—	—	—	—	—
Plumpton Junction " Lindal Ore Sidings .....	D	—	—	—	—	—	—	—	25	30	36	40	44	48	53
Bamfurlong Jc. " Round House Sidings ...	—	—	—	—	—	—	—	—	22	26	31	34	38	41	45
Ince Moss " Fir Tree House Jc. ....	—	16	19	23	26	28	31	34	—	—	—	—	—	—	—
Fir Tree House Jc. " Amberswood Jc. West .....	—	—	—	—	—	—	—	—	16	19	23	26	28	31	34
Adlington Junction " Wigan .....	—	—	—	—	—	—	—	—	34	40	48	53	60	64	70
Kenyon and Bolton .....AWB	†	10	12	14	15	17	18	20	37	45	54	59	65	72	79
Alexandra or Canada Dk. to Edge Hill .....	—	20	24	29	32	36	39	43	—	—	—	—	—	—	—
St. Helens and Springs Branch .....AWB	—	26	32	38	42	46	51	56	26	32	38	42	46	51	56
Widnes to Farnworth .....	—	30	36	43	48	52	57	63	—	—	—	—	—	—	—
Bolton " Roe Green Jc. ....AWB	—	31	37	45	50	54	60	66	20	24	30	32	36	40	44
Denton Junction to Stalybridge .....	—	—	—	—	—	—	—	—	28	33	40	44	48	53	58
Edgeley and Buxton .....AWB	CD	20	23	28	30	33	37	40	24	30	35	38	42	46	51
Alsager Junction to Kidsgrove Central .....	—	38	45	54	59	66	72	79	—	—	—	—	—	—	—
Stoke " Caverswall Crossing .....	—	34	40	48	53	60	64	70	—	—	—	—	—	—	—
Caernarvon and Menai Bridge .....AWB	—	30	36	43	48	52	57	63	30	36	43	48	52	57	63
Mold Junction to Hope Junction .....	—	—	—	—	—	—	—	—	12	14	17	19	21	23	25
Abergavenny and Llanvihangel .....AWB	D	22	26	31	34	38	41	45	28	33	40	44	48	53	58
Llanvihangel " Craven Arms .....	D	28	33	40	44	48	53	58	28	33	40	44	48	53	58
Craven Arms " Shrewsbury .....AWB	D	28	33	40	44	48	53	58	28	33	40	44	48	53	58
Merthyr " Rhymney Bridge .....AWB	—	10	12	14	15	17	18	20	11	13	16	17	19	20	22
Rhymney " Nantybwh .....AWB	—	11	13	16	17	19	20	22	22	26	31	34	38	41	45
Nantybwh " Abergavenny Jc. ....AWB	—	20	24	29	32	36	39	43	10	12	14	15	17	18	20
Newport (Mon.) " Abergavenny Jc. ....	—	25	30	36	38	42	46	51	25	30	36	38	42	46	51
Swansea " Pontardulais .....AWB	D	25	30	36	39	43	48	53	25	30	36	39	43	48	53
Pontardulais " Llandoverly .....	D	36	42	45	48	52	56	62	33	39	47	51	57	62	68
Llandoverly " Sugar Loaf .....AWB	D	20	24	29	32	35	38	42	33	39	47	51	57	62	68
Sugar Loaf " Llanwrtyd Wells .....AWB	D	36	42	45	48	52	56	62	33	39	47	51	57	62	68
Llanwrtyd Wells " Builth Road .....	D	36	42	45	48	52	56	62	33	39	47	51	57	62	68
Builth Road " Howey .....AWB	D	26	32	38	42	46	51	56	36	42	48	53	58	63	69
Howey " Llangunllo .....	D	33	39	46	50	54	58	64	36	42	48	53	58	63	69
Llangunllo " Knighton .....AWB	D	33	39	46	50	54	58	64	20	24	29	32	35	38	42
Knighton " Broome .....	D	33	39	46	50	54	58	64	36	42	48	53	58	63	69
Broome " Craven Arms .....AWB	D	33	39	46	50	54	58	64	36	42	48	53	58	63	69
Bushbury to Wolverhampton .....	—	28	33	40	44	48	53	58	—	—	—	—	—	—	—
Perry Barr " Soho and Monument L. (via Soho Road).....	—	25	30	36	40	44	48	53	—	—	—	—	—	—	—
Perry Barr North Jc. " Handsworth Junction ...	—	25	30	36	40	44	48	53	—	—	—	—	—	—	—
Exchange Sidings " Monument L. (via N.St.) .....	—	—	—	—	—	—	—	—	26	32	38	42	46	51	56
Wolverhampton and Portobello Junction .....	—	26	32	38	42	46	51	56	26	32	38	42	46	51	56
Tipton or Bloomfield " Wednesbury .....AWB	—	36	43	52	57	63	70	77	34	40	48	53	60	64	70
Great Bridge to Dudley .....	—	20	24	30	32	36	39	43	—	—	—	—	—	—	—
Bescot " Hednesford (via Cannock Branch)	D	—	—	—	—	—	—	—	32	39	47	51	56	62	68
Lichfield City " Sutton Coldfield .....	—	34	40	48	53	60	64	70	—	—	—	—	—	—	—
Yarwell Junction " King's Cliffe .....	—	30	36	43	48	52	57	63	—	—	—	—	—	—	—
King's Cliffe " Seaton .....	—	33	39	46	50	54	58	64	—	—	—	—	—	—	—

## LOADING OF EXPRESS FREIGHT TRAINS (continued)

(OR EMPTY WAGON TRAINS SIGNALLED "EXPRESS FREIGHT")

D—Over the following sections of line empty wagon trains signalled "Express Freight" convey the number of empty wagons shown below :—

BETWEEN	Notes	CLASS OF FREIGHT ENGINE						
		2	3	4	5	6	7	8
		EMPTY WAGONS						
<b>Empty Wagon trains signalled "Express Freight" convey:</b>								
Askam or Barrow to Lindal Ore Sidings .....	—	36	43	51	57	69	69	76
Plumpton Junction " Lindal Ore Sidings .....	—	36	43	51	57	63	69	76
Crewe " Edge Hill .....	—	57	69	86	90	100	109	120
Edgeley " Buxton..... <b>AWB</b>	<b>E</b>	29	34	43	46	50	54	59
Abergavenny " Llanvihangel .....	—	31	37	44	49	54	59	65
Llanvihangel " Craven Arms .....	—	46	56	67	73	80	89	98
Craven Arms " Shrewsbury .....	—	46	56	67	73	80	89	98
Swansea " Pontardulais .....	—	36	43	51	57	63	69	76
Pontardulais " Llandovery .....	—	51	60	64	69	74	80	88
Llandovery " Sugar Loaf .....	—	29	34	41	46	50	54	59
Sugar Loaf " Llanwrtyd Wells .....	—	51	60	64	69	74	80	88
Llanwrtyd Wells " Builth Road .....	—	51	60	64	69	74	80	88
Builth Road " Howey .....	—	37	46	54	60	66	73	80
Howey " Llangunllo .....	—	47	56	66	71	77	83	91
Llangunllo " Knighton .....	—	47	56	66	71	77	83	91
Knighton " Broome .....	—	47	56	66	71	77	83	91
Broome " Craven Arms .....	—	47	56	66	71	77	83	91
Bescot " Hednesford (via Cannock B'ch) ...	—	46	56	67	73	80	89	98

**NOTES :—**

†—Maximum loads down Chequerbent Bank :—

- For 1 engine and 1 goods guard—Equal to 13 wagons of mineral.
- For 1 engine and 1 goods guard assisted by traffic shunter—Equal to 22 wagons of mineral.
- For 2 engines and 1 goods guard assisted by traffic shunter—Equal to 31 wagons of mineral.

**C**—Except when assisted by engine in rear, trains from Hazel Grove to Disley and Whaley Bridge to Bibbington's Sidings, must not exceed equal to 32 wagons of goods.

**D**—See top of page.

**E**—Except when assisted by engine in rear, trains from Hazel Grove to Disley and Whaley Bridge to Bibbington's Sidings, must not exceed 45 empty wagons.

Specialty constructed vehicles, IF FITTED WITH OIL AXLE BOXES, given in the following list, may be worked on Express Freight trains, unless the load on the vehicle is such as to come within the interpretation of Rule 158 (c)

Type of Vehicles	Conditions under which may be conveyed on Express Freight trains
Shock absorbing wagons .....	Loaded or empty
20 ton bulk grain wagons .....	Loaded or empty
40 and 50 ton armour plate wagons .....	Empty
Bogie bolster trucks.....	Empty
Flat trucks .....	Loaded or empty
Traction wagons .....	Loaded or empty
Glass wagons (up to 15 tons capacity) .....	Loaded or empty
Gunpowder vans .....	Loaded or empty
Starred tank wagons .....	Loaded or empty
Deal wagons tube wagons and long low wagons.....	Loaded or empty

Specialty constructed vehicles not included in the above list, whether fitted with oil or grease axle boxes, must not be conveyed on Express Freight trains.

Goods wagons and vans of over 10 tons capacity, unless fitted with oil axle boxes, must not be worked on Express Freight trains

Private owners' wagons, whether running on account of the owners or hired by Railway Companies, must not be worked on Express Freight trains unless fitted with oil axle boxes.

Private owner's wagons or unstarred tank wagons which are not fitted with oil axle boxes may, when empty, be worked on empty wagon trains shown in the Working Time Tables signalled "Express Freight" or on special empty wagon trains authorised to be signalled "Express Freight."

## LOADING OF THROUGH FREIGHT TRAINS

BETWEEN		Notes	UP								DOWN							
			Class of Freight Engine								Class of Freight Engine							
			2	3	4	5	6	7	8	2	3	4	5	6	7	8		
			Wagons of Goods								Wagons of Goods							
<b>Through Freight Trains convey</b>			48	58	70	75	83	91	100	48	58	70	75	83	91	100		
with the following exceptions:—																		
Carlisle	to Tebay	—	42	50	60	67	73	80	88	—	—	—	—	—	—	—		
Oxenholme	„ Tebay	—	—	—	—	—	—	—	—	32	40	47	51	56	62	68		
Carnforth	„ Oxenholme	—	—	—	—	—	—	—	—	38	46	55	61	67	74	81		
Askam	„ Park	—	36	43	52	57	63	69	76	—	—	—	—	—	—	—		
Askam or Barrow	„ Lindal Ore Sidings	—	31	37	45	50	54	60	66	—	—	—	—	—	—	—		
Plumpton Junction	„ Lindal Ore Sidings	—	—	—	—	—	—	—	—	31	37	45	50	54	60	66		
Bamfurlong Jc.	„ Round House Sidings	—	—	—	—	—	—	—	—	22	26	31	34	38	41	45		
Ince Moss	„ Fir Tree House Jc.	—	16	19	23	26	28	31	34	—	—	—	—	—	—	—		
Fir Tree House Jc.	„ Amberswood Jc. West	—	—	—	—	—	—	—	—	16	19	23	26	28	31	34		
Wigan	„ Adlington Junction	—	—	—	—	—	—	—	—	41	50	60	65	71	80	88		
Kenyon	and Bolton	AWB	†	10	12	14	15	17	18	20	37	45	54	59	65	72		
Alexandra or Canada Dk.	to Edge Hill	—	21	25	30	33	37	40	44	—	—	—	—	—	—	—		
St. Helens	and Springs Branch	AWB	—	31	37	45	49	54	60	66	31	37	45	49	54	60		
Widnes	to Farnworth	—	36	43	52	57	63	70	77	—	—	—	—	—	—	—		
Bolton	„ Roe Green Jc.	AWB	—	37	45	54	60	65	71	78	25	30	36	40	44	48		
Denton Junction	„ Stalybridge	—	—	—	—	—	—	—	—	32	39	47	51	56	62	68		
Edgeley	and Buxton	AWB	C	20	24	29	32	36	39	43	26	32	40	42	46	51		
Alsager Junction	to Kildgrove Central	—	38	45	54	59	66	72	79	—	—	—	—	—	—	—		
Stoke	„ Caverswall Crossing	—	38	45	54	59	66	72	79	—	—	—	—	—	—	—		
Caernarvon	and Menai Bridge	AWB	—	36	43	52	57	63	70	77	36	43	52	57	63	70		
Mold Junction	to Hope Junction	—	—	—	—	—	—	—	—	14	27	21	23	25	28	31		
Welshpool	„ Westbury	—	33	40	49	52	57	64	70	—	—	—	—	—	—	—		
Abergavenny	and Llanvihangel	AWB	—	22	26	31	34	38	41	45	32	39	47	51	56	62		
Llanvihangel	„ Craven Arms	AWB	—	32	39	47	51	56	62	68	32	39	47	51	56	62		
Craven Arms	„ Shrewsbury	—	32	39	47	51	56	62	68	32	39	47	51	56	62	68		
Merthyr	„ Rhymney Bridge	AWB	—	11	13	16	17	19	20	22	11	13	16	17	19	20		
Rhymney	„ Nantybwch	AWB	—	11	13	16	17	19	20	22	22	26	31	34	38	41		
Nantybwch	„ Abergavenny Jc.	AWB	—	18	22	26	29	31	34	37	11	13	16	17	19	20		
Newport (Mon.)	„ Abergavenny Jc.	—	25	30	36	38	42	46	51	25	30	36	38	42	46	51		
Swansea	„ Pontardulais	AWB	—	28	33	38	44	47	52	57	28	33	38	44	47	52		
Pontardulais	„ Llandoverly	—	38	45	54	59	66	72	79	38	45	54	59	66	72	79		
Llandoverly	„ Sugar Loaf	AWB	—	20	24	29	32	35	39	42	38	45	54	59	66	72		
Sugar Loaf	„ Llanwrtyd Wells	AWB	—	38	45	54	59	66	72	79	38	45	54	59	66	72		
Llanwrtyd Wells	„ Builth Road	—	38	45	54	59	66	72	79	38	45	54	59	66	72	79		
Builth Road	„ Howey	AWB	—	26	32	38	42	46	51	56	38	45	54	59	66	72		
Howey	„ Llangunllo	—	33	39	46	51	54	59	65	38	45	54	59	66	72	79		
Llangunllo	„ Knighton	AWB	—	33	39	46	51	54	59	65	20	24	29	32	35	38		
Knighton	„ Broome	—	33	39	46	51	54	59	65	38	45	54	59	66	72	79		
Broome	„ Craven Arms	AWB	—	33	39	46	51	54	59	65	38	45	54	59	66	72		
Morrison	to Upper Bank	—	—	—	—	—	—	—	—	38	46	55	61	67	74	81		
Clydach	„ Glais Junction	—	32	38	46	51	56	62	68	—	—	—	—	—	—	—		
Bushbury	„ Wolverhampton	—	34	40	48	55	60	64	70	—	—	—	—	—	—	—		
Perry Barr	„ Soho and Monument L. (via Soho R.)	—	30	34	34	34	34	34	37	—	—	—	—	—	—	—		
Perry Barr North Jc.	„ Handsworth Jc.	—	30	34	34	34	34	34	37	—	—	—	—	—	—	—		
Vauxhall	„ Proof House Jc. (via fast or goods lines)	—	28	33	40	44	48	53	58	—	—	—	—	—	—	—		
Exchange Sidings	„ Mon. Lane (via New St.)	—	—	—	—	—	—	—	—	32	40	47	51	56	62	68		
Wolverhampton	and Portobello Junction	—	32	40	47	51	56	62	68	32	40	47	51	56	62	68		
Tipton or Bloomfield	„ Wednesbury	AWB	—	43	52	62	68	75	83	91	41	50	60	65	71	80		
Great Bridge	to Dudley	—	25	30	36	40	44	48	53	—	—	—	—	—	—	—		
Rugeley	„ Hednesford	—	35	42	50	55	61	67	73	—	—	—	—	—	—	—		
Bescot	„ Hednesford (via Cannock Branch)	—	—	—	—	—	—	—	—	40	48	57	63	69	76	84		
Lichfield City	„ Sutton Coldfield	—	41	50	60	65	71	80	88	—	—	—	—	—	—	—		
Aston	„ Lichfield City	—	—	—	—	—	—	—	—	41	50	60	65	71	80	88		
Market Harboro'	„ Rugby	—	44	53	64	70	77	85	94	—	—	—	—	—	—	—		
Yarwell Junction	to Seaton	—	35	42	50	55	61	67	74	—	—	—	—	—	—	—		

†—Maximum loads down Chequerbent Bank:—

For 1 engine and 1 guard—Equal to 13 wagons of mineral

For 1 engine and 1 guard assisted by traffic shunter—Equal to 22 wagons of mineral.

For 2 engines and 1 guard assisted by traffic shunter—Equal to 31 wagons of mineral.

C—Except when assisted by engine in rear, trains from Hazel Grove to Disley and Whaley Bridge to Bibbington's Sidings must not exceed equal to 32 wagons of goods.

## LOADING OF MINERAL TRAINS

### CARLISLE, CARNFORTH, WHITEHAVEN AND BRANCHES

BETWEEN		Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
			MINERAL									MINERAL								
			Class of Engine									Class of Engine								
			2	3	4	5	6	7	8	2		3	4	5	6	7	8			
Carlisle and Tebay .....		—	25	30	36	40	44	48	53	60	38	46	55	61	67	74	81	60		
Tebay to Carnforth .....	D	—	35	42	50	55	61	67	74	60	—	—	—	—	—	—	—	—		
Oxenholme " Tebay .....		—	—	—	—	—	—	—	—	—	24	29	35	38	42	46	51	60		
Oxenholme " Carnforth .....		—	—	—	—	—	—	—	—	—	30	36	43	48	52	57	63	60		
Workington and Cockermouth Jc. ....		—	41	49	59	65	71	79	87	60	48	58	69	75	83	91	100	60		
Keswick to Cockermouth Jc. ....		—	—	—	—	—	—	—	—	—	26	32	38	42	46	51	56	44		
Cockermouth Jc. " Embleton .....		—	18	22	26	29	31	34	37	44	—	—	—	—	—	—	—	—		
Embleton " Bass. Lake .....		—	42	50	60	67	73	80	88	44	—	—	—	—	—	—	—	—		
Bass. Lake " Keswick .....		—	35	42	50	55	61	67	74	44	—	—	—	—	—	—	—	—		
Keswick and Threlkeld .....		—	14	17	21	23	25	28	31	44	28	33	40	44	48	53	58	44		
Threlkeld " Troutbeck ...AWB		—	14	17	21	23	25	28	31	44	28	33	40	44	48	53	58	44		
Troutbeck " Penruddock .....		—	19	23	28	30	33	37	41	44	17	20	24	27	29	32	35	44		
Penruddock and 26½ m.p. ....		—	26	32	38	42	46	51	56	44	17	20	24	27	29	32	35	60		
26½ m.p. " Penrith ...AWB		—	26	32	38	42	46	51	56	44	17	20	24	27	29	32	35	60		
Low Gill to Kirkby Lonsdale ...		—	31	37	45	49	54	60	66	60	—	—	—	—	—	—	—	—		
Kirkby Lonsdale " Ingleton .....		—	25	30	36	40	44	48	53	60	—	—	—	—	—	—	—	—		
Ingleton " Sedbergh .....		—	—	—	—	—	—	—	—	—	25	30	36	40	44	48	53	60		
Sedbergh " Low Gill .....		—	—	—	—	—	—	—	—	—	24	29	35	38	42	46	51	60		
Kendal to Windermere .....		—	—	—	—	—	—	—	—	—	23	27	33	36	40	44	48	60		
Windermere " Staveley .....		—	23	27	33	36	40	44	48	60	—	—	—	—	—	—	—	—		
Staveley " Kendal .....		—	38	46	55	61	67	74	81	60	—	—	—	—	—	—	—	—		
Kendal and Oxenholme .....		—	23	27	33	36	40	44	48	60	34	40	48	53	59	64	70	60		
Maryport " Brayton .....		—	40	48	57	63	69	76	84	80	44	53	64	70	77	85	94	80		
Brayton " Carlisle .....		—	48	58	69	75	83	91	100	100	38	46	55	61	67	74	81	80		
Aspatia " Mealsgate .....		—	12	14	17	19	21	23	25	70	19	23	28	30	33	37	41	70		
Maryport (Elizabeth Dock) Inclines .....		—	5	5	5	5	5	5	5	13	5	5	5	5	5	5	5	13		
Workington M. and Maryport .....		—	46	55	66	72	79	87	96	80	46	55	66	72	79	87	96	80		
Moss Bay Iron Works " Workington Main .....		—	46	55	66	72	79	87	96	80	48	58	69	75	83	91	100	80		
Whitehaven (Corkickle) " Workington Main .....		—	46	55	66	72	79	87	96	70	8	58	69	75	83	91	100	70		
United Steel Co's No. 4 Pit and Parton .....	AWB	—	36	43	52	57	63	69	76	54	13	16	19	21	23	25	28	54		

C—When assisted in rear to Summit

D—In calculating the loads for trains conveying coke from Tebay, 3 wagons of coke to be reckoned as equal to 4 wagons of mineral.

## LOADING OF MINERAL TRAINS (continued)

## WHITEHAVEN, MARRON JUNCTION, BARROW AND BRANCHES

BETWEEN	Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
		MINERAL									MINERAL								
		Class of Engine									Class of Engine								
		2	3	4	5	6	7	8			2	3	4	5	6	7	8		
Whitehaven (Corkickle) and Moor Row ...AWB	—	13	16	19	21	23	25	28	54	35	42	50	55	61	67	74	54		
Moor Row " Birks Bridge Jc. via Cleaton M. ...AWB	—	22	26	31	34	38	41	45	54	41	49	59	65	71	79	87	54		
Moor Row " Birks Bridge Jc. via Crossfield B'ch ...	—	25	30	36	40	44	48	53	54	41	49	59	65	71	79	87	54		
Birks Bridge " Frizington ...AWB	—	20	24	29	32	36	39	43	54	41	49	59	65	71	79	87	54		
Frizington " Winder (Eskett Quarry Siding)AWB	—	11	13	16	17	19	20	22	54	31	37	45	49	54	60	66	54		
Winder (Eskett Quarry Siding) " Rowrah No. 2 AWB	—	16	19	22	25	27	30	33	54	31	37	45	49	54	60	66	54		
Rowrah No. 1 " Marron Jc. ...AWB	—	36	43	52	57	63	69	76	54	13	16	19	21	23	25	28	54		
Rowrah No. 1 " Rowrah No. 2 .....	—	36	43	52	57	63	69	76	54	16	19	22	25	27	30	33	54		
Cleator Moor Jc. " Moresby Pks. AWB	C	14	17	21	23	25	28	31	50	41	49	59	65	71	79	87	50		
Moresby Parks " Harrington Jc. AWB	C	41	49	59	65	71	79	87	50	14	17	21	23	25	28	31	50		
Harrington Jc. " Workington (Central) AWB	C	41	49	59	65	71	79	87	50	14	17	21	23	25	28	31	50		
Calva Jc. " Buckhill .....AWB	C	14	17	21	23	25	28	31	50	41	49	59	65	71	79	87	50		
Workington (C.) " Siddick Jc. ....	C	41	49	59	65	71	79	87	50	20	24	29	32	36	39	43	50		
Harrington Jc. " Derwent Iron WorksAWB	—	31	37	45	49	54	60	66	50	13	16	19	21	23	25	28	50		
Harrington Jc. " Moss Bay Iron Works AWB	—	31	37	45	49	54	60	66	50	13	16	19	21	23	25	28	50		
Moor Row " Sellafield .....AWB	†	36	43	52	57	63	69	76	54	18	22	26	29	31	34	37	54		
Moor Row " Bigrigg .....AWB	—	13	16	19	21	23	25	28	54	31	37	45	49	54	60	66	54		
Egremont " Ullcoats .....AWB	—	5	6	7	8	10	12	13	15	13	16	19	21	23	25	28	15		
Beckermet Mines Jc. " Beckermet Mines No. 1 Pit ...AWB	—	8	10	12	13	15	16	18	40	29	35	41	46	50	55	61	32		
Beckermet Mines No. 1 Pit " Beckermet Mines No. 2 Pit .....AWB	—	7	9	10	11	13	14	15	19	18	22	26	29	31	34	37	19		
Whitehaven (Corkickle) " Askam .....	†	36	43	52	57	63	69	76	60	36	43	52	57	63	69	76	60		
Hodbarrow " Millom .....	—	36	43	52	57	63	69	76	60	36	43	52	57	63	69	76	60		
Coniston " Foxfield.....	—	12	14	17	19	21	23	25	60	18	22	26	29	31	34	37	60		
Askam " Park .....	†	26	32	38	42	46	51	56	60	36	43	52	57	63	69	76	60		
Park " Lindal Ore Sidings ...	†	18	22	26	29	31	34	37	60	36	43	52	57	63	69	76	60		
Park " Barrow Yard or Dock	—	36	43	52	57	63	69	76	60	36	43	52	57	63	69	76	60		

C—May be made up to 65 empty wagons when assisted by bank engine (where authorised) or worked by class 3 or powerful engine.

†—In calculating the loads over these sections three 20-ton wagons of ore from Egremont to North Lonsdale Iron Works to be reckoned as equal to four wagons of mineral.

## LOADING OF MINERAL TRAINS, (continued)

### BARROW, CARNFORTH, PRESTON AND BRANCHES

BETWEEN	Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
		MINERAL									MINERAL								
		Class of Engine									Class of Engine								
		2	3	4	5	6	7	8			2	3	4	5	6	7	8		
Barrow Yard and Lindal Ore Sidings ...	† C F	18	22	26	29	31	34	37	60	36	43	52	57	63	69	76	60		
Hindpool „ Barrow Yard or Dock	—	36	43	52	57	63	69	76	50	36	43	52	57	63	69	76	50		
Dalton „ Stainton .....AWB	—	11	13	16	17	19	20	22	20	20	24	29	32	36	39	43	20		
Lindal Ore Sidings, Plumpton Jc. ....	† C F	36	43	52	57	63	69	76	60	18	22	26	29	31	34	37	60		
Plumpton Jc. „ Carnforth .....	EC	36	43	52	57	63	69	76	60	36	43	52	57	63	69	76	60		
Priory Station „ Plumpton Jc. ....	†	36	43	52	57	63	69	76	60	36	43	52	57	63	69	76	60		
Plumpton Jc. „ Lake Side .....	—	18	22	26	29	31	34	37	60	36	43	52	57	63	69	76	60		
Hincaster Jc. „ Arnside .....	E	36	43	52	57	63	69	76	60	18	22	26	29	31	34	37	60		
Carnforth „ Preston .....	D	42	50	60	67	73	80	88	60	38	46	55	61	67	74	81	60		
Carnforth „ Morecambe (E.Rd.)	—	38	46	55	61	67	74	81	60	38	46	55	61	67	74	81	60		
Morecambe (E.Rd.), Lancaster .....	—	35	42	50	55	61	67	74	60	38	46	55	61	67	74	81	60		
Glasson Dock „ Lancaster .....	—	23	27	33	36	40	44	48	40	38	46	55	61	67	74	81	60		
Lancaster Quay Sidings „ Castle Sidings .....	—	19	23	28	30	33	37	41	30	38	46	55	61	67	74	81	60		
Knott End „ Nateby .....	—	40	48	57	63	69	76	84	60	40	48	57	63	69	76	84	60		
Nateby „ Garstang Town ...	—	26	32	38	42	46	51	56	52	40	48	57	63	69	76	84	60		
Garstang Town „ Garstang & Catterall	—	46	55	66	72	79	87	96	60	46	55	66	72	79	87	96	60		
Longridge „ Grimsargh .....	—	28	33	40	44	48	53	58	60	13	16	19	21	23	25	28	60		
Grimsargh „ Preston .....	—	28	33	40	44	48	53	58	60	24	29	35	38	42	46	51	60		
Preston Dock „ Preston .....AWB	P	10	12	14	15	17	18	20	44	30	30	35	38	42	46	51	70		

**C**—The maximum number of wagons authorised for the 11.15 p.m. through freight, Barrow Yard to Carnforth is 80.

**D**—On Sunday after 4.0 a.m. the maximum number of wagons authorised is 70 in the down direction.

**E**—In calculating the loads for trains conveying coke from Tebay, 3 wagons of coke to be reckoned as equal to 4 wagons of mineral.

**P**—Maximum number of wagons authorised for Up direction is 60 when banked by class 6 or 7 engine.

†—In calculating the loads over these sections three 20-ton wagons of ore from Egremont or Barrow to North Lonsdale Iron Works to be reckoned as equal to four wagons of mineral.



## LOADING OF MINERAL TRAINS, (continued)

### PRESTON AND CREWE (MAIN LINE) AND BRANCHES

BETWEEN		Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
			MINERAL									MINERAL								
			Class of Engine									Class of Engine								
			2	3	4	5	6	7	8	2		3	4	5	6	7	8			
Preston	and Euxton Junction	—	31	37	45	49	54	60	66	60	44	53	64	70	77	85	94	F60		
Springs Branch	to Euxton Jc.	G	—	—	—	—	—	—	—	—	44	53	64	70	77	85	94	†60		
Euxton Jc.	and Coppull Hall Siding	—	31	37	45	49	54	60	66	60	44	53	64	70	77	85	94	†60		
Coppull Hall S.	„ Springs Branch	—	38	46	55	61	67	74	81	60	32	39	47	51	56	62	68	60		
Coppull Hall S.	„ Round House Sidings	—	38	46	56	61	67	74	81	60	30	36	43	48	52	57	63	60		
Ince Moss	„ Fir Tree H. Jc. <b>AWB</b>	—	10	12	14	15	17	18	20	60	38	46	55	61	67	74	81	60		
Amberswood Jc. West	„ Fir Tree House Jc.	—	38	46	55	61	67	74	81	60	10	12	14	15	17	18	20	60		
Round House Jc.	„ Bamfurlong Jc. <b>AWB</b>	—	38	46	55	61	67	74	81	60	12	15	18	20	22	24	26	60		
Adlington Jc.	„ Wigan	—	30	36	43	48	52	57	63	60	20	24	29	32	36	39	43	70		
Springs Branch	„ Crewe	C	38	46	55	61	67	74	81	80	44	53	64	70	77	85	94	70		
Hindley Siding	„ Ince Hall Iron Works Siding <b>AWB</b>	—	24	29	35	38	42	46	51	50	7	9	10	11	13	14	15	15		
Ince Hall Iron Works Siding	„ Engine Shed S. <b>AWB</b>	—	24	29	35	38	42	46	51	50	24	29	35	38	42	46	51	50		
Winwick Jc.	to Warrington	—	41	49	59	65	71	79	87	80	—	—	—	—	—	—	—	—		
Winwick Quay	„ Warrington No. 4 over Up Slow Line	—	48	58	69	75	83	91	100	100	—	—	—	—	—	—	—	—		
Arpley	and Acton Grange Viaduct <b>AWB</b>	—	25	30	36	40	43	48	53	60	44	53	64	70	77	85	94	70		
Hartford Jc.	„ Northwich	—	31	37	45	49	54	60	66	60	26	32	38	42	46	51	56	60		
Winsford Jc.	„ Over and Wharton...	Y	22	26	31	34	38	41	45	18	22	26	31	34	38	41	45	60		

†—On Saturday night and Sunday may be made up to 70 wagons.

C—Empty wagon trains from Willesden to Garston and Liverpool may be made up to a maximum of 80 on Sundays. Freight trains from the North, via Crewe Station must not exceed 50 wagons.

F—On Saturday nights and Sundays, may be made up to 70 wagons, also at other times by agreement with the District Control Office, Preston.

G—Loading for Sunday mornings when run through Wigan can be ensured.

Y—Maximum of 34 wagons, Winsford Junction to Brine Branch only.

## LOADING OF MINERAL TRAINS (continued)

### LIVERPOOL, SPRINGS BRANCH AND MANCHESTER AND BRANCHES

BETWEEN	Notes	UP							Maximum Number of Wagon authorised	DOWN							Maximum Number of Wagon authorised
		MINERAL								MINERAL							
		Class of Engine								Class of Engine							
2	3	4	5	6	7	8	2	3	4	5	6	7	8				
Edge Hill and St. Helens Jc.	—	34	40	48	53	59	64	70	60	44	53	64	70	77	85	94	60
St. Helens Jc. „ Earlestown ...	—	36	43	52	57	63	69	76	70	44	53	64	70	77	85	94	60
Earlestown „ Kenyon Jc. ...	—	36	43	52	57	63	69	76	60	44	53	64	70	77	85	94	60
Kenyon Jc. „ Ordsall Lane	—	38	46	55	61	67	74	81	60	36	43	52	57	63	69	76	60
Earlestown & Haydock Bch., „ Winwick Jc.	—	41	49	59	65	71	79	87	70	28	33	40	44	48	53	58	60
Golborne Jc. „ Parkside .....	—	34	40	48	53	59	64	70	60	34	40	48	53	59	64	70	60
Kenyon Jc. „ West Leigh	—	34	40	48	53	59	64	70	60	38	46	55	61	67	74	81	60
West Leigh „ Atherton ...	—	18	22	26	29	31	34	37	60	38	46	55	61	67	74	81	60
Atherton „ Hulton's Siding <b>AWB</b>	<b>PQ</b>	7	8	10	11	12	14	15	45	36	43	52	57	63	69	76	45
Hulton's Sdg. „ Rumworth & Daubhill ...	—	23	27	33	36	40	44	48	45	22	26	31	34	38	41	45	50
Rumworth and D. „ Bolton <b>AWB</b>	—	20	24	29	32	36	39	43	45	22	26	31	34	38	41	45	50
Atherton „ Howe Bridge	—	22	26	31	34	38	41	45	60	38	46	55	61	67	74	81	60
Patricroft „ Molyneux Jc.	—	23	27	33	36	40	44	48	60	29	35	41	46	50	55	61	60
Eccles „ Ship Canal Sidings <b>AWB</b>	—	34	40	48	53	59	64	70	60	24	29	35	38	42	46	51	60
Ordsall Lane „ Manchester(V)	<b>E</b>	24	29	35	39	42	46	51	60	36	43	52	57	63	69	76	60
Huyton „ St. Helens.....	—	31	37	45	49	54	60	66	60	22	26	31	34	38	41	45	60
St. Helens „ Garswood <b>AWB</b>	<b>N</b>	23	27	33	36	40	44	48	80	35	42	50	55	61	67	74	60
Garswood „ Springs Bch. <b>AWB</b>	—	35	42	50	55	61	67	74	80	23	27	33	36	40	44	48	60
St. Helens „ Rainford Jc. <b>AWB</b>	—	28	33	40	44	48	53	58	60	38	46	55	61	67	74	81	60
Bryn Jc. „ Blundells Sdg. <b>AWB</b>	—	44	53	64	70	77	85	94	80	31	37	45	49	54	60	66	80
Blundells Sdg. „ Pemberton Jc.	<b>S</b>	14	17	21	23	25	28	31	70	31	37	45	49	54	60	66	80
Alexandra or „ Anfield Sdg. {	<b>R</b>	12	14	17	19	21	23	25	45	28	33	40	44	48	53	58	45
Canada Dock „ <b>AWB</b>	<b>M</b>	18	22	26	29	31	34	37									
Anfield Sdgs. „ Edge Hill ...	—	28	33	40	44	48	53	58	55	28	33	40	44	48	53	58	45
Waterloo Tunnel	—	16	19	22	25	27	30	33	25	28	33	40	44	48	53	58	50
Wapping Tunnel	<b>AWB</b>	16	19	22	25	27	30	33	25	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>
Springs Bch. „ Tyldesley ...	<b>FGL</b>	34	40	48	53	59	64	70	70	44	53	64	70	77	85	94	70
Tyldesley „ Eccles Jc. ...	—	19	23	28	30	33	37	41	70	34	40	48	53	59	64	70	60
Bickershaw „ Pennington Junction „ South Jc.	<b>H</b>	37	45	54	59	65	71	78									
Pennington „ Pennington West Jc. „ East Jc.	—	29	35	41	46	50	55	61	60	29	35	41	46	50	55	61	60
Amberswood East and Bickershaw Jc. (Hindley Loop)	—	26	32	38	42	46	51	56	60	24	29	35	38	42	46	51	60
Pennington South Jc. and Tyldesley .....	<b>J</b>	28	33	40	44	48	53	58	60	38	46	55	61	67	74	81	60
Bolton and Plodder Lane <b>AWB</b>	—	17	20	24	27	29	32	35	60	28	33	40	44	48	53	58	60
Plodder Lane „ Roe Green Jc. <b>AWB</b>	—	22	26	31	34	38	41	45	60	26	32	38	42	46	51	56	60
Little Hulton „ Little Hulton Junction „ Colliery	—	26	32	38	42	46	51	56	70	16	19	22	25	27	30	33	60
		22	26	31	34	38	41	45	80	22	26	31	34	38	41	45	60

†—The maximum number of wagons authorised in the up direction is increased to 70 when conveying empties.

**E**—Trains from the Patricroft side through Exchange and Victoria stations must not exceed 35 wagons between the hours of 5.30 a.m. and 11.0 p.m. unless Divisional Control, Manchester, agrees.

**F**—See Appendix Instructions for working down and up Wapping Tunnel.

**G**—The maximum number of wagons authorised is 50, Springs Branch to Chanters Siding, but trains may be made up to maximum of 80 empty wagons between these points.

**H**—Empty wagon trains may be made up to 80 wagons in up direction.

**J**—On the down line the higher loading applies for trains having a clear road through Leigh. On the up line the lower loading applies for trains as between Speakman's Siding and Tyldesley.

**L**—Loads for up trains starting from Howe Bridge Sidings.

**M**—Trains running to top of Gridiron must not exceed 39 wagons, with the exception of the 1.10 a.m. Ravenhead to Edge Hill, which may be made up to the maximum of 45.

**N**—The maximum number of wagons authorised in the down direction is increased to 80 when trains are travelling via the Blackbrook Branch.

**P**—Maximum loads down Chequerbent Bank:—For 1 engine and 1 guard—Equal to 13 wagons of mineral. For 1 engine and 1 guard assisted by traffic shunter—Equal to 22 wagons of mineral. For 2 engines and 1 guard assisted by traffic shunter—Equal to 31 wagons of mineral.

**Q**—Banking must only be performed by class 6 or 7 engines.

**R**—Loads for trains running to the Central Division via Bootle Junction.

**S**—Class 3 and 4 bank engines must only be given the Class 2 engine load, and Class 5, 6, and 7 bank engines must only be given the Class 3 engine load, the loading of trains requiring assistance between Blundells Siding and Pemberton Junction being regulated accordingly.

## LOADING OF MINERAL TRAINS (continued)

### LIVERPOOL, WEAVER JUNCTION, EDGELEY AND BRANCHES

BETWEEN		Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
			MINERAL									MINERAL								
			Class of Engine									Class of Engine								
			2	3	4	5	6	7	8	2		3	4	5	6	7	8			
Edge Hill	and Speke Jc.	K	37	45	54	59	65	71	78	60	43	52	62	68	75	83	91	60		
Speke Jc.	" Widnes	K	37	45	54	59	65	71	78	60	43	52	62	68	75	83	91	70		
Widnes	" Arpley	K	37	45	54	59	65	71	78	60	43	52	62	68	75	83	91	60		
Arpley	" Broadheath	C	31	37	45	49	54	60	66	70	31	37	45	49	54	60	66	50		
Broadheath	" Edgeley	C	31	37	45	49	54	60	66	60	31	37	45	49	54	60	66	70		
Cheadle Village	" Davenport Jc.	I	30	36	43	48	52	57	63	60	31	37	45	49	54	60	66	60		
Edge Hill	" Garston	I	37	45	54	59	65	71	78	60	43	52	62	68	75	83	91	60		
Ditton Jc.	" Runcorn	F	20	24	29	32	36	39	43	60	26	32	38	42	46	51	56	70		
Runcorn	" Weaver Jc.	G	23	27	33	36	40	44	48	60	26	32	38	42	46	51	56	70		
Folly Lane	" Runcorn	F	20	24	29	32	36	39	43	60	38	46	55	61	67	68	68	80		
Widnes	and Farnworth	AWB	17	21	25	28	30	33	37	80	44	53	64	70	77	85	94	80		
Farnworth	" St. Helens	—	44	53	64	70	77	85	94	80	44	53	64	70	77	85	94	80		
St. Helens Jc.	" Sutton Oak Jc.	—	44	53	64	70	77	85	94	60	44	53	64	70	77	85	94	60		
Blackbrook Branch	.....	AWB	22	26	31	34	38	41	45	80	28	33	40	44	48	53	58	80		
Fleet Lane Jc.	and Havannah Col.	AWB	38	46	55	61	67	74	81	60	14	17	21	23	25	28	31	32		
Haydock Jc.	" Old Fold Colliery	—	38	46	55	61	67	74	81	60	38	46	55	61	67	74	81	60		
Ravenhead	" Eccleston Bch.	AWB	38	46	55	61	67	74	81	60	19	23	28	30	33	37	41	18		

**C**—The maximum number of wagons authorised is 50 for up trains to Midland Division via Cheadle Junction.

**D**—Beyond Marsh's Crossing the maximum number of wagons authorised is 12 up and 50 down for Eccleston Branch and 8 up and 18 down for Top of Ravenhead.

**F**—Up trains exceeding 30 wagons of mineral or their equivalent must be banked. In down direction the maximum of 80 wagons is subject to a 20-ton brake van in front when propelled.

**G**—The maximum number of wagons authorised is 80 for through trains from Garston to St. Helens direction between 11.0 p.m. and 5.0 a.m. on weekdays and 11.0 p.m. Saturday and 5.0 a.m. Monday. Down empty wagon trains may be made up to a maximum of 80 on Sundays.

**K**—From 11.0 p.m. Saturday to 3.0 a.m. Monday the maximum number of wagons authorised in the down direction is 70.

### STALYBRIDGE, MANCHESTER, AND CREWE AND BRANCHES

Manchester (LR) and	Edgeley Junction	H	36	43	52	57	63	69	76	60	36	43	52	57	63	69	76	60
Edgeley Jc.	" Crewe	H	34	40	48	53	59	64	70	70	34	40	48	53	59	64	70	70
Stalybridge	" Manchester (Lon.Rd.)	—	34	40	48	53	59	64	70	60	25	30	36	40	44	48	53	60
	via L.N.E.	—	12	14	17	19	21	23	25	23	12	14	17	19	21	23	25	23
Ardwick Yard	" Longsight	—	34	40	48	53	59	64	70	60	34	40	48	53	59	64	70	60
Slade Lane Jc.	" Wilmslow, via Styal	—	28	33	40	44	48	53	58	60	23	27	33	36	40	44	48	60
Stalybridge	" Denton Jc.	—	22	26	31	34	38	41	45	60	14	17	21	23	25	28	31	60
Crowthorn Jc.	" Ashton Moss Coll.	—	23	27	33	36	40	44	48	60	26	32	38	42	46	51	56	60
Ashton Moss Coll.	" Denton Jc.	—	23	27	33	36	40	44	48	60	26	32	38	42	46	51	56	60
Droydsden	" Denton Jc.	—	34	40	48	53	59	64	70	70	26	32	38	42	46	51	56	60
Denton Jc.	" Heaton Norris	—	26	32	38	42	46	51	56	70	26	32	38	42	46	51	56	60
Guide Bridge	" Denton Junction	—	30	36	43	48	52	57	63	60	36	43	52	57	63	69	76	60
Northwich	" Middlewich	—	38	46	55	61	67	74	81	70	38	46	55	61	67	74	81	70
Middlewich	" Sandbach	—	34	40	48	53	59	64	70	60	34	40	48	53	59	64	70	60
Broadheath	" Manchester (L. Rd.)	J	25	30	36	40	44	48	53	60	34	40	48	53	59	64	70	60
Ordsall Lane	" Castlefield Jc.	J	25	30	36	40	44	48	53	60	34	40	48	53	59	64	70	60

**H**—From 12.30 a.m. to 9.30 p.m. Sunday and 12.0 night Sunday to 6.0 a.m. Monday, the maximum number of wagons authorised is 80 from Longsight to Crewe (Basford Hall); 75 to Gresty Lane. The loads in the up direction are from Manchester to Heaton Norris and from Heaton Norris to Crewe.

**J**—From 6.0 a.m. to 9.0 p.m. all trains passing over M.S.J. & A. Line between Castlefield Jc. and London Road are limited to 32 wagons.

## LOADING OF MINERAL TRAINS (continued)

### CHEADLE HULME, CREWE, NORTON BRIDGE, COLWICH, AND BURTON AND BRANCHES, via N. S. Section

BETWEEN		Notes	UP						Max. No. of wagons authorised	DOWN								Max. No. of wagons authorised
			MINERAL							MINERAL								
			Class of Engine							Class of Engine								
			2	3	4	5	6	7		8	2	3	4	5	6	7	8	
Cheadle Hulme and Macclesfield .....	D	30	36	43	48	52	57	63	60	36	43	52	57	63	69	76	60	
Macclesfield „ Middlewood .....	—	24	29	35	38	42	46	51	60	19	23	28	30	33	37	41	50	
Macclesfield „ North Rode .....	—	23	27	33	36	40	44	48	60	29	35	41	46	50	55	61	60	
North Rode „ Kidsgrove Central ...	—	34	40	48	53	59	64	70	60	28	33	40	44	48	53	58	60	
Crewe „ Alsager Jc. ....	—	29	35	41	46	50	55	61	60	42	50	60	67	73	80	88	70	
Alsager Jc. „ Kidsgrove Central ...	—	22	26	31	34	38	41	45	60	42	50	60	67	73	80	88	60	
Kidsgrove Central „ Stoke .....	—	34	40	48	53	59	64	70	70	34	40	48	53	59	64	70	70	
Alsager „ Jamage Colliery or Diglake <b>AWB</b>	+	11	13	16	17	19	20	22	45	28	33	40	44	48	53	58	60	
Diglake „ Halmerend .....	+	30	36	43	48	52	57	63	45	18	22	26	29	31	34	37	60	
Halmerend „ Leycett .....	+	10	12	14	15	17	18	20	45	28	33	40	44	48	53	58	60	
Leycett „ Keele Junction .....	+	26	32	38	42	46	51	56	60	14	17	21	23	25	28	31	60	
Market Drayton „ Keele .....	—	23	27	33	36	40	44	48	60	36	43	52	57	63	69	76	60	
Keele „ Silverdale .....	—	23	27	33	36	40	44	48	60	23	27	33	36	40	44	48	60	
Silverdale „ Newcastle .....	—	28	33	40	44	48	53	58	60	23	27	33	36	40	44	48	60	
Newcastle „ Stoke .....	—	32	39	47	51	56	62	68	50	21	25	31	34	38	42	46	60	
Knutton Forge „ Pool Dam <b>AWB</b>	—	19	23	28	30	33	37	41	40	14	17	21	23	25	28	31	30	
Apedale Colliery „ Apedale Junction	+	28	33	40	44	48	53	58	60	31	37	45	49	54	60	66	60	
Talk „ Chatterley Jc. <b>AWB</b>	+	24	29	35	38	42	46	51	24	10	12	14	15	17	18	20	30	
Chesterton „ Chatterley Jc. <b>AWB</b>	+	42	50	60	67	73	80	88	35	14	17	21	23	25	28	31	40	
Stone „ Norton Bridge .....	—	38	46	55	61	67	74	81	70	29	35	41	46	50	55	61	60	
Stoke „ Colwich .....	—	38	46	55	61	67	74	81	70	36	43	52	57	63	69	76	70	
Trentham Junction „ Trentham Park .....	—	24	29	35	38	42	46	51	30	24	29	35	38	42	46	51	30	
Stoke „ Caverswall <b>AWB</b>	—	22	26	31	34	38	41	45	60	36	43	52	57	63	69	76	60	
Caverswall „ Uttoxeter <b>AWB</b>	—	38	46	55	61	67	74	81	60	26	32	38	42	46	51	56	60	
Uttoxeter „ Chaddesden .....	—	38	46	55	61	67	74	81	70	37	45	54	59	65	71	78	60	
Uttoxeter „ Burton .....	—	38	46	55	61	67	74	81	60	37	45	54	59	65	71	78	60	
Cresswell Jc. „ Tean .....	—	20	24	29	32	36	39	43	45	26	32	38	42	46	51	56	60	
Tean „ Cheadle .....	—	20	24	29	32	36	39	43	45	24	29	35	38	42	46	51	45	
Tean „ New Haden .....	—	20	24	29	32	36	39	43	45	24	29	35	38	42	46	51	45	
Normacot Jc. „ Park Hall <b>AWB</b>	—	14	17	21	23	25	28	31	30	37	45	54	59	65	71	78	50	
North Rode „ Leek .....	—	23	27	33	36	40	44	48	70	29	35	41	46	50	55	61	70	
Leek „ Uttoxeter .....	—	36	43	52	57	63	69	76	70	29	35	41	46	50	55	61	70	
Ashbourne „ Rocester Jc. ....	—	35	42	50	55	61	67	74	60	36	43	52	57	63	69	76	60	
Caldon Quarry „ Ipstones .....	—	18	22	26	29	31	34	37	50	17	20	24	27	29	32	35	32	
Ipstones „ Leek Brook <b>AWB</b>	C	18	22	26	29	31	34	37	50	11	13	16	17	19	20	22	32	
Leek Brook „ Milton Jc. ....	C	35	42	50	55	61	67	74	60	31	37	45	49	54	60	66	60	
Congleton Jc. „ Heath's Jc. <b>AWB</b>	+	13	16	19	21	23	25	28	45	23	27	33	36	40	44	48	54	
Heath's Jc. „ Ford Green .....	+	35	42	50	55	61	67	74	45	17	20	24	27	29	32	35	54	
Ford Green „ Milton Junction .....	+	35	42	50	55	61	67	74	60	28	33	40	44	48	53	58	60	
Milton Jc. „ Stoke .....	+	35	42	50	55	61	67	74	60	22	26	31	34	38	41	45	54	
Congleton Lr. Jc. „ Brunsworth W. <b>AWB</b>	+	18	22	26	29	31	34	37	30	13	16	19	21	23	25	28	30	
Botteslow Jc. „ Adderley G. <b>AWB</b>	+	13	16	19	21	23	25	28	46	29	35	41	46	50	55	61	40	
Sandbach „ Lawton Junction ...	—	22	26	31	34	38	41	45	60	43	52	62	68	75	83	91	60	
Kidsgrove „ Newchapel or Summit .....	+	10	12	14	15	17	18	20	45	22	26	31	34	38	41	45	35	
(Liverpool Rd.) „ Cobridge .....	—	31	37	45	49	54	60	66	45	22	26	31	34	38	41	45	45	
Newchapel „ Newfields S. <b>AWB</b>	—	14	17	21	23	25	28	31	22	19	23	28	30	33	37	41	30	
Newfields Jc. „ Etruria .....	—	20	24	29	32	36	39	43	45	14	17	21	23	25	28	31	35	
Cobridge „ Etruria .....	+	20	24	29	32	36	39	43	35	13	16	19	21	23	25	28	35	
Hanley Yard „ Grange Jc. ....	+	24	29	35	38	42	46	51	50	14	17	21	23	25	28	31	18	
Grange Wharf „ Grange Junction ...	—	23	27	33	36	40	44	48	60	19	23	28	30	33	37	41	40	
Shelton Sidings „ Pinnox Jc. <b>AWB</b>	+	24	29	36	38	42	46	51	42	11	13	16	17	19	20	22	45	
Tunstall Station „ Longport Jc. <b>AWB</b>	+	42	42	42	42	42	42	42	42	14	17	21	23	25	28	31	45	

C—In calculating the load over these sections one 25-ton wagon of mineral to be reckoned equal to two ordinary wagons of mineral and 4 empties to be reckoned as equal to two ordinary wagons of mineral.

D—On Saturday night and Sunday the maximum number of wagons authorised from Edgeley Jn. to Macclesfield in the up direction is 70.

†—In calculating the loads over these sections 4 empty wagons to be reckoned as equal to two wagons of mineral

## LOADING OF MINERAL TRAINS (continued)

## EDGELEY AND BUXTON

BETWEEN	Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
		MINERAL									MINERAL								
		Class of Engine									Class of Engine								
		2	3	4	5	6	7	8			2	3	4	5	6	7	8		
Edgeley Junction and Hazel Grove .....	—	25	30	36	40	44	48	53	60	34	40	48	53	59	64	70	60		
Hazel Grove „ Disley.....AWB	C	13	16	19	21	23	25	28	60	30	30	40	40	40	40	40	60		
Disley „ Whaley Bridge .....	—	29	35	41	46	50	55	61	60	34	40	48	53	59	64	70	60		
Whaley Bridge „ Bibbington's Siding .....AWB	C	11	13	16	18	20	22	24	60	30	30	40	40	40	40	40	60		
Bibbington's Siding,, Buxton .....AWB	—	16	19	22	25	27	30	33	60	16	19	22	25	27	30	33	60		

C—Except when assisted by engine in rear trains from Hazel Grove to Disley and Whaley Bridge to Bibbington's Siding must not exceed equal to 18 wagons of mineral.

## LOADING OF MINERAL TRAINS, (continued)

### HOLYHEAD, CREWE, BIRKENHEAD, WARRINGTON, AND BRANCHES

BETWEEN		Notes	UP							Maximum Number of wagons authorised	DOWN							Maximum Number of wagons authorised
			MINERAL								MINERAL							
			Class of Engine								Class of Engine							
			2	3	4	5	6	7	8		2	3	4	5	6	7	8	
Holyhead	and Llandudno Junction	—	35	42	50	55	61	67	74	60	34	40	48	53	59	64	70	60
Llandudno Jc.	„ Abergele .....	—	31	37	45	49	54	60	66	90	34	40	48	53	59	64	70	70
Abergele	„ Mold Junction .....	—	38	46	55	61	67	74	81	90	38	46	55	61	67	74	81	80
Mold Junction	„ Crewe .....	C	38	46	55	61	67	74	81	60	38	46	55	61	67	74	81	60
Llandudno Jc.	„ Llysfalen .....	—	31	37	45	49	54	60	66	90	36	43	52	57	63	69	76	70
Llysfalen	„ Abergele .....	—	35	42	50	55	61	67	74	90	34	40	48	53	59	64	70	70
Dee Bank Siding	to Holywell Jc. ....	—	—	—	—	—	—	—	—	—	44	53	64	70	77	85	94	100
Paper Mill Siding	„ Muspratt's Siding ...	—	—	—	—	—	—	—	—	—	44	53	64	70	77	85	94	100
Dundas Siding	and Mold Junction .....	—	44	53	64	70	77	85	94	90	44	53	64	70	77	85	94	100
Amlwch	„ Holland Arms .....	—	20	24	29	32	36	39	43	50	20	24	29	32	36	39	43	50
Holland Arms	„ Gaerwen .....AWB	—	16	19	22	25	27	30	33	39	20	24	29	32	36	39	43	50
Red Wharf Bay	„ Pentraeth .....	—	16	19	22	25	27	30	33	35	16	19	22	25	27	30	33	35
Pentraeth	„ Holland Arms .....	—	16	19	22	25	27	30	33	35	16	19	22	25	27	30	33	35
Afonwen	„ Brynkir .....AWB	—	14	17	21	23	25	28	31	35	22	26	31	34	38	41	45	45
Brynkir	„ Penygroes .....	—	14	17	21	23	25	28	31	35	12	15	18	20	22	24	26	35
Penygroes	„ Caernarvon Quay.....AWB	—	22	26	31	34	38	41	45	50	12	15	18	20	22	24	26	35
Caernarvon Quay	„ Caernarvon .....	—	22	26	31	34	38	41	45	50	14	17	21	23	25	28	31	35
Caernarvon	„ Menai Bridge AWB	—	18	22	26	29	31	34	37	60	18	22	26	29	31	34	37	60
Caernarvon	„ Port Siding .....	—	17	20	24	27	29	32	35	60	19	23	28	30	33	37	41	60
Port Siding	„ Menai Bridge AWB	—	17	20	24	27	29	32	35	60	19	23	28	30	33	37	41	60
Nantlle	„ Penygroes .....	—	24	29	35	38	42	46	51	50	16	19	22	25	27	30	33	37
Llanberis	„ Caernarvon ...AWB	—	28	33	40	44	48	53	58	50	16	19	22	25	27	30	33	37
Port Dinorwic Q.	„ Port Siding ...AWB	—	14	17	21	23	25	28	31	40	25	30	36	40	44	48	53	40
Bethesda	„ Bangor .....AWB	—	12	14	17	19	21	23	25	19	11	13	16	17	19	20	22	15
Penrhyn Siding	„ Port Penrhyn AWB	—	17	20	24	27	29	32	35	24	16	19	22	25	27	30	33	22
Blaenau Festiniog	„ Pontypant .....AWB	—	12	14	17	19	21	23	25	27	10	12	14	15	17	18	20	23
Pontypant	„ Bettws-y-Coed AWB	—	12	14	17	19	21	23	25	27	10	12	14	15	17	18	20	23
Bettws-y-Coed	„ Llandudno Junction	—	31	37	45	49	54	60	66	60	34	40	48	53	59	64	70	60
Llandudno	„ Llandudno Junction	—	34	40	48	53	59	64	70	60	34	40	48	53	59	64	70	60
Denbigh	„ Rhyl .....	—	34	40	48	53	59	64	70	50	24	29	35	38	42	46	51	50
Dyserth	„ Prestatyn .....AWB	—	16	19	22	25	27	30	33	27	11	13	16	17	19	20	22	23
Holywell Town	„ Holywell Jc. ...AWB	—	See Appendix Instructions															

C—Freight trains travelling via Chester Cutting or through Chester Station or Yard in either direction must not exceed 49 wagons except that trains via Chester Cutting conveying colliery wagons only must not exceed 53 wagons. These restrictions do not apply to the 8-8 p.m. (SX) 7-30 p.m. (SO) G.W. express freight Manchester (Liverpool Road) to Bristol. Between 11-0 p.m. and 7-0 a.m. trains through Chester Station or Yard not calling at Chester, may convey 59 wagons.

## LOADING OF MINERAL TRAINS (continued)

### HOLYHEAD, CREWE, BIRKENHEAD, WARRINGTON AND BRANCHES (continued)

BETWEEN		Notes	UP								Maximum Number of wagons authorised	DOWN							
			MINERAL									MINERAL							
			Class of Engine									Class of Engine							
			2	3	4	5	6	7	8			2	3	4	5	6	7	8	
Corwen	and Gwyddelwern .....	—	11	13	16	17	19	20	22	34	19	23	28	30	33	37	41	34	
Gwyddelwern	„ Nantclwyd ... <b>AWB</b>	—	24	29	35	38	42	46	51	39	12	14	17	19	21	23	25	34	
Nantclwyd	„ Ruthin .....	—	24	29	35	38	42	46	51	39	16	19	22	25	27	30	33	39	
Ruthin	„ Denbigh .....	—	24	29	35	38	42	46	51	39	32	39	47	51	56	62	68	39	
Denbigh	„ Hendre Siding .....	<b>E</b>	18	22	26	29	31	34	37	50	24	29	35	38	42	46	51	60	
Hendre Siding	„ Rhydymwyn .....	—	41	49	59	65	71	79	87	60	24	29	35	38	42	46	51	60	
Rhydymwyn	„ Padeswood .....	—	41	49	59	65	71	79	87	60	34	40	48	53	59	64	70	60	
Padeswood	„ Hope Junction .....	—	26	32	38	42	46	51	56	50	34	40	48	53	59	64	70	60	
Hope Junction	„ Mold Jc. .... <b>AWB</b>	—	26	32	38	42	46	51	56	50	8	10	12	13	15	16	18	44	
Mold (Tryddyn Junction) and		—																	
	Coed Talon ... <b>AWB</b>	—	18	22	26	29	31	34	37	40	26	32	38	42	46	51	56	40	
Coed Talon	„ Bwlchgwyn .....	—	18	22	26	29	31	34	37	19	18	22	26	29	31	34	37	19	
Bwlchgwyn	„ Brymbo .....	<b>AWB</b>	8	10	12	13	15	16	18	12	12	14	17	19	21	23	25	12	
Birkenhead	„ Chester .....	<b>C</b>	38	46	55	61	67	74	81	60	38	46	55	61	67	74	81	60	
Chester No. 5	„ Mold Junction .....	<b>C</b>	35	42	50	55	61	67	74	60	35	42	50	55	61	67	74	60	
Hooton	„ Helsby .....	<b>C</b>	36	43	52	57	63	69	76	60	36	43	52	57	63	69	76	60	
Runcorn	„ Frodsham Jc. ....	<b>F</b>	30	36	43	48	52	57	63	60	22	26	31	34	38	41	45	70	
Warrington	„ Chester .....	<b>C</b>	34	40	48	53	59	64	70	60	34	40	48	53	59	64	70	70	
Warrington	to Chester (C.L.C.), via Mickle Trafford	—	19	23	28	30	33	37	41	60	—	—	—	—	—	—	—	—	
Mickle Trafford	and Bidston (LNE) .....	—	22	26	31	34	38	41	45	84	22	26	31	34	38	41	45	84	
(CLC)																			
West Kirby	„ Parkgate .... <b>AWB</b>	<b>D</b>	35	42	50	55	61	67	74	60	28	33	40	44	48	53	58	36	
Parkgate	„ Hooton .....	<b>D</b>	16	19	22	25	27	30	33	49	23	27	33	36	40	44	48	36	
Chester	„ Whitchurch .....	—	26	32	38	42	46	51	56	60	30	36	43	48	52	57	63	60	
Seacombe	„ Birkenhead North	—	34	40	48	53	59	64	70	44	26	32	38	42	46	51	56	30	
New Brighton	„ Birkenhead North	—	34	40	48	53	59	64	70	44	34	40	48	53	59	64	70	44	
West Kirby	„ Birkenhead North	—	42	50	60	67	73	80	88	44	42	50	60	67	73	80	88	†44	

†—Through trains to the Joint Line may be made up to a maximum of 60 wagons

**C**—Freight trains travelling via Chester Cutting or through Chester Station or yard in either direction must not exceed 49 wagons, except that trains via Chester Cutting conveying colliery wagons only must not exceed 53 wagons. These restrictions do not apply to the 8-8 p.m. (SX), 7-30 p.m. (SO) G.W. express freight, Manchester (Liverpool Road) to Bristol. Between 11-0 p.m. and 7-0 a.m. trains through Chester Station or yard, not calling at Chester, may convey 59 wagons.

**D**—Equal to 17 wagons of mineral in down direction when worked by class 1 passenger tank engine.

**E**—Mineral trains starting from Bodfari for Mold Junction worked by class 2 engines must not exceed 16 wagons.

**F**—In calculating the load for down trains conveying sand from the Chester direction, 3 wagons of sand to be reckoned as equal to 4 wagons of mineral.

## LOADING OF MINERAL TRAINS (continued)

### CREWE, SHREWSBURY, STAFFORD, AND BRANCHES

BETWEEN	Notes	UP							Maximum Number of wagons authorised	DOWN							Maximum Number of wagons authorised
		MINERAL								MINERAL							
		Class of Engine								Class of Engine							
		2	3	4	5	6	7	8		2	3	4	5	6	7	8	
Crewe and Nantwich .....	—	34	40	48	53	59	64	70	60	31	37	45	49	54	60	66	60
Crewe „ Whitchurch .....	—	26	32	38	42	46	51	56	60	31	37	45	49	54	60	66	60
Whitchurch „ Shrewsbury .....	—	35	42	50	55	61	67	74	60	28	33	40	44	48	53	58	60
Shrewsbury „ Wellington .....	F	24	29	35	38	42	46	51	60	32	39	47	51	56	62	68	58
Wellington „ Donnington .....	—	35	42	50	55	61	67	74	60	34	40	48	53	59	64	70	62
Donnington „ Stafford .....	—	31	37	45	49	54	60	66	60	32	39	47	51	56	62	68	62
Coalport „ Madeley M'ket <b>AWB</b>	—	8	10	12	13	15	16	18	60	14	17	21	23	25	28	31	60
Madeley Market „ Dawley and S. <b>AWB</b>	E	13	16	19	21	23	25	28	60	19	23	28	30	33	37	41	39
Dawley and S. „ Priors Lee Siding ...	—	25	30	36	40	44	48	53	60	31	37	45	49	54	60	66	60
Priors Lee Siding „ Hadley Jc. <b>AWB</b>	—	25	30	36	40	44	48	53	60	13	16	19	21	23	25	28	60
Wombridge „ Hadley Jc. ....	—	31	37	45	49	54	60	66	60	13	16	19	21	23	25	28	60
Welshpool „ Westbury .....	—	19	23	28	30	33	37	41	40	30	36	43	48	52	57	63	60
Westbury „ Shrewsbury .....	—	28	33	40	44	48	53	58	56	24	29	35	38	42	46	51	56
Minsterley „ Shrewsbury .....	—	28	33	40	44	48	53	58	56	28	33	40	44	48	53	58	56

E—From 4½ m.p. F—Trains from Coleham to Wellington direction must not exceed 46 wagons, and from Wellington direction to Coleham 53 wagons.

## MERTHYR, ABERGAVENNY, HEREFORD, SHREWSBURY, AND BRANCHES

Merthyr and Dowlais (H.St.) <b>AWB</b>	C	7	8	8	9	11	12	13	40	18	22	26	29	31	34	37	40
Dowlais (High St.) „ Rhymney Bridge (stop board) <b>AWB</b>	—	8	9	10	11	13	14	15	40	10	12	14	15	17	18	20	40
Dowlais (Central) „ Penywrn Jc. ....	—	8	9	10	11	13	14	15	40	18	22	26	29	31	34	37	40
Rhymney „ Nantybwh <b>AWB</b>	C	7	8	8	9	11	12	13	50	14	17	21	23	25	28	31	60
Nantybwh „ Brynmawr .....	—	13	16	19	21	23	25	28	60	13	16	19	21	23	25	28	60
Ebbw Vale „ Beaufort <b>AWB</b>	C	7	8	8	9	11	12	13	40	13	16	19	21	23	25	28	40
Brynmawr „ Abergavenny (Brecon Road) <b>AWB</b>	D	14	17	21	23	25	28	31	45	7	8	8	9	11	12	13	45
Abergavenny „ Abergavenny Jc. <b>AWB</b>	—	10	12	14	15	17	18	20	60	20	24	29	32	36	39	43	60
Rose Heyworth „ Brynmawr <b>AWB</b>	—	10	12	14	15	17	18	20	33	25	30	36	40	44	48	53	33
Abersychan „ Blaenavon <b>AWB</b>	C	10	12	14	16	18	19	21	60	25	30	36	40	44	48	53	48
Blaenavon „ Furnace S'dg <b>AWB</b>	C	8	10	12	13	14	15	17	60	25	30	36	40	44	48	53	48
Furnace Siding „ Waenavon <b>AWB</b>	C	7	8	8	9	11	12	13	35	22	26	31	34	38	41	45	35
Waenavon „ Brynmawr <b>AWB</b>	D	22	26	31	34	38	41	45	35	7	8	8	9	11	12	13	35
Nine Mile Point „ Tredegar <b>AWB</b>	C	12	14	18	19	21	23	25	60	43	52	62	68	75	83	91	60
Ystrad „ Pontllanfraith <b>AWB</b>	—	11	13	16	17	19	20	22	60	31	37	45	49	54	60	66	60
Tredegar „ Sirhowy <b>AWB</b>	C	8	9	10	11	13	14	15	50	25	30	36	40	44	48	53	50
Sirhowy „ Nantybwh <b>AWB</b>	C	7	8	8	9	11	12	13	50	16	19	22	25	27	30	33	50
Newport (Mon.) „ Pontypool Road ...	—	17	20	24	27	29	32	35	60	17	20	24	27	29	32	35	60
Pontypool Road „ Abergavenny Jc. ...	—	19	23	28	30	33	35	38	60	17	20	24	27	29	32	35	60
Abergavenny „ Llanvihangel <b>AWB</b>	—	14	17	21	23	25	28	31	60	22	26	31	34	38	41	45	60
Llanvihangel „ Shrewsbury <b>AWB</b>	—	22	26	31	34	38	41	45	60	22	26	31	34	38	41	45	60
Tenbury Wells „ Woofferton .....	—	27	—	—	—	—	—	—	45	27	—	—	—	—	—	—	45
Ludlow „ Bitterley .....	—	—	—	35	—	—	—	—	40	—	—	29	—	—	—	—	40

†—Maximum number of wagons authorised is 70 when assisted in rear.

C—On up trains 10-ton wagons of mineral to be calculated on the basis of 6 equal to 5 ordinary wagons of mineral.

D—On down trains 10-ton wagons of mineral to be calculated on the basis of 6 equal to 5 ordinary wagons of mineral.



## LOADING OF MINERAL TRAINS (continued)

### SWANSEA, PONTARDULAIS, LLANDOVERY, AND CRAVEN ARMS AND BRANCHES

BETWEEN		Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
			MINERAL									MINERAL								
			Class of Engine									Class of Engine								
			2	3	4	5	6	7	8	2		3	4	5	6	7	8			
Swansea	and Mumbles Road	†E	22	27	32	35	38	43	47	60	28	33	40	44	49	53	58	60		
Mumbles Road	„ Dunvant	†	13	16	18	21	23	25	28	60	28	33	40	44	49	53	58	60		
Dunvant	„ Gowerton	†AWB	28	33	40	44	49	53	58	60	13	16	18	21	23	25	28	60		
Gowerton	„ Glasbrook Sidings	†	34	41	49	54	59	66	73	60	13	16	18	21	23	25	28	60		
Glasbrook Sdgs.	„ Gorseinon	†F	34	41	49	54	59	66	73	60	21	25	30	33	37	40	44	60		
Gorseinon	„ Grovesend	†	21	25	30	33	37	40	44	60	21	25	30	33	37	40	44	60		
Grovesend	„ Pontardulais	†	28	33	40	44	49	53	58	60	18	22	26	28	32	34	37	60		
Pontardulais	„ Llandilo	†	21	25	30	33	37	40	44	50	21	25	30	33	37	40	44	50		
Llandilo	„ Llandovery	†	27	33	39	43	47	52	57	60	31	38	45	49	54	59	65	60		
Llandovery	„ Sugar Loaf	†AWB	10	12	14	16	18	19	21	50	18	22	26	28	32	34	37	60		
Sugar Loaf	„ Llanwrtyd Wells	†AWB	18	22	26	28	32	34	37	50	18	22	26	28	32	34	37	60		
Llanwrtyd Wells	„ Builth Road	†	18	22	26	28	32	34	37	50	18	22	26	28	32	34	37	60		
Builth Road	„ Howey	†AWB	13	16	18	21	23	25	28	60	18	22	26	28	32	34	37	60		
Howey	„ Llangunllo	†	15	18	22	24	26	28	31	60	18	22	26	28	32	34	37	60		
Llangunllo	„ Knighton	†H	18	22	26	28	32	34	37	60	14	17	21	23	25	28	31	32		
Knighton	„ Broome	†	18	22	26	28	32	34	37	60	18	22	26	28	32	34	37	60		
Broome	„ Craven Arms	†AWB	18	22	26	28	32	34	37	60	18	22	26	28	32	34	37	60		
Carmarthen	„ Llandilo	—	35	42	50	55	61	67	74	60	35	42	50	55	61	67	74	60		
Morlais Colliery	„ Pontardulais	—	41	49	59	65	71	79	87	65	41	49	59	65	71	79	87	65		
Llanmorlais	„ Penclawdd	—	29	35	41	46	50	55	61	60	22	26	31	34	38	41	45	60		
Penclawdd	„ Berthlwydd Colliery Siding	—	29	35	41	46	50	55	61	60	30	36	43	48	52	57	63	60		
Berthlwydd Colliery Siding	„ Elba Steel Works Siding	—	37	45	54	59	65	71	78	60	30	36	43	48	52	57	63	60		
Elba Steel Wks' Sg.	„ Gowerton	—	22	26	31	34	38	41	45	60	30	36	43	48	52	57	63	60		

Where 95% of the load of a train consists of heavy scrap, pig iron and coal class, the loadings shown above may be reduced 5%

†—On these sections 10-ton wagons of mineral to be calculated on the basis of 6 equal to 5 ordinary wagons of mineral.

E—Not more than 32 wagons can be run round at Swansea No. 1 and this load must not be exceeded with trains from Dunvant without authority from the Inspector at Swansea.

F—Down trains calling at Glasbrooks Sidings must not exceed 29 wagons. Down trains starting from Glasbrooks Sidings must not exceed 23 wagons.

H—Maximum number of wagons authorised in down direction is 60 when assisted in rear.

## LOADING OF MINERAL TRAINS (continued)

### SWANSEA ST. THOMAS AND HEREFORD AND BRANCHES

BETWEEN	Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
		MINERAL									MINERAL								
		Class of Engine									Class of Engine								
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	
Swansea and Upper Bank	C	25	30	†36	43	48	52	57	63	90	50	50	60	73	80	88	97	107	90
Upper Bank „ Morriston ...	—	42	50	60	73	80	88	97	107	60	21	25	†30	36	40	44	48	53	70
Morriston „ Clydach.....	—	37	44	53	64	70	77	85	94	60	42	50	60	73	80	88	97	107	70
Clydach „ Glais Jc. <b>AWB</b>	—	17	20	†24	29	32	36	39	43	60	42	50	60	73	80	88	97	107	60
Upper Bank „ Llansamlet ...	—	33	40	†48	57	63	69	76	84	90	60	60	72	86	95	105	115	127	90
Llansamlet „ Glais Jc. ....	—	29	35	†42	50	55	61	67	74	90	60	60	72	86	95	105	115	127	90
Glais Jc. „ Ynisiygeinon S. Ynisiygeinon Sidings and Ynisiygeinon Jc. ....	—	33	40	†48	57	63	69	76	84	90	50	50	60	73	80	88	97	107	90
Ynisiygeinon Jc. & Bwlch <b>AWB</b>	—	8	8	9	11	12	13	14	15	50	25	25	30	36	40	43	48	53	50
Bwlch and Devynock <b>AWB</b>	—	25	25	30	36	40	43	48	53	50	9	9	11	13	14	16	17	19	50
Devynock „ Brecon .....	—	25	25	30	36	40	43	48	53	50	16	16	19	23	25	28	31	34	50
Brecon „ Talyllyn Jc. ...	—	18	18	22	26	28	32	34	37	50	17	17	20	24	27	30	33	36	50
Talyllyn Jc. „ Hay .....	—	24	24	29	34	38	42	46	51	50	17	17	20	24	27	30	33	36	50
Hay „ Eardisley .....	—	24	24	29	34	38	42	46	51	50	21	21	25	30	33	37	40	44	50
Eardisley „ Moorhampton	—	18	18	22	26	28	32	34	37	50	21	21	25	30	33	37	40	44	50
Moorhampton and Credenhill ...	—	23	23	28	33	37	40	44	48	50	21	21	25	30	33	37	40	44	50
Credenhill and Hereford (Moorfields Jc.) ...	—	32	32	38	46	51	56	62	68	60	21	21	25	30	33	37	40	44	50
Ynisiygeinon Jc. and Gurnos Jc. .... <b>AWB</b>	—	18	22	†26	31	34	38	41	45	60	50	50	60	73	80	88	97	107	90
Gurnos Jc. „ Waen Sdgs. <b>AWB</b>	—	9	11	13	16	17	19	20	22	50	25	25	30	36	40	44	48	53	50
Waen Sdgs. „ Blaen-cae- Gurwen	—	17	20	24	29	32	36	39	43	50	25	25	30	36	40	44	48	53	50
Blaen-cae-Gurwen and Brynamman <b>AWB</b>	—	21	25	30	36	40	44	48	53	50	13	13	16	19	21	23	25	28	50
Prince of Wales Dock and Swansea Yard ...	—	30	30	36	43	48	52	57	63	50	30	30	36	43	48	52	57	63	50
Swansea (Harbour B'ch Sdgs.) and North Dock ... <b>AWB</b>	—	14	14	17	—	—	—	—	—	24	14	14	17	—	—	—	—	—	30

†—Loads for Class 3 (0-6-0) Standard Freight Tank Engines fitted with vacuum regulator control to be reduced by four wagons.

1—Loads for Class 1 (0-6-0 Mid) Freight Tank Engines

C—Not more than 50 wagons can be run round at Harbour Branch Box, and this load must not be exceeded with trains leaving Upper Bank without authority from the Inspector at Swansea.

## LOADING OF MINERAL TRAINS (continued)

### CREWE AND LONDON (MAIN LINE) AND BRANCHES

BETWEEN	Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
		MINERAL									MINERAL								
		Class of Engine									Class of Engine								
		2	3	4	5	6	7	8	2		3	4	5	6	7	8			
Crewe and Stafford .....	<b>E</b>	38	46	55	61	67	74	81	70	40	48	57	63	69	76	84	70		
Stafford " Rugby .....	<b>CE</b>	42	50	60	67	73	80	88	70	42	50	60	67	73	80	88	70		
Rugby " Tring (via Weedon) .....	<b>CE</b>	40	48	57	63	69	76	84	70	40	48	57	63	69	76	84	70		
Rugby " Roade (via Northampton) ...	<b>CE</b>	37	45	54	59	65	71	78	80	40	48	57	63	69	76	84	70		
Tring " Willesden or Camden ...	<b>CEJ</b>	50	60	73	80	88	97	107	70	40	48	57	63	69	76	84	70		
Stafford " Stafford Common (LNE) .....	—	36	43	52	57	63	69	76	55	36	43	52	57	63	69	76	55		
Loughboro' (DR.), " Coalville East	<b>AWB</b>	—	16	20	26	29	31	34	37	50	22	26	31	34	38	41	45	50	
Coalville East " Charnwood Forest Junction	—	50	60	73	80	88	96	106	70	22	26	31	34	38	41	45	50		
Charnwood Forest Jct. and Shackerstone Jc.	<b>G</b>	35	42	50	55	61	67	74	70	24	29	35	38	42	46	51	60		
Shackerstone Jc. " Weddington Jc.	—	42	50	60	67	73	80	88	100	35	42	50	55	61	67	74	100		
Weddington Jc. " Nuneaton (T.V.)	—	44	53	64	70	77	85	94	75	44	53	64	70	77	85	94	75		
Abbey Street " Nuneaton (T.V.) (via Loop) .....	—	42	50	60	67	73	80	88	80	18	22	26	29	31	34	37	70		
Nuneaton (TV.) " Nuneaton (M.Jc.)	—	36	43	52	57	63	69	76	70	36	43	52	57	63	69	76	70		
Newport Pagnell " Wolverton .....	—	22	26	31	34	38	41	45	50	22	26	31	34	38	41	45	50		
Oxford " Winslow .....	—	31	37	45	49	54	60	66	70	38	46	55	61	67	74	81	70		
Banbury " Verney Junction	—	31	37	45	49	54	60	66	60	31	37	45	49	54	60	66	60		
Winslow " Swanbourne .....	<b>H</b>	31	37	45	49	54	60	66	70	31	37	45	49	54	60	66	70		
Swanbourne " Bletchley <b>AWB</b>	<b>H</b>	31	37	45	49	54	60	66	60	31	37	45	49	54	60	66	70		
Cambridge " Lords Bridge .....	—	31	37	45	49	54	60	66	70	31	37	45	49	54	60	66	70		
Lords Bridge " Gamlingay <b>AWB</b>	—	31	37	45	49	54	60	66	70	31	37	45	49	54	60	66	70		
Gamlingay " Bedford .....	—	31	37	45	49	54	60	66	70	31	37	45	49	54	60	66	70		
Bedford " Millbrook .....	—	31	37	45	49	54	60	66	70	44	53	64	70	77	85	94	85		
Millbrook " Ridgmont <b>AWB</b>	—	29	35	41	45	49	54	59	70	44	53	64	70	77	85	94	85		
Ridgmont " Bletchley .....	—	44	53	64	70	77	85	94	70	44	53	64	70	77	85	94	85		
Dunstable " DeBerenger & Gower's Sg. <b>AWB</b>	<b>F</b>	22	26	31	34	38	41	45	50	7	9	10	11	13	14	15	25		
DeBerenger & Gower's Siding " Leighton .....	—	34	40	48	53	59	64	70	60	44	53	64	70	77	85	94	70		
Aylesbury " Cheddington .....	—	38	46	55	61	67	74	81	60	38	46	55	61	67	74	81	60		
St. Albans " Watford .....	—	34	40	48	53	59	64	70	60	34	40	48	53	59	64	70	60		
Rickmansworth " Croxley Mills Sdg.	—	13	16	19	21	23	25	28	26	16	19	22	25	27	30	33	22		
Croxley Mills Sdg. " Watford .....	—	13	16	19	21	23	25	28	26	16	19	22	25	27	30	33	30		
Watford to Croxley Mills Sdg.	<b>D</b>	—	—	—	—	—	—	—	—	22	26	31	34	38	41	45	40		
Watford " Watford .....	—	16	19	22	25	27	30	33	30	13	16	19	21	23	25	28	26		
Croxley Green and Watford	—	16	19	22	25	27	30	33	30	16	19	22	25	27	30	33	30		
Stammore " Harrow .....	—	16	19	22	25	27	30	33	30	16	19	22	25	27	30	33	30		

**C**—Up trains on the Stafford to Willesden section may be made up to a maximum of 90 wagons, but such trains must not exceed 70 wagons except on the instructions of the Control Office concerned, who will obtain authority from the Divisional Control.

**D**—A brake van must be provided front and rear with a man in each for trains Watford to Croxley Mills Siding.

**E**—Empty wagons trains to Garston and Liverpool may be made up to a maximum of 80 wagons on Sundays.

**F**—The maximum number of wagons authorised from De Berenger & Gower's Siding to Dunstable is 30 when the trains are banked, as follows:—

Class of Engine working, 3—banked by Class 2 or 3 or vice versa.

Class of Engine working, 4—banked by Class 4.

Class of Engine working, 1—banked by Class 5, 6 or 7 or vice versa.

**G**—Not more than 45 wagons must be worked on any train between Shackerstone Jc., and Coalville Sidings during the time a passenger train is on this section.

**H**—The maximum number of wagons authorised from Winslow to Newton Longville is 80.

**J**—Coal trains for Camden Loco Shed must not exceed 34 wagons

## LOADING OF MINERAL TRAINS (continued)

### STAFFORD, BIRMINGHAM AND RUGBY AND BRANCHES

BETWEEN	Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
		MINERAL									MINERAL								
		Class of Engine									Class of Engine								
		2	3	4	5	6	7	8	2		3	4	5	6	7	8			
Stafford and Bushbury .....	<b>D</b>	41	49	59	65	71	79	87	60	44	53	64	70	77	85	94	60		
Littleton's Colly. „ Bushbury .....	—	37	45	54	59	65	71	78	60	37	45	54	59	65	71	78	60		
Bushbury „ Coventry (via Bescot) .....	<b>C</b>	44	53	64	70	77	85	94	70	44	53	64	70	77	85	94	70		
Aston Jc. „ Aston Goods ...	<b>E</b>	22	26	31	34	38	41	45	60	44	53	64	70	77	85	94	60		
Washwood Heath „ Metropolitan Sdgs.	—	8	10	12	13	15	16	18	25	8	10	12	13	15	16	18	25		
Bushbury „ Wolverhampton	—	17	20	24	27	29	32	35	60	38	46	55	61	67	74	81	60		
Wolverhampton „ Monument Lane ...	—	38	46	55	61	67	74	81	60	38	46	55	61	67	74	81	60		
Bloomfield and Tipton to Deepfields (stopping trains) .....	—	—	—	—	—	—	—	—	—	24	29	35	38	42	46	51	60		
Deepfields to Bushbury (stopping trains)	—	—	—	—	—	—	—	—	—	28	33	40	44	48	53	58	60		
Spon Lane Basin to Soho .....	—	24	29	35	38	42	46	51	60	—	—	—	—	—	—	—	—		
Soho East Jc. and Monument Lane and Soho .....	—	18	22	26	29	31	34	37	34	38	46	55	61	67	74	81	60		
Perry Barr „ Soho E. Jc. <b>AWB</b>	<b>G</b>	18	22	26	29	31	34	37	34	38	46	55	61	67	74	81	60		
Monument Lane „ Exchange Sidings (via New Street)...	—	38	46	55	61	67	74	81	60	16	19	22	25	27	30	33	50		
Curzon Street „ Stechford .....	—	44	53	64	70	77	85	94	50	44	53	64	70	77	85	94	60		
Aston Junction „ Curzon Street ...	—	44	53	64	70	77	85	94	60	44	53	64	70	77	85	94	60		
Vauxhall „ Proof House Jn. (via fast lines) .....	—	16	19	22	25	27	30	33	60	16	19	22	25	27	30	33	60		
Curzon St. No. 2 „ Proof House Jn. (via goods lines) ...	—	16	19	22	25	27	30	33	60	38	46	55	61	67	74	81	60		
Coventry „ Rugby .....	<b>CH</b>	44	53	64	70	77	85	94	65	46	55	66	72	79	87	96	60		
Soho Road „ Soho Pool ... <b>AWB</b>	—	32	39	47	51	56	62	68	35	14	17	21	23	25	28	31	60		
Perry Barr N'th Jc., Handsworth Jc.	—	18	22	26	29	31	34	37	34	38	46	55	61	67	74	81	60		
Wolverhampton „ Portobello Jc. ....	—	16	19	22	25	27	30	33	50	16	19	22	25	27	30	33	50		
Princes End „ Wednesbury (Princes End Jc. up home signal) <b>AWB</b>	—	37	45	54	59	65	71	78	60	22	26	31	34	38	41	45	60		
Tipton or Bloomfield and Princes End.....	—	37	45	54	59	65	71	78	60	37	45	54	59	65	71	78	60		
Harborne and Monument Lane <b>AWB</b>	—	14	17	21	23	25	28	31	34	14	17	21	23	25	28	31	28		

**C**—Between 10.0 p.m. and 5.0 a.m. weekdays and throughout the weekend, down trains passing between Rugby and Stechford may be made up to a maximum of 70 wagons.

**D**—On Saturday night and Sunday morning the maximum number of wagons authorised is 70 in each direction.

**E**—Trains propelled from Aston No. 1 to Aston Goods must not exceed 35 wagons.

**G**—The maximum number of wagons authorised is 38 for trains from Perry Barr Station direction when there is a bank engine in rear.

**H**—The maximum number of wagons authorised for trains from Rugby, travelling via the Coventry Avoiding Line is 70.

## LOADING OF MINERAL TRAINS (continued)

## DUDLEY AND BESCOT AND PLECK JUNCTION, DARLASTON JUNCTION AND PLECK JUNCTION

BETWEEN	Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
		MINERAL									MINERAL								
		Class of Engine									Class of Engine								
		2	3	4	5	6	7	8	2		3	4	5	6	7	8			
Bescot and Great Bridge .....	—	19	23	28	30	33	37	41	60	37	45	54	59	65	71	78	70		
Great Bridge „ Dudley .....AWB	E	14	17	21	23	25	28	31	25	29	35	41	46	50	55	61	55		
Essington Wood Sidings to Great Bridge AWB	—	37	45	54	59	65	71	78	60	—	—	—	—	—	—	—	—		
Norton Junction „ Great Bridge .....	—	37	45	54	59	65	71	78	60	—	—	—	—	—	—	—	—		
Bescot Curve Jc. „ Pleck Junction .....	—	—	—	—	—	—	—	—	—	37	45	54	59	65	71	78	60		
Wednesbury and Patent Shaft Siding	—	19	23	28	30	33	37	41	60	19	23	28	30	33	37	41	60		
Patent Shaft Sdg. „ Darlaston .....	—	19	23	28	30	33	37	41	60	16	19	22	25	27	30	33	32		
Darlaston Jc. ... „ Pleck Junction .....	—	44	53	64	70	77	85	94	60	37	45	54	59	65	71	78	60		

E—When assisted in rear the maximum number of wagons authorised for up direction is 44.

## WICHNOR SIDINGS AND BESCOT, HEDNESFORD AND NORTON JUNCTION, AND BRANCHES

Wichnor Sidings and Lichfield (T.V.) .....	F	34	40	48	53	59	64	70	60	44	53	64	70	77	85	94	60
Lichfield (T.V.) „ Anglesea .....	F	28	33	40	44	48	53	58	60	44	53	64	70	77	85	94	60
Anglesea „ Norton Junction .....	F	26	32	38	42	46	51	56	60	44	53	64	70	77	85	94	60
Norton Junction „ Bescot .....	F	38	46	55	61	67	74	81	70	44	53	64	70	77	85	94	60
Hednesford „ Norton Junction .....	G	37	45	54	59	65	71	78	70	29	35	41	46	50	55	61	70
Harrison Siding to Norton Junction .....	—	44	53	64	70	77	85	94	70	—	—	—	—	—	—	—	—
Five Ways and Conduit Colliery Junction.....AWB	—	28	33	40	44	48	53	58	30	28	33	40	44	48	53	58	30
Aldridge Brickw'ks „ Leighswood Jc. AWB	—	30	36	43	48	52	57	63	40	15	18	22	24	26	28	31	30

F—Through empty wagon trains from Bescot to Norton Jc. and Bescot to Wichnor Sidings may be made up to a maximum of 80.

G—Empty wagon trains from Hednesford to Littleworth Jc. may be made up to a maximum of 80 wagons.

## WOLVERHAMPTON AND WALSALL (Via SHORT HEATH)

Wolverhampton and Wednesfield.....	D	25	30	36	40	44	48	53	50	25	30	36	40	44	48	53	50
Wednesfield „ Willenhall (Stafford St.)	—	31	37	45	49	54	60	66	50	25	30	36	40	44	48	53	50
Willenhall (Stafford St.) „ North Walsall Jc.	—	31	37	45	49	54	60	66	60	31	37	45	49	54	60	66	50
North Walsall Jc. „ Ryecroft Junction .....	—	31	37	45	49	54	60	66	50	19	23	28	30	33	37	41	50
Ryecroft Junction „ Walsall .....	—	31	37	45	49	54	60	66	50	25	30	36	40	44	48	53	50
North Walsall Jc. or Ryecroft Jc. and Aldridge .....	—	25	30	36	40	44	48	53	70	31	37	45	49	54	60	66	70

D—The single engine load from Heath Town Jc. to Wednesfield Road Goods Yard (Wolverhampton), is equal to 25 wagons of mineral. If this number is exceeded the Foreman Shunter at Mill Street must advise the Foreman Shunter at Wednesfield Road Goods Yard, and he must arrange for the shunting engine to pilot the train down the gradient

## LOADING OF MINERAL TRAINS (continued) BESCOT AND RUGELEY (T.V.)

BETWEEN	Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
		MINERAL									MINERAL								
		Class of Engine									Class of Engine								
		2	3	4	5	6	7	8			2	3	4	5	6	7	8		
Rugeley and Hednesford No. 3 AWB	E	17	20	24	27	29	32	35	60	35	49	50	50	50	50	50	60		
Hednesford No. 3 „ Hednesford No. 2 AWB	E	22	26	31	34	38	41	45	60	41	49	59	65	71	79	87	60		
Hednesford to Essington Wood Sidings .....	—	20	24	29	32	36	39	43	60	—	—	—	—	—	—	—	—		
Wyrley „ Essington Wood Sidings .....	F	19	23	28	30	33	37	41	40	—	—	—	—	—	—	—	—		
Essington Wood Sidings „ Bloxwich .....	—	38	46	55	61	67	74	81	60	—	—	—	—	—	—	—	—		
Bloxwich „ Ryecroft Jc. ....AWB	—	38	46	55	61	67	74	81	60	—	—	—	—	—	—	—	—		
Bescot „ Hednesford (via Canpock Branch) ...	—	—	—	—	—	—	—	—	—	19	23	28	30	33	37	41	70		
Walsall „ Bloxwich .....	—	—	—	—	—	—	—	—	—	19	23	28	30	33	37	41	50		

**E**—In all cases not less than one wagon double brake must be pinned down in every five, and when single wagon brakes are used an additional number must be pinned down to equal the number of double brakes. The proportion of double brakes to be increased as required in bad weather.

**F**—The maximum number of wagons authorised from Churchbridge goods yard or Hawkin's Colliery to Wyrley Station is 14 wagons and from Churchbridge Sidings signal box to Churchbridge goods yard or Hawkin's Colliery is 40 wagons.

### ASTON, SUTTON COLDFIELD, AND LICHFIELD

Aston Junction to Lichfield City .....	—	—	—	—	—	—	—	—	—	22	26	31	34	38	41	45	60
Lichfield City „ Sutton Coldfield ...	—	17	20	24	27	29	32	35	60	—	—	—	—	—	—	—	—
Sutton Coldfield „ Aston Junction .....	—	28	33	40	44	48	53	58	60	—	—	—	—	—	—	—	—

### NUNEATON, COVENTRY, BERKSWELL, LEAMINGTON AND RUGBY

Nuneaton and Hawkesbury Lane ...	G	29	35	41	46	50	55	61	60	38	46	55	61	67	74	81	60
Hawkesbury Lane „ Coventry .....	G	42	50	60	67	73	80	88	70	42	50	60	67	73	80	88	70
Stanley's Siding „ Griff Junction .....	—	29	35	41	46	50	55	61	60	38	46	55	61	67	74	81	60
Three Spires Jc. „ Humber Road Jc. ....	—	36	43	52	57	63	69	76	70	36	43	52	57	63	69	76	70
Coventry „ Kenilworth Jc. ....	H	31	37	45	49	54	60	66	45	30	36	43	48	52	57	63	60
Leamington „ Rugby .....	—	31	37	45	49	54	60	66	60	31	37	45	49	54	60	66	60
Berkswell „ Leamington .....	—	30	36	43	48	52	57	63	60	30	36	43	48	52	57	63	60
Leamington „ Southam .....	—	31	37	45	49	54	60	66	54	31	37	45	49	54	60	66	54
Southam „ Weedon .....	—	18	22	26	29	31	34	37	50	18	22	26	29	31	34	37	50

**G**—The maximum number of wagons authorised on the Wyken Branch is :—  
 Down ..... 12  
 Up from the Electricity Works Goods Siding..... 20  
 Up from the Electricity Works Coal Siding ..... 29

**H**—From 11.0 p.m. Saturday to 6.0 a.m. Monday empty wagon trains from Leamington to Nuneaton may be made up to a maximum of 80.

## LOADING OF MINERAL TRAINS (continued)

### YARWELL JUNCTION AND RUGBY

BETWEEN	Notes	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
		MINERAL									MINERAL								
		Class of Engine									Class of Engine								
		2	3	4	5	6	7	8	2		3	4	5	6	7	8			
Yarwell Jc. and King's Cliffe ... <b>AWB</b>	—	20	24	29	32	36	39	43	80	26	32	38	42	46	51	56	80		
King's Cliffe „ Seaton .....	—	25	30	36	40	44	48	53	80	26	32	38	42	46	51	56	80		
Seaton „ Welham .....	—	44	53	64	70	77	85	94	80	44	53	64	70	77	85	94	80		
Welham „ Market Harboro' ...	—	44	53	64	70	77	85	94	80	44	53	64	70	77	85	94	80		
Market Harboro' „ Rugby .....	—	25	30	36	40	44	48	53	80	38	46	55	61	67	74	81	80		
Luffenham „ Seaton .....	—	44	53	64	70	77	85	94	80	44	53	64	70	77	85	94	80		
Uppingham „ Seaton .....	—	26	32	38	42	46	51	56	24	14	17	21	23	25	28	31	18		

### PETERBOROUGH AND BLISWORTH

Peterboro' and Yarwell Jc. ....	—	35	42	50	55	61	67	74	80	35	42	50	55	61	67	74	80
Yarwell Jc. „ Northampton (C.) ...	—	35	42	50	55	61	67	74	70	35	42	50	55	61	67	74	70
Northampton (C.) „ Blisworth .....	†	28	33	40	44	48	53	58	70	44	53	64	70	77	85	94	70

†—In calculating the loads for up trains one 21-ton wagon of ore to be reckoned as equal to two wagons of mineral.

### NOTTINGHAM AND WELHAM AND NORTHAMPTON (CASTLE)

Doncaster and Harby & Stathern ...	—	34	40	48	53	59	64	70	60	34	40	48	53	59	64	70	60
Nottingham or Colwick and Welham .....	—	22	26	31	34	38	43	47	60	22	26	31	34	38	43	47	60
Market Harboro' and Clipston .....	—	24	29	35	38	42	46	51	60	24	29	35	38	42	46	51	80
Clipston „ Kelmarsh .....	C	24	29	35	38	42	46	51	} 60	} 24	} 29	} 35	} 38	} 42	} 46	} 51	} 80
	D	31	37	45	49	54	60	66									
Kelmarsh „ Lampport ... <b>AWB</b>	—	31	37	45	49	54	60	66	60	24	29	35	38	42	46	51	80
Lampport „ Lampport Ironstone Siding .....	—	43	52	62	68	75	83	91	80	43	52	62	68	75	83	91	80
Lampport „ Northampton (C.) ...	—	43	52	62	68	75	83	91	70	43	52	62	68	75	83	91	80

C—When Kelmarsh signal box is open.

D—When Kelmarsh signal box is closed.

## LOADING OF MINERAL TRAINS (continued)

### LONDON (LOCAL)

FROM	TO	Notes	MINERAL								Maximum Number of wagons authorised
			Class of Engine								
			2	3	4	5	6	7	8		
Acton (G.W.) Old Oak Sdgs. or Willesden (via. Hampstead Jct. Line)	Maiden Lane Sidings .....	CE E E E E E E E E E	} 23	27	33	36	40	44	48	50	
	St. Pancras Sidings .....										
	Kingsland .....										
	Poplar .....										
	Broad Street .....										
	Temple Mills .....										
	Victoria Docks .....										
	Canning Town .....										
	Upton Park .....										
	Plaistow .....										
Willesden (via Chalk Farm)	Finchley Road .....	C — — — — — — — — —	} 35	42	50	55	61	67	74	60	
	Hampstead Heath .....										
	Gospel Oak .....										
	Maiden Lane Sidings .....										
	St. Pancras Sidings .....										
	Kingsland .....										
	Poplar .....										
	Temple Mills .....										
	St. Pancras Sidings .....										
	Maiden Lane Sidings .....										
Camden	Temple Mills .....	— — — — — — — — — —	} 30	36	43	48	52	57	63	40	
	Victoria Decks .....										
	Canning Town .....										
	Broad Street .....										
	Haydon Square .....										
	Plaistow .....										
	Poplar .....										
	Camden .....										
	Willesden (via Chalk Farm or H.J. Line) .....										
	Acton (G.W.) .....										
Camden, St. Pancras Sdgs. or Maiden Lane Sidings	Old Oak Sidings .....	— — — — — — — — — —	} 25	30	36	40	44	48	53	50	
	St. Pancras Sidings .....										
	Maiden Lane Sidings .....										
	Camden .....										
	Acton (G.W.) .....										
	Camden .....										
	Willesden (via Chalk Farm or H.J. Line) .....										
	Camden .....										
	Willesden (via Chalk Farm or H. J. Line) .....										
	Clarence Yard .....										
Poplar	Acton (G.W.) .....	— — — — — — — — — —	} 25	30	36	40	44	48	53	40	
	Camden .....										
	Willesden (via Chalk Farm or H. J. Line) .....										
	Camden .....										
	Willesden (via Chalk Farm or H. J. Line) .....										
	Clarence Yard .....										
	Acton (G.W.) .....										
	Old Oak Sidings .....										
	Camden .....										
	Willesden (via Chalk Farm or H. J. Line) .....										
Plaistow or Upton Park	Old Oak Sidings .....	— — — — — — — — — —	} 25	30	36	40	44	48	53	45	
	St. Pancras Sidings .....										
	Maiden Lane Sidings .....										
	Camden .....										
	Acton (G.W.) .....										
	Camden .....										
	Willesden (via Chalk Farm or H.J. Line) .....										
	Camden .....										
	Willesden (via Chalk Farm or H. J. Line) .....										
	Clarence Yard .....										
Haydon Square	Acton (G.W.) .....	— — — — — — — — — —	} 20	24	29	32	36	39	43	30	
	Camden .....										
	St. Pancras Sidings .....										
	Maiden Lane Sidings .....										
	Camden .....										
	Willesden (via Chalk Farm or H.J. Line) .....										
	Camden .....										
	Willesden (via Chalk Farm or H. J. Line) .....										
	Clarence Yard .....										
	Acton (G.W.) .....										
Broad Street	Old Oak Sidings .....	— — — — — — — — — —	} 25	30	36	40	44	48	53	35	
	St. Pancras Sidings .....										
	Maiden Lane Sidings .....										
	Camden .....										
	Willesden (via Chalk Farm or H.J. Line) .....										
	Camden .....										
	Willesden (via Chalk Farm or H. J. Line) .....										
	Clarence Yard .....										
	Acton (G.W.) .....										
	Old Oak Sidings .....										

†—Between 2.30 p.m. and 10.20 p.m. trains into Broad Street must not exceed 27 wagons

C—Between 12.0 night and 8.0 a.m. maximum number of wagons to Maiden Lane is 34. At other times, when Maiden Lane Junction Box is closed, the maximum number of wagons is 37.

D—Up trains running to or calling at Dunloe Street Depot, requiring to be shunted into the Depot, must not exceed 23 wagons.

E—On trains from Acton (G.W.) 13-ton wagons of mineral are calculated on basis of 5 equal to 6 ordinary wagons of mineral



## LOADING OF MINERAL TRAINS (continued)

## LONDON (LOCAL) (continued)

FROM	TO	Notes	MINERAL								Max. No. of wagons authorised
			Class of Engine								
			2	3	4	5	6	7	8		
Clarence Yard .....	Temple Mills .....	—	25	30	36	40	44	48	53	40	
" .....	Thames Wharf .....	—	20	24	29	32	36	39	43	40	
Kingsland .....	Acton (G.W.) .....	—	25	30	36	40	44	48	53	49	
" .....	Old Oak Sidings .....	—	25	30	36	40	44	48	53	48	
Victoria Docks or Canning Town .....	Maiden Lane Sidings .....	—	20E	24E	29E	32	36	39	43	50	
" .....	St. Pancras Sidings .....	—									
" .....	Camden .....	—									
" .....	Willesden (via Chalk Farm or H.J. Line) .....	—	20E	24E	29E	32	36	39	43	48	
" .....	Acton (G.W.) .....	—									
" .....	Old Oak Sidings .....	—									
Poplar or Devons Road .....	Bow Common Gas Works ...	—	19	23	28	30	33	37	41	19	
Bow Common Gas Works ...	Poplar or Devons Road .....	—	22	26	31	34	38	41	45	22	
Poplar .....	East Quay .....	—	25	30	36	40	44	48	53	30	
Willesden .....	Shepherd's Bush .....	AWB	29	35	41	46	50	55	61	37	
" .....	Warwick Road, Lillie .....	—	24	29	35	38	42	46	51	50	
" .....	Bridge & Brompton .....	AWB									
" .....	Chelsea .....	AWB									
" .....	Falcon Lane .....	AWB	24	29	35	38	42	46	51	37	
West London Extension Line	Willesden .....	—	17	20	24	27	29	32	35	59	
Shepherd's Bush .....	Willesden .....	—	17	20	24	27	29	32	35	59	
Willesden .....	Norwood Junction .....	AWB	22	26	31	34	38	41	45	54	
Norwood Junction .....	Willesden .....	—	17	20	24	27	29	32	35	59	
Willesden .....	Hither Green .....	AWB	21	25	30	33	37	40	44	49	
Hither Green .....	Willesden .....	—	17	20	24	27	29	32	35	49	
Willesden .....	South Lambeth .....	AWB	24	29	35	38	42	46	51	49	
South Lambeth .....	Willesden .....	—	14	17	21	23	25	28	31	49	
Willesden .....	Kew Bridge .....	C	34	40	48	53	59	64	70	50	
Kew Bridge .....	Willesden .....	—	22	26	31	34	38	41	45	60	
South Acton .....	Hammersmith .....	—	34	40	48	53	59	64	70	50	
Hammersmith .....	South Acton .....	—	22	26	31	34	38	41	45	50	
Brent .....	Acton (G.W.) .....	†	30	36	43	48	52	57	63	46	
Acton (G.W.) .....	Brent .....	†F	25	30	36	40	44	48	53	44	
Brent .....	Kew Bridge .....	†	36	43	52	57	63	69	76	50	
Kew Bridge .....	Brent .....	†	36	43	52	57	63	69	76	44	
Brent .....	Battersea (via Barnes) .....	†	40	48	57	63	69	76	84	44	
Battersea .....	Brent (via Barnes) .....	†	24	29	35	38	42	46	51	44	
South Acton Junction .....	West Kensington .....	†	24	29	35	38	42	46	51	50	
West Kensington .....	South Acton Junction .....	†	16	19	22	25	27	30	33	36	

C—To be banked, Willesden (High Level Sidings) to Kensal Green Junction.

E—If all refrigerator cars, the load to be 24 for class 2 engine, 30 for class 3 and 35 for class 4 engine with the vacuum brake in use on at least 5 coupled to the engine.

F—Trains from Acton (G.W.) and from Feltham, proceeding via Cricklewood Junction, can convey 50 wagons by arrangement with Willesden Control.

†—15 ton loaded wagon to be reckoned as ordinary wagon of mineral.

