

The
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LANCASHIRE & YORKSHIRE RAILWAY

Operational Documents & Pamphlets

1886 June

Special Notice
of Alterations to the
May 1886 Working Timetable.

(7 Pages).

LANCASHIRE AND YORKSHIRE RAILWAY.

SPECIAL NOTICE.

The May Working Time Book will remain in force for June, 1886, with the following exceptions:—

PASSENGER TRAINS.

WEEK DAYS.

Train No. 73, page 116 (Eastern Division) starts from Bradford at 9.45 a.m., arrives Low Moor 9.52 a.m., and runs forward to Dewsbury in times shown.

The following service of trains will be run between Edge Hill (L. & N. W.) and Southport:—

	a.m.	p.m.	p.m.	p.m.		a.m.	p.m.	p.m.	p.m.
Southport	dep. 8 55	1 20	4 15	7 25	Edge Hill (L. & N. W.)	dep. 10 30	2 43	6 13	8 30
Birkdale	8 59	1 24	4 19	7 29	Spellow	arr. 10 40	2 53	6 28	8 40
Waterloo	9 15	1 40	4 35	7 45	Bootle	10 44	2 57	6 28	8 44
Seaforth	9 18	1 43	4 38	7 48	Seaforth	10 48	3 1	6 32	8 48
Bootle	9 22	1 47	4 42	7 52	Waterloo	10 51	3 5	6 37	8 52
Spellow	9 26	1 51	4 46	7 56	Birkdale	11 6	3 20	6 52	9 7
Edge Hill (L. & N. W.)	arr. 9 36	2 1	4 56	8 5	Southport	11 12	3 26	6 58	9 13

The 5-18 p.m. Liverpool to Farnby will stop at Hightown Rife Station.

The 5-40 p.m. Southport to Liverpool will stop at Crosby.

The 11-15 p.m. Liverpool to Crosby will be extended to Southport as follows:—

	p.m.		p.m.
Liverpool	dep. 11 15	Crosby	dep. 11 40
Sandhills	11 19	Hightown	11 46
Bank Hall	11 22	Fornby	11 51
Bootle	11 25	Freshfield	11 54
Strand Road and Marsh Lane	11 27	Ainsdale	12 0
Seaforth	11 31	Birkdale	arr. 12 5
Waterloo	11 36	Southport	arr. 12 12

The 9-30 a.m. Burscough Junction to Southport will start from Ormskirk at 9-25 a.m.

A train will leave Bury for Ranisbottom at 5-30 a.m., stopping at Summerseat.

The 3-5 p.m. Preston to Accrington will stop at Houghton when required to set down passengers.

The 4-55 p.m. Preston to Accrington will stop at Huncoat when required to set down passengers.

The 11-15 a.m. Rochdale to Oldham will stop at New Hey.

The 12-10 p.m. Oldham to Manchester will start from Shaw and be timed as follows:—

Shaw	dep. 12 5		
Royton Junction	12 9		
Oldham	arr. 12 12		

The 11-40 a.m. Shaw to Oldham will be withdrawn.

A train will leave Oldham for Manchester, as follows:—

	p.m.
Oldham (Mnups)	dep. 10 5
(Central)	10 7
(Werneth)	10 10
Hollinwood	10 15
Failsforth	10 18
Dean Lane	10 21
Manchester (Victoria Station)	arr. 10 30

The 9-25 a.m. Hellfield to Blackburn will stop at Wilpshire when required to pick up passengers.

The 8-35 a.m. Blackpool (T.R.) to Manchester will stop at Farrington when required to pick up passengers.

The 5-55 p.m. Accrington to Todmorden will stop at Rose Grove if required to pick up passengers.

A train will leave Bolton for Manchester in connection with 3-0 p.m. express train from Liverpool, as follows:—

Bolton	dep. 3 45
Salford	arr. 4 0
Manchester (Victoria Station)	4 5

The 10-0 p.m. Halifax to North Dean will run to Stainland on Saturdays.

SUNDAYS.

Train 33, page 18 (Western Division), is cancelled.

Train 42, page 18 (E.L. Division), does not run between Manchester and Bury.

A L. & N. W. train will leave Preston for Poulton and Blackpool (T.R.) at 10-20 a.m.

A L. & N. W. train will leave Blackpool (T.R.) at 5-25 p.m. for Kirkham and Preston.

The 5-25 p.m. Kirkham to Lytham will be extended to St. Annes, South Shore, and Blackpool (C).

A train will leave Blackpool (C) at 6-10 p.m. for South Shore, St. Annes, and Lytham.

The 6-30 p.m. Lytham to Blackpool (C) will leave at 6-40 p.m.

MERCHANDISE TRAINS.

Hartford New Sidings are open for traffic purposes. All inward traffic for Royton and Higginsshaw, arriving on the up line, must be detached at Hartford Signal Box, and that for the same places arriving on the down line, at Royton Junction Box; the traffic must be kept separate and placed in Nos. 3 and 4 sidings. Any surplus traffic for Hartford or Mumps there may be put into the four outside sidings, and afterwards dealt with by the pilot engine. The sidings at Royton Junction must be used for all outward traffic from Royton and Higginsshaw, including coal empties, manure wagons, and tar tanks from the Corporation Sidings, Higginsshaw, also for the outward traffic worked up by pilot from Mumps.

The guards of coal trains from the Skelmersdale Branch must inform the signalman at Rainford Junction in all cases when they have to stop at Kirkby.

Heywood Station Cabin is closed from 5-0 a.m. on Sundays to 5-0 a.m. on Mondays instead of from 6-0 a.m. on Sundays to 6-0 a.m. on Mondays.

A new cabin has been erected on the up side of the line at Aintree Sidings and will be termed East cabin.

A new signal cabin has been opened on the North Mersey branch on the up side of the line at Cinder Lane.

A new signal cabin has been opened on the down side of the line at Aintree Sidings and will be termed West cabin.

Sefton Junction Cabin has been replaced by a new one erected on the up side of the line on the North Mersey side of the Junction, the old cabin being cancelled.

Cheshire Lines Junction Cabin, Aintree, is opened from 4-0 p.m. to 4-0 a.m. on week days, and as required on Sundays by Goods department.

Guards of goods trains travelling between Church and Blackburn must notify to the signalman at Church East Cabin when they have wagons to detach at Daisy Field Junction and he will transmit the information on to the signalman at Daisy Field.

When specials have to be sent to Fleetwood from any part of the L. & Y. line, the telegraphic information as to their running must be sent to Mr. Clarkson, Wyre Dock, as well as to Mr. Carter, Fleetwood.

The 5-15 a.m. Postal train Preston to Fleetwood will start at 5-0 a.m., and run correspondingly earlier to Fleetwood.

Bolton No. 8 pilot (Bullfield night bank engine) will commence at 6-0 p.m., shunt at Bullfield until required to bank 5-35 p.m. Bankes' Siding to Blackburn; after banking, shunt out Johnson Street potato yard, then return to Bullfield and finish shunting there; afterwards proceed to Bolton for wagons to be worked to Bullfield, and marshal them for the various trains, and convey potato traffic to Johnson Street and finish.

The 11-55 p.m. Bolton to Colne (Saturdays excepted) will start at 12-5 a.m., and the engine must leave shed so as to be at Orlando Bridge at 11-55 p.m. On Saturdays will start at 10-30 p.m. as at present.

Adlington must telephone Horwich Junction each night the number of wagons there are at Grindford Bar and Adlington Junction for Preston and beyond. If the 7-30 p.m. Wigan to Fleetwood train is not able to clear out Horwich Junction, Grindford Bar, Adlington Junction, and Chorley, it must only take traffic from Horwich Junction for the Fleetwood line, and load from Grindford Bar so as to clear out Adlington Junction and Chorley of traffic for beyond Preston, leaving Preston proper wagons first out at Grindford Bar to be picked up by the 1-30 a.m. ex Phillips Park Sidings. Any other traffic that may be left will be worked away by the 3-20 a.m. Bolton to Maudlands train. This cancels the note in the classification of the 7-30 p.m. ex Wigan with respect to this matter.

The 6-0 p.m. Wigan to Bacup will attach shipping traffic for Hull at Horwich Junction when required, and stop at Bolton to detach it for the 9-35 p.m. Bolton to Normanton.

The 1-35 a.m. Miles Platting to Kearsley Junction will attach Great Lever Colliery empties at stations booked and stop at Bradford's Siding to detach them.

The 3-0 a.m. Liverpool to Middleton will convey mail bags from Wigan to Bolton.

The 8-10 p.m. Wigan to Waterfoot will start at 8-25 p.m. and be due to leave Ince as at present.

On Tuesdays and Fridays only, the 10-15 a.m. Padiham to Salford will carry "express" head lights and have right of road over all other goods trains.

The 5-0 p.m. Hollinwood to Hellifield will work shipping goods traffic for Goole and Hull, from Bromley Cross to Darwen, to be picked up by the 9-30 p.m. Spring Vale to Horbury Junction.

The 2-10 a.m. Kirkdale to Blackburn is retimed from Adlington Junction, as follows:—

	a.m.		a.m.
Adlington Junction... ..	dep. 4 50	Brinscall	dep. 5 A30
Chorley	(arr. 4 58	Abbey Mill Siding	" 5 50
	dep. 5 8	Withnell	" 6 0
Chorley Junction	pass 5 9	Episcowles	" 6 10
Heapey	dep. 5 20	Mill Hill	" 6 B
		Blackburn	arr. 6 25

A Makes a special trip with traffic when required from Brinscall to Abbey Mill Siding.

B Stops when required to leave traffic.

The 10-35 p.m. Kirkdale to Leeds will attach butter traffic for Halifax and Bradford ex Farrington at Lostock Hall or Bamber Bridge when required.

The engine and van which run over the "fast" line from Farrington to Preston, to work the 5-30 a.m. Preston to Miles Platting, will start from Lostock Hall at 4-30 a.m. and work a load of traffic for Leyland, Euxton, Preston (N. U.), Ribble Quay, &c., from Lostock Hall to Preston (N. U.) yard, via Farrington. On Mondays only will start from Lostock Hall and run to Preston (N. U.) via Preston Junction.

The 4-30 a.m. Lostock Hall to Preston (N.U.) will work wagons for Salwick from Lostock Hall to Preston (N.U.) to be sent thence by the same engine to Ribble Bridge Sidings for the 3-20 a.m. Bolton to Kirkham to attach.

The 6-0 p.m. Phillips Park Sidings to Sandhills is retimed from Bolton as under, and will work the Scotch traffic now detached by it at Salford to Burnden Junction, to be there placed by the pilot amongst the Bolton traffic to be attached by the 7-45 p.m. Bolton to Hellifield and 7-55 p.m. Salford to Preston trains. Will attach its Salford wagons at Oldfield Road, and cease to stop at Hope Street.

	p.m.		p.m.
Bolton	(arr. 7 W21	Rainford Junction	pass 8 36
	dep. 7 31	Rainford (Lord Derby's)	" 8 55
Lostock Junction	dep. 7 39	Fazakerley Junction	" pass 9 5
Wigan Junction	dep. 8 5	Walton Junction	" 9 12
	(arr. 8 8	Sandhills	" 9 18
	dep. 8 15		

The 7-0 a.m. Blackburn special shunt engine will be booked as an ordinary engine to work from 7-0 a.m. to 7-0 p.m. and shunt as required at Loco. Sidings and Darwen Street.

The 1-30 a.m. Phillips Park Sidings to Preston will work traffic from the Horwich district for Lostock Hall, Bamber Bridge, Grogson Lane, Hoghton, and Preston (E.L.), which must be placed first out for the train to attach at Horwich Junction and Grindford Bar. The traffic for Preston (E.L.) will be worked to destination and the other traffic will be detached at Lostock Hall, that for Bamber Bridge being worked from Lostock Hall to Bamber Bridge by the Lostock Hall day pilot. The 7-50 a.m. Wigan to Fleetwood and 7-30 p.m. Wigan to Fleetwood must leave E.L. district traffic at Horwich Junction.

The 12-5 a.m. (Sundays train) Hollinwood to Bacup will attach traffic at Heywood for Bury and exchange thereat.

The yardman at Horwich Junction will inform the pointsman at that place the number of wagons the 6-55 p.m. Blackburn to Sandhills has on, and the latter will transmit the information to the signalman at Red Moss Junction and Crow Nest Junction by telephone.

The 1-20 a.m. Salford to Fleetwood will work traffic from Salford for Leyland and stop at latter place to leave it, and must attach at Bolton traffic for Greenbank as well as Longridge line. On Mondays only will start at 2-20 a.m. and will clear out Ribble Sidings of Fleetwood traffic, and the 10-30 p.m. (Sundays train) Hollinwood to Blackburn will take its train to Ribble Sidings and clear out the traffic for P. & W. Line left by the Salford train.

The 4-0 p.m. Cross Tetley's Siding to Church is re-timed as follows:—

	p.m.	
Ramsbottom... ..	dep. 8 10	
Haslingden	{arr. 8 30	60 minutes shunting, 25 minutes engine purposes.
	{dep. 9 55	
Accrington	pass 1 76	
Church	arr. 10 22	

The 11-30 p.m. Church to Wigan will start at 10-45 p.m., and be timed as follows:—

	p.m.		a.m.
Church	dep. 10 45	Lostock Junction	pass. 1 20
Great Harwood Junction	pass. 10 59	Westhoughton	dep. 1 30
	{arr. 11 3	Crow Nest Junction	dep. 1 45
Blackburn	{dep. 11 15	Hindley Junction	" 2 5
	" 11 40	Ince	" 2 15
Darwen	" 11 50	Ince Hall Siding	" 2 25
Spring Vale	" 12 15	Wigan... ..	arr. 2 30
Turton	" 12 25		
Bromley Cross... ..	{arr. 12 35		
Bolton... ..	{dep. 12 55		

The Preston No. 1 pilot will work as follows:—4-45 a.m. Lostock Hall to Preston, shunt at Preston, 8-30 a.m. Preston to Lostock Hall, 9-0 a.m. Lostock Hall to Preston, shunt at Preston, 10-5 a.m. Preston (E.L.) to Preston (N.U.), Preston (N.U.) to Preston (E.L.), shunt at Preston, 4-0 p.m. Preston to Bamber Bridge, Bamber Bridge to Lostock Hall and finish, 90 minutes being allowed at Preston during the day for meals.

The Preston No. 2 pilot will work as follows:—1-30 p.m. Lostock Hall to Maudlands, shunt at Maudlands, 3-20 p.m. Maudlands to Ribble Bridge, Ribble Bridge to Preston (E.L.), shunt as required at Preston (E.L.), 9-55 p.m. Preston to Bamber Bridge Junction, 10-25 p.m. Bamber Bridge Junction to Lostock Hall, 10-45 p.m. Lostock Hall to Preston, 11-10 p.m. Preston (E.L.) to Dock Street, 11-25 p.m. Dock Street to Preston (E.L.), 12-0 midnight Preston to Lostock Hall.

The Lostock Hall No. 1 pilot will work as follows:—5-40 a.m. Lostock Hall to Farrington, a.m. Farrington to Lostock Hall, shunt at Lostock Hall, 7-40 a.m. Lostock Hall to Farrington, a.m. Farrington to Lostock, shunt at Lostock Hall and make trips to Farrington and back as required for traffic purposes, 11-30 a.m. Lostock Hall to Maudlands, 12-0 noon Maudlands to Ribble Bridge Sidings, engine and van 12-30 p.m. Ribble Bridge Sidings to Lostock Hall, and shunt as required at Lostock Hall and Bamber Bridge. On Saturdays will shunt Bamber Bridge, Gregson Lane, and Hoghton.

The 7-50 a.m. Wigan to Fleetwood will start at 9-30 a.m. and cease to make the trip between Ribble Bridge Sidings and back, and be timed as follows:—

	a.m.		a.m.
Wigan	dep. 9 30	Farrington	dep. 12 0
Hindley Junction	" 9 50	Preston	{arr. 12 10
Crow Nest Junction	" 9 54		{dep. 12 35
Brinsop Hall Siding	" 10 15	Kirkham	{arr. 12 55
Scott Lane Siding	" 10 30		{dep. 1 20
Horwich Junction	" 10 45	Poulton	{arr. 1 40
Grindford Bar Sidings	" 11 5		{dep. 1 55
Adlington Junction	" 11 20	Wyre Dock	" 2 15
Euxton Junction	" Slow line	Fleetwood	arr. 2 20
Leyland	" A		

A Stops when required.

On Saturdays and Mondays, commencing on June 12th, the 7-0 p.m. Fleetwood to Leeds, 7-30 p.m. Fleetwood to Goole, 8-0 p.m. Fleetwood to Salford, and 9-30 p.m. Fleetwood to Hollinwood will start at 9-15 p.m., 9-30 p.m., 9-45 p.m., and 10-15 p.m. respectively, and run correspondingly later throughout.

When there is no loading for the 11-55 p.m. Oldham Road to Facit train in the Kearsley district, the Inspector on duty at Kearsley Junction will telegraph for the engine to come out so as to be at Castleton at 4-0 a.m. in order to take up workings from that point to Facit and back to Miles Platting, and in such cases Salford must send Bradley Fold and Darcy Lever traffic to Miles Platting, to be sent thence by 5-30 a.m. Miles Platting to Blackburn train. The Kearsley Junction Inspector will advise Salford, Oldham Road, Miles Platting, Locomotive department Newton Heath, Moses Gate, and all stations Bolton to Castleton inclusive. Oldham Road must send the wagons usually worked by this train to Miles Platting, and the Salford traffic will be sent from Miles Platting by first available means.

The engine and men which shunt at Southport from 10-0 a.m. to 1-20 p.m. and afterwards work 1-50 p.m. Southport to Atherton and 5-0 p.m. Atherton to Southport, will be withdrawn.

The engine and men working the 4-40 p.m. Southport to Burscough Bridge and trips will (Saturdays excepted) work as follows:—4-40 p.m. Southport to Burscough Bridge, shunt Bescar Lane, New Lane, and Burscough Bridge; 9-0 p.m. Burscough Bridge to Southport, shunt Southport coal yard from 9-30 p.m. to 11-30 p.m.; 11-55 p.m. Southport to Crow Nest Junction, and 2-10 a.m. Crow Nest Junction to Southport.

Southport No. 1 pilot will perform an hour's shunting in the coal yard during the day, and must prepare as many coal wagons as possible for the 2-30 p.m. Southport to Bolton. On Saturdays the No. 1 pilot will complete the coal yard shunting, and the wagons must be sent by the 2-30 p.m. Southport to Bolton, and 9-0 p.m. Southport to Phillips Park Sidings.

The L. & N. W. Co. will work the coal to Wigan Junction hitherto worked by the 5-0 p.m. Atherton to Southport.

The Wigan No. 1 day pilot on its trip from Gathurst must work Locomotive coal for Bolton from Douglas Bank to Southport Junction, to be there attached by the 2-30 p.m. Southport to Bolton.

The 4-38 p.m. Wigan to Astley Bridge will start at 5-45 p.m. and will run 70 minutes later throughout on all its trips. The 5-45 p.m. ex Wigan will stop at Crow Nest Siding to make up its load (when short) with traffic for the Blackburn line, to be detached at Craddock Lane for the 7-0 p.m. ex Outwood Sidings.

On Mondays only the 6-10 p.m. Westhoughton to Astley Bridge will, after disposing of its train at Astley Bridge, run engine and van to Turton, and leave Turton for Wigan at 9-40 p.m. clearing out Turton and Bromley Cross of all traffic for Horwich and Wigan districts, working from Bullfield as at present.

The 4-45 p.m. Hindley Junction to Bolton will cease attaching traffic at Westhoughton Coal Co.'s and Snydale Hall Sidings on Mondays, and will work on Mondays as on other days.

The 12-30 a.m. Wigan to Werneth and 5-10 a.m. Werneth to Wigan (Suadays train) will be withdrawn.

The 4-35 p.m. Wigan to Facit Junction, on Saturday nights, will take up the workings of the 12-30 a.m. Wigan to Werneth between Wigan and Castleton, and the 9-30 p.m. Fleetwood to Hollinwood, 11-0 p.m. Preston (E.L.) to Hollinwood, and 11-30 p.m. Hellfield to Hollinwood will take up the workings of the 12-30 a.m. between Castleton and Hollinwood.

The 1-0 a.m. Hollinwood to Liverpool, on Sundays, will take up the workings of the 5-10 a.m. Werneth to Wigan train between Werneth and Milnrow, detaching Westhoughton, Hindley, and Ince traffic at Bullfield.

The 10-30 p.m. (Saturdays train) Leeds to Liverpool, at present classified to attach empties, will attach loaded traffic also at Broadfield for Bolton and beyond.

The engine and men working 7-0 a.m. Tottington Junction to Bankes' Siding, 11-5 a.m. Bankes' Siding to Ramsbottom, and engine and van Ramsbottom to Bury, will be withdrawn.

The 10-0 p.m. Bacup Engine Shed Sidings to Rainford Junction will attach Wigan Coal and Iron Co.'s empties, and empties for Wigan and beyond at stations booked, and stop at Crow Nest Junction to leave Wigan Coal and Iron Co.'s empties.

The 12-5 a.m. Bacup to Wigan will work colliery empties for Worsley Mesnes, Blundell's and Bankes' Siding through to Wigan.

The Wigan No. 1 pilot, on its trip from Bankes' Siding to Wigan at 12-30 p.m., will, in addition to present work, convey traffic for Bury direction hitherto worked by the 11-5 a.m. Bankes' Siding to Ramsbottom, and detach it at Wigan Junction to be sent forward by first available train.

The 1-55 p.m. Southport to Bolton, will start at 2-30 p.m., and be re-timed as follows:—

	p.m.		p.m.		p.m.
Southport dep.	2 30	Norley Colliery Siding dep.	5 0	Hindley Junction dep.	6 0
Bescar Lane "	3 0	Orrell C. & C. Co.'s Siding "	5 5	Hindley "	6 10
Burscough Bridge "	3 40	Douglas Bank "	5 10	Westthoughton "	6 25
Hoscar Moss "	3 50	Southport Junction "	5 15	Lostock Junction "	6 40
Farbold "	4 15	Wigan arr.	5 18	Bulfield "	arr. 6 45
Platt's Siding "	4 20	Ince Hall Siding "	dep. 5 40	Bolton "	arr. 7 0
Barton's Siding "	4 35				arr. 7 5
Appley Bridge "	4 45				

The 6-25 p.m. Normanton to Oldham Road will load at Normanton so as to pick up eight wagons of coal at Wakefield for stations beyond Sowerby Bridge, leaving North Dean and Halifax wagons behind at Normanton to be sent forward by the 8-35 a.m. Normanton to Liverpool train.

The 11-15 a.m. Mirfield to Ingham's Siding, will start at 10-55 a.m., cease to work repair wagons from Thornhill to Dewsbury Junction Wagon Works, on Tuesdays, Thursdays, and Saturdays, and will run direct from Thornhill to Ingham's Siding.

The 11-50 a.m. Ingham's Siding to Penistone, will start at 11-35 a.m., and be re-timed as follows:—

	a.m.		p.m.		p.m.
Ingham's Siding dep.	11 35	Mirfield dep.	12 30	Berry Brow dep.	2 6
Thornhill Colliery "	11 47	Heaton Lodge Junc. pass	12 32	Honley "	2 20
L. & N. W. Junction pass	12 3	Hillhouse dep.	12 55	Brockholes "	2 45
Mirfield arr.	12 6	Lockwood "	1 45	Stocksnoor "	3 15
				Shepley dep.	3 28
				Clayton West Junc.	3 42
				Denby Dale "	4 2
				Penistone "	4 12

The 12-20 p.m. Horbury Junction to Holmfirth will be due into Mirfield at 12-40 p.m., departing as at present.

The 8-0 a.m. Hellfield to Normanton will, on Tuesdays, Thursdays, and Saturdays, work repair wagons from Thornhill to Dewsbury Junction Wagon Works, and will attach repair wagons for Dewsbury Junction Wagon Works at Mirfield when required.

The 10-0 a.m. Featherstone to Marsden will marshal its own and the wagons for the 12-20 p.m. Horbury Junction to Holmfirth at Horbury Junction.

The Mirfield pilot will marshal the Springwood wagons the 12-20 p.m. Horbury Junction to Holmfirth has to attach.

Information must be sent by telephone from Rochdale to the signalman at Shaw North Cabin (to be there communicated to the guard of the 9-0 p.m. Hollinwood to Blackpool train) as to the number of P. & W. wagons they will have for the train to attach, and on arrival of the train at Milnrow, the guard will reduce his load by detaching short distance wagons, so as to enable him to clear the traffic out. The train will carry "express" head lights between Hollinwood and Preston. The wagons detached by the 9-0 p.m. ex Hollinwood at Milnrow must be sent forward to Castleton North Junction by the 10-25 p.m. Hollinwood to Blackburn if able to take them; if not able, the balance must be sent forward to Ramsbottom by the 1-5 a.m. Hollinwood to Bacup. The 10-25 p.m. ex Hollinwood will carry "express" head lights to Bolton.

The 7-15 p.m. goods train Barnsley to Wakefield will be withdrawn, and the goods will be worked daily by the 6-50 p.m. passenger train ex Barnsley.

The passenger engine arriving at Clayton West at 9-45 a.m. will perform 25 minutes' shunting at that place, and then return to its passenger workings.

The passenger engine arriving at Clayton West at 12-55 p.m. will perform 30 minutes' shunting at Clayton West.

The passenger engine arriving at Clayton West at 4-54 p.m. will marshal outward traffic at Clayton West for 10 minutes.

The passenger engine arriving at Clayton West at 6-40 p.m. will work a trip of goods from Clayton West to Clayton West Junction, returning light to Clayton West, and take up passenger workings.

The engine and men working 10-20 a.m. Lockwood to Clayton West Junction, 11-40 a.m. Clayton West Junction to Shepley, 12-45 p.m. Shepley to Clayton West, and 1-25 p.m. Clayton West to Lockwood will work as follows:—10-20 a.m. Lockwood to Clayton West, 12-0 noon Clayton West to Shepley, 1-10 p.m. Shepley to Clayton West, and 1-50 p.m. Clayton West to Lockwood.

The 12-0 noon Clayton West to Shepley will work all local traffic to connect with the 11-45 a.m. ex Denby Dale train at Shepley.

The 1-50 p.m. ex Clayton West will work traffic from Clayton West and Skelmanthorpe only for Lockwood, and exchange at Lockwood, and cease to stop between Skelmanthorpe and Lockwood.

The 10-0 p.m. Normanton to Victoria when required works dead meat traffic ex Drypool for Darwen from Normanton to Mirfield for the 10-58 p.m. Horbury Junction to Liverpool to work to Bolton.

Traffic from Hull, Sheffield, and other stations via Oakenshaw will be worked from Hull to Wakefield by the 10-45 p.m. Hull to Liverpool train to be sent forward by the 2-0 a.m. Horbury Junction to Oakenshaw.

The 12-45 a.m. Normanton to Hollinwood will cease working the Hull to Manchester mail bags from Normanton to Wakefield, and these will be worked by the 12-40 a.m. Normanton to Wakefield which also works traffic in connection with the 11-30 p.m. ex Hull.

Leeds No. 1 night shunt engine will on its trip to Armley Bridge call at Monk Bridge to leave traffic, and on return commence joint shunting at 5-0 a.m. and finish at about 8-0 a.m.

The 5-10 p.m. Low Moor to Leeds will on arrival at Leeds make a trip to Monk Bridge for outward traffic if required and afterwards resume its ordinary workings.

The 10-45 p.m. Hull to Liverpool will attach skin traffic at Hensall Junction for Milnrow and the Oldham branch, and detach it at Wakefield for the 12-45 a.m. ex Normanton.

The 10-30 a.m. Oldham Road to Normanton will cease working Normanton traffic from Sowerby Bridge, and this traffic must be sent by the 12-40 p.m. Fleetwood to Normanton train. On Saturdays only, the 10-30 a.m. Oldham Road to Normanton will attach at Sowerby Bridge and Elland wagons for Normanton, St. John's Colliery, Park Hill Colliery, Horbury Junction, and Wakefield only, and the 12-40 p.m. Fleetwood to Normanton will attach at Brighouse wagons for Normanton, St. John's Colliery, Park Hill Colliery, Wakefield, and Horbury Junction.

The 3-0 a.m. Shaw to Miles Platting and 1-30 p.m. Facit to Middleton Junction will detach their Chamber Colliery wagons at Royton Junction instead of Hartford Sidings, and the 3-0 a.m. Liverpool to Middleton will pick them up at the former instead of the latter place.

The 7-0 p.m. Lockwood to Sowerby Bridge will (instead of running engine and brake from Sowerby Bridge to Brighouse), when the guard is able to catch the 7-15 p.m. ex Victoria, leave its brake van at Sowerby Bridge for the 8-30 a.m. Todmorden to Low Moor to convey to Brighouse, to be sent thence by first goods train, and return light to Mirfield.

The N.E. coal train York to Sharlston, and 12-30 p.m. N.E. coal train Sharlston to York, will carry a diamond board between Methley Junction and Featherstone, or vice versa when it has no intermediate stop for traffic purposes.

The 5-5 p.m. (Saturdays train) Sowerby Bridge to Mirfield will clear out Waterhouse Siding of all traffic, detaching Huddersfield direction and up-hill traffic at Brighouse. The 1-0 a.m. Lockes' Siding to Salford will not stop at Waterhouse Sidings on Mondays.

The 8-45 p.m. Low Moor to Halifax will work traffic from Wyke for Middleton to Halifax for the 9-30 p.m. Leeds to Miles Platting (which will also attach Middleton traffic from Bradford at Low Moor) to convey to Rochdale, to be taken to destination by the 3-0 a.m. Liverpool to Middleton train.

The 10-30 a.m. Oldham Road to Normanton will cease to stop at Mirfield Viaduct Cabin to attach Loco. Coal empties, and the Loco. Coal empties will be picked up at that place by the 12-40 a.m. Kirkdale to Normanton, the wagons being placed ready for the train to attach.

The 10-15 p.m. Mirfield to Low Moor will run forward to Bradford with its Bradford traffic, and the 1-15 a.m. Low Moor to Penistone will start from Bradford and be 12-30 a.m. Bradford to Penistone.

Immediately the 10-58 p.m. Horbury Junction to Liverpool fish train arrives at Mirfield the Inspector at that Station will advise the Signalman at Luddendenfoot West Cabin the number of wagons the train will have on and the class of engine working it, by telephone, and the Signalman at Luddendenfoot West Cabin will inform the Shunter so that the 10-15 p.m. Mirfield to Sandhills may leave as many through Liverpool wagons as will make the 10-58 p.m. ex Horbury Junction (which will stop at Luddendenfoot when required) a load.

The 2-15 a.m. Hull to Wakefield and 6-30 a.m. Hull to Wakefield will be withdrawn.

The engine and men working 7-35 p.m. Kirkdale to Hull will, Saturday nights excepted, work as follows:—7-35 p.m. Kirkdale to Hull, 4-30 a.m. Hull to Goole Junction, and 6-0 a.m. Goole Junction to Hull. On Saturday nights will work as heretofore.

4-30 a.m. Hull to Goole Junction.

(Sundays and Mondays excepted.)

	a.m.
Hull	dep. 4 30
Goole Junction	arr. 5 20

6-0 a.m. Goole Junction to Hull.

(Sundays and Mondays excepted.)

	a.m.
Goole Junction	dep. 6 0
Hull	arr. 7 5

On arrival at Hull of the 7-35 p.m. ex Kirkdale (Saturday nights excepted) it will detach its wagons at one shunt, to be afterwards dealt with by the 10-30 p.m. Oldham Road to Hull engine.

Traffic for exchange at Wakefield at present worked by the 2-15 a.m. Hull to Wakefield will be worked by the 11-30 p.m. Hull to Manchester.

Traffic from Hull for Goole Branch stations, and any traffic that may be loaded after the departure of the 11-30 p.m. train ex Hull, will be worked to Goole Junction by the 4-30 a.m. ex Hull to connect with the 6-0 a.m. Goole to Sharlston, which, if necessary, must run forward to Wakefield with exchange traffic from Hull.

The 10-35 p.m. Huddersfield to Horbury Junction will start at 10-37 p.m.

The 12-40 a.m. Kirkdale to Normanton is timed from Castleton as follows:—

	a.m.
Castleton East Junction	Jarr. 2 53
	(dep. 3 5
Rochdale... ..	(arr. 3 10
	(dep. 3 20
Smithy Bridge	" 3 35
Littleborough	" 3 51 and forward as at present.

The 11-35 p.m. Bradford to Hull will wait at Horbury Junction the arrival of the 7-55 p.m. Hollinwood to Normanton, and Rochdale will wire daily to Horbury Junction the number of wagons for Hull via Goole Junction the Hollinwood train has on.

When necessary the agent at Thongs Bridge may make use of the 6-23 and 7-18 p.m. passenger trains from Thongs Bridge, to convey two or three trusses for London to Brockholes to catch the London van there.

Wakefield must telegraph Castleton daily what Wigan and Liverpool traffic is on the 3-50 a.m. Normanton to Oldham Road, and Miles Platting must wire Castleton whether the 7-15 a.m. Miles Platting to Sandhills train will have on any Crown vans or other important Wigan or Liverpool traffic. Should neither train have on any important traffic for the Middleton Junction train the latter must depart from Castleton immediately after detaching road and attaching Liverpool traffic. The train must not wait the arrival of either the 3-50 a.m. ex Normanton or 7-15 a.m. Miles Platting to Sandhills when these trains are not carrying important Wigan or through traffic.

The 10-25 p.m. Hollinwood to Blackburn will start at 10-15 p.m. (the engine leaving shed as heretofore) and be re-timed as follows:—

	p.m.
Hollinwood	dep. 10 15
Werneth	" 10 40
Royton Junction	" 11 15
Shaw	" 11 35
Milnrow	" 11 50

and forward as at present.

The 1-0 a.m. Lockes' Siding to Salford and 11-20 p.m. Salford to Normanton trains will be worked by two sets of men from Normanton.

The 1-0 a.m. Lockes' Siding to Salford will not run on Sundays but will run on Mondays instead.

Todmorden No. 3 pilot on its 6-0 a.m. trip Todmorden to Rose Grove or Burnley (E. L.) will wait 30 minutes the arrival of the 1-50 a.m. Miles Platting to Leeds at Todmorden. The agent at Miles Platting must wire Todmorden when the Leeds train has any traffic on for the Burnley branch.

The engine and men working the 9-30 p.m. Miles Platting to Stalybridge, shunt at Droylsden, Ashton, and Stalybridge, 9-20 a.m. Stalybridge to Clifton Hall, and 6-30 a.m. Clifton Hall to Miles Platting will be withdrawn.

The engine and men working 6-40 a.m. Miles Platting to Stalybridge, 7-55 a.m. Stalybridge to Miles Platting, shunt at Miles Platting, 10-40 a.m. Miles Platting to Moston, 11-40 a.m. Moston to Miles Platting, shunt at Miles Platting, 1-40 p.m. Miles Platting to Stalybridge, and 4-30 p.m. Stalybridge to Miles Platting (Mondays excepted) work as follows:—5-15 a.m. Miles Platting to Clifton Hall, 6-30 a.m. Clifton Hall to Miles Platting, shunt at Miles Platting, 10-40 a.m. Miles Platting to Moston, 11-40 a.m. Moston to Miles Platting, shunt at Miles Platting, 1-40 p.m. Miles Platting to Stalybridge, and 4-30 p.m. Stalybridge to Miles Platting. On Mondays will work as at present.

The engine and men working 8-10 p.m. Rochdale to Miles Platting, engine and van Miles Platting to Werneth, and 10-0 p.m. Werneth to Miles Platting, running a trip to Ordsal Lane when required, will work as follows:—7-30 p.m. Miles Platting to Ashton, shunt Droylsden and Ashton, 9-30 p.m. Ashton to Miles Platting, engine and van Miles Platting to Werneth, and 10-50 p.m. Werneth to Miles Platting, running a trip to Ordsal Lane when required.

The engine and men working the 1-45 p.m. Miles Platting to Middleton, shunt at Middleton, 7-0 p.m. Middleton to Middleton Junction, 10-0 p.m. Middleton Junction to Miles Platting, and working a trip to Phillips Park Sidings and back will (Saturdays excepted) return from Middleton Junction to Miles Platting at 9-30 instead of 10-0 p.m. and work 10-15 p.m. Miles Platting to Stalybridge, shunt at Stalybridge, and 1-0 a.m. Stalybridge to Miles Platting. On Saturdays will work as at present.

The engine and men working the 10-30 p.m. Oldham Road to Hull will (Saturdays excepted), before running that trip, leave shed light for Rochdale, and return with the 8-10 p.m. Rochdale to Miles Platting. The guard's van for the 8-10 p.m. will be sent to Rochdale as at present.

The engine and men working the 11-30 p.m. Hull to Victoria will (Sunday and Monday mornings excepted) on arrival at Miles Platting work 6-40 a.m. Miles Platting to Stalybridge and 7-55 a.m. Stalybridge to Miles Platting.

The 9-20 a.m. Miles Platting to Farrington will work London traffic for Bolton from Miles Platting to Bury, to be there attached by the 5-35 a.m. Normanton to Liverpool.

The 9-15 p.m. Oldham Road to Normanton will detach the traffic now detached at Wakefield at Horbury Junction, and cease to stop at Wakefield for traffic purposes.

The 9-35 p.m. Bolton to Normanton will on arrival at Horbury Junction detach the whole of the traffic there instead of Wakefield, and be engine and van from Horbury Junction to Normanton.

Wakefield No. 6 (passenger station night pilot) will start on its Normanton trip from Horbury Junction instead of Wakefield, and will not stop at the latter place.

The 8-25 p.m. North Bridge to Normanton must not leave Horbury Junction with more than 35 wagons, and will run down the passenger line into Normanton, having its Newcastle traffic in front.

The 12-40 a.m. Normanton to Wakefield will, after disposing of its wagons at the latter place, run engine and van to Horbury Junction, and start from there on its Hensall Junction trip at 1-50 a.m., leaving Wakefield as at present.

The 6-25 p.m. Wakefield to Hellfield will make a connection at Sowerby Bridge with the 7-40 p.m. Leeds to Farrington. The engine of the 6-25 p.m. Wakefield to Hellfield must stand on one side at Sowerby Bridge after doing its work, and immediately the Leeds train arrives, the Midland traffic it has on will be shunted to the Hellfield train and the engine of the Leeds train will take water whilst the Hellfield train is going away. The wagons for the Hellfield train at Rose Grove must be taken into the carriage sidings by the pilot at Rose Grove, before the arrival of the train, so that whilst the Hellfield train is doing its work there, the Leeds to Farrington train (if it comes behind) can be admitted to the East Cabin where it can do its work.

The 3-0 p.m. Lockes' Siding to Low Moor will on Saturdays only attach Cleckheaton branch and Bradford traffic at Ravensthorpe.

The 6-0 a.m. Wakefield to Featherstone, 7-0 a.m. Featherstone to Bradford, 11-5 a.m. Bradford to Featherstone and engine and van Featherstone to Wakefield, will be withdrawn on Mondays. The engine and men working the 10-0 a.m. Featherstone to Marsden and back, will leave Wakefield at 8-50 a.m. on Mondays only with coal wagons for Goole branch collieries. Low Moor No. 1 shunt engine will run to Hipperholme on Mondays same as on Saturdays. The Elland No. 1 pilot, after running the trip to Lockwood with Scotch traffic, will return to Elland and take up the workings of the 11-5 a.m. Bradford to Featherstone to Wakefield, and return from Wakefield engine and van to Mirfield.

The 7-0 a.m. Ravensthorpe to Goole train will stop at Knottingley when required for sheeted traffic only for Goole, and the 8-0 a.m. (Mondays train) Heckmondwike to Goole will on arrival at Thornhill take the Thornhill colliery wagons up to the Thornhill colliery sidings.

The 4-20 p.m. Werneth to Philips Park Sidings will be due to leave Rochdale at 6-0 p.m., arrive Castleton at 6-5 p.m., and forward as booked.

When the 1-20 a.m. Farrington to Philips Park Sidings is unable to clear out Baxenden of Bury traffic, the 1-30 a.m. Sandhills to Ramsbottom must convey the surplus, and will be extended to Bury, from which place it will return at once to take up its ordinary workings.

Traffic for the L. U. line worked by the 11-35 p.m. Leeds to Fleetwood must be detached at Church for the 6-25 a.m. ex Church.

The 3-5 p.m. Todmorden to Lostock Hall on Saturdays only will attach surplus traffic at Todmorden for Rose Grove direction when required and stop as required to leave it.

Bury E.L. night pilot, working from 6-0 p.m. to 6-0 a.m., will be withdrawn on Saturday nights.

The Heap Bridge pilot will cease banking and shunting in Bury, L. & Y. yard, on Saturdays and will run direct to Bury Loco and shunt out coal for Buckley Wells until 7-45 p.m. on Saturdays and finish.

The Bury E.L. day pilot will complete the work at Bury E.L. warehouse on Saturdays.

The 9-15 p.m. (Saturday train) Bury to Bankes' Siding will shunt out all empties from Buckley Wells coal yard and work same away, detaching at Bury Loco Sidings those that it does not work through.

The Heywood pilot on arriving at Bury after finishing at Heywood and Broadfield will complete the work at Buckley Wells and Loco Sidings before going to shed.

The 3-30 a.m. Farrington to Horbury Junction on Mondays only, will start from Preston E.L. at 3-30 a.m.

The 9-5 a.m. Farrington to Leeds (Sundays train) will clear out Farrington Sidings and work the traffic to Bamber Bridge.

The 3-0 a.m. Victoria to Lostock Hall (Sundays train) will work traffic from Salford for Preston E.L.

The 5-25 p.m. Hollarwood to Farrington must have the Lostock Hall traffic next to the engine on arrival at that place.

The 11-0 a.m. Farrington to Chatham will work traffic for exchange at Lostock Hall from Farrington.

Rose Grove will telephone Lostock Hall the number of north wagons the 11-30 p.m. Normanton to Ormskirk and 1-0 a.m. Normanton to Farrington have on, at the same time they telephone the number of P. & W. wagons.

The Inspector at Skelmersdale will so arrange the load of the above train as to enable it to clear out Ferney Knoll, and when the engine of the 3-20 p.m. Skelmersdale to Sandhills goes up to the siding at Bickerstaffe Moss Pit it must work the whole of the traffic down into the loop, and leave in the loop what it cannot take forward by clearing out Ferney Knoll.

The Bury E.L. day pilot will be in readiness to take the Midland traffic via Oakenshaw off the 2-45 p.m. Waterfoot to Philips Park Sidings immediately on its arrival at High Level, so as to ensure the traffic being got on to the North Docks to Oakenshaw train at Bury L. & Y. Ramsbottom must telephone Bury daily whether the Waterfoot train is conveying the traffic named.

The 11-30 p.m. Southport to Burnley will stop at Rishton on Sunday mornings, when required to leave traffic.

The 5-5 p.m. Greenwood's Siding to Rawtenstall (Rawtenstall No. 1 pilot) will cease working the trips 9-30 p.m. Rawtenstall Ashworth's Siding and 9-45 p.m. Ashworth's Siding to Rawtenstall.

The 8-30 p.m. Bacup to Patriofof will start at 7-55 p.m. and in addition to present work will take up workings of 9-45 p.m. Ashworth's Siding to Rawtenstall at Ashworth's, Hall Car, and Ilex Sidings, being re-timed as follows:—

A Shunt for passenger train No. 175, page 29.

The 7-0 p.m. Fleetwood to Leeds and 7-30 p.m. Fleetwood to Goole will attach traffic at Preston (E. L.) for Church and beyond. The Inspector at Bamber Bridge Junction will telephone each night how many wagons they have for the trains to attach, so that they may be loaded accordingly at Preston.

The 7-0 p.m. Fleetwood to Leeds will detach the L. & N. W., Hull and Grimsby traffic at Preston, Dock Street, instead of in Preston (E. L.) yard, and the L. & N. W. Co. will work it from Dock Street.

A tranship van from Preston to Bishopgate will be worked as follows, calling at intermediate stations:—
 Preston to Todmorden by 10-20 a.m. Preston to Todmorden train.
 Todmorden to North Dean by 4-5 p.m. Todmorden to Wakefield train.
 North Dean to Wakefield by 7-10 p.m. Halifax to Oakenshaw train.
 Wakefield to Doncaster by 6-55 p.m. Low Moor to Doncaster train.

A through wagon from Huddersfield to Bishopgate will be conveyed to Mirfield by the 7-48 p.m. Huddersfield to Mirfield, and thence to Wakefield by 7-10 p.m. Halifax to Oakenshaw, and from Wakefield by 6-55 p.m. Low Moor to Doncaster.

A tranship van from Bishopgate to Preston will be worked between Doncaster and Preston as follows:—
 Doncaster to Wakefield by 6-10 a.m. Doncaster to Wakefield.
 Wakefield to Todmorden by 10-20 a.m. Wakefield to Todmorden.
 Todmorden to Lostock Hall by 3-5 p.m. Todmorden to Lostock Hall.
 Lostock Hall to Preston by pilot.

The 7-15 a.m. Accrington Loco Sidings to Patriofof will start 15 minutes earlier, viz., at 7-0 a.m., and instead of following the 7-35 a.m. passenger train Accrington to Manchester from Accrington, it will run to Baxenden in front, do its work there, and be ready to follow the train from that point. The wagons hitherto shunted out at Buckley Wells for this train will be taken by the pilot to Tottington Junction and the train will cease to call at Bury Loco Sidings.

	p.m.		p.m.		p.m.
Bacup	dep. 7 55	Clough Fold	dep. 9 35	Ilex Siding	dep. 10 5
Waterfoot	" 9 15	Ashworth's Siding	" 9 45	Rawtenstall	" 10 25
Hareholme Siding	" 9 25	Hall Car Siding	" 9 55		

And afterwards as at present.

WORKING OF CATTLE TRAINS FROM LIVERPOOL TO WAKEFIELD, NORMANTON, LEEDS, &c.

Cattle trains from Liverpool to Wakefield, Normanton, Leeds, &c., may be expected to run at the under-noted times. They will carry ordinary "passenger train" head-lights, and must be signalled accordingly; and Liverpool will in addition telegraph their departure time from Sandhills to Wigan, Bolton, Castleton, Todmorden, Sowerby Bridge, Mirfield, Wakefield, and destination; and a clear road must be kept for them.

Via WESTERN DISTRICT.							Via E. L. DISTRICT.										
STATIONS.	1	2	3	4	5	6	STATIONS.	1	2	3	4	5	6	7	8	9	
Sandhillsdep	p.m. 1230	p.m. 1 8	p.m. 1 58	p.m. 3 6	p.m. 3 42	p.m. 4 10	Sandhillsdep	p.m. 1240	p.m. 1 10	p.m. 2 38	p.m. 3 30	p.m. 4 4	p.m. 4 4	p.m. 5 36	p.m. 6 35	p.m. 7 5	
Kirkdalepass	1 33	1 11	2 23	3 9	3 45	4 14	Kirkdalepass	1 243	1 13	2 41	3 33	4 7	4 53	5 38	6 38	7 8	
Walton Junction.....	1 237	1 15	2 6	3 13	3 49	4 18	Walton Junction.....	1 247	1 17	2 45	3 37	4 11	4 57	5 42	6 42	7 12	
Fazakerley Junction.....	1 246	1 24	2 15	3 22	3 58	4 26	Ormskirk{arr	1 13	1 43	3 11	4 3	4 36	5 23	6 27	7 7	7 38	
Rainford Junction.....	1 0	1 38	2 29	3 36	4 12	4 40	Ormskirk{dep	1 20	1 49	3 16	4 15	4 50	5 32	6 12	7 12	7 44	
Upholland Moss Loop.....dep	1 0	1 48	2 39	3 46	4 22	4 50	Lostock Hall.....pass	1 47	2 16	3 43	4 42	5 5	5 59	6 38	7 38	8 17	
Uphollandpass	1 10	1 48	2 39	3 46	4 22	4 50	Bamber Bridge Junction.....	1 50	2 19	3 46	4 45	5 29	6 47	7 47	8 14	8 14	
Wiganpass	1 23	1 17	2 59	3 59	4 42	5 3	Cherry Tree Junction.....	2 8	2 37	4 3	4 59	5 47	6 18	6 57	7 58	8 31	
Hindley Junction.....dep	1 32	2 19	3 14	4 8	4 51	5 12	Blackburn{arr	2 16	2 44	4 12	5 5	5 57	6 25	7 5	8 5	8 39	
Lostock Junction.....pass	1 46	2 33	3 15	4 22	5 5	5 26	Blackburn{dep	2 20	2 46	4 15	5 10	6 5	6 25	7 5	8 5	8 34	
Bolton{arr	1 54	2 39	3 22	4 29	5 12	5 33	Accrington.....{dep	2 35	3 14	4 30	5 24	6 25	6 40	7 17	8 17	8 54	
Bolton{dep	2 5	3 52	4 30	5 33	6 20	5 53	Rose Grove{pass	2 47	3 12	4 43	5 37	6 41	6 51	7 30	8 50	9 9	
Bradley Fold Junction.....pass	2 13	3 1	3 39	5 2	5 29	6 2	Gannow Junction.....	2 48	3 13	4 44	5 38	6 43	6 52	7 31	8 31	9 10	
Bury (L. & Y.).....pass	2 19	3 8	3 56	5 10	5 37	6 9	Burnley(M'chester Rd.)	{arr	2 52	3 17	4 48	5 42	6 47	6 56	7 35	8 35	9 14
Castleton North Junction pass	3 33	3 22	4 15	5 27	5 52	6 24	Burnley(M'chester Rd.)	{dep	3 0	3 35	4 58	5 56	6 52	7 37	8 42	9 20	
Castleton East Junction.....	2 34	3 13	4 19	5 30	5 54	6 24	Hall Royd Junction.....pass	3 27	4 4	5 35	6 17	7 17	7 30	8 9	9 7	9 47	
Rochdalepass	2 39	3 30	4 25	5 40	6 2	6 30	Hebden Bridge.....	3 36	5 44	6 26	7 25	7 41	8 21	9 16	9 56		
Littleborough{arr	2 47	3 42	4 32	5 50	6 11	6 38	Sowerby Bridge.....arr	3 47	5 55	6 36	7 36	7 52	8 35	9 28	10 8		
Todmorden{dep	3 10	4 4	5 6	6 10	6 35	7 8	Sowerby Bridge to Leeds dep	3 50	5 58	6 42	7 42	8 08	8 40	9 40	10 15		
Hebden Bridge.....pass	2 21	4 15	5 15	6 21	6 47	7 19	Halifax{dep	4 0	6 9	6 52	7 52	8 108	8 52	9 50	10 30		
Sowerby Bridge.....arr	3 22	4 26	5 26	6 32	7 07	7 30	Halifax{arr	4 14	6 15	7 10	8 10	8 229	9 05	10 31			
Sowerby Bridge to Leeds dep	3 40	4 32	5 35	6 34	7 57	8 38	Low Moor{dep	4 20	5 17	6 30	7 20	8 55	9 15	10 15			
Halifax{arr	3 55	4 45	5 47	6 47	7 18	7 50	Leeds{dep	5 10	5 50	7 57	8 55	9 25	10 10				
Low Moor{dep	4 20	5 8	6 17	7 07	7 28	8 17	Sowerby Bdg.to Normantn dep	3 38	4 35	5 40	6 35	7 45	8 28	9 38	10 12		
Leeds{arr	5 10	5 50	7 57	8 55	9 25	9 10	Brighousepass	3 53	4 50	5 53	6 48	7 58	8 25	9 35	10 5		
Sowerby Bdg.to Normantn dep	3 38	4 35	5 40	6 35	7 45	8 28	Heaton Lodge Junction.....	3 58	4 55	5 58	6 53	8 03	8 29	9 39	10 31		
Brighousepass	3 53	4 50	5 53	6 48	7 58	8 28	Mirfield{dep	4 14	5 11	6 10	7 05	8 15	8 29	9 39	10 31		
Heaton Lodge Junction.....	3 58	4 55	5 58	6 53	8 03	8 28	L. & N. W. Junction.....pass	4 19	5 16	6 10	7 05	8 15	8 29	9 39	10 31		
Mirfield{dep	4 14	5 11	6 10	7 05	8 15	8 28	Horbury Junction.....{arr	4 38	5 35	6 30	7 25	8 35	8 49	9 59	10 54		
L. & N. W. Junction.....pass	4 19	5 16	6 10	7 05	8 15	8 28	Wakefield{arr	4 52	5 49	6 44	7 39	8 49	9 09	10 24	11 0		
Horbury Junction.....{arr	4 38	5 35	6 30	7 25	8 35	8 49											
Wakefield{arr	4 27	5 30	6 35	7 22	8 45	8 45											

A Time allowed for examination purposes. B Waits in Loop for passenger train to pass.
C Shunts for passenger train to pass. D Runs to Leeds in times of No. 1 Western.

Several withdrawals and alterations will be made in the trains during Whit Week, particulars of which will be shortly issued.

See the Great Northern, London and North Western, M. S. & L., Midland, and N. E. Companies' Working Time Books for particulars of alterations in their trains running over the Lancashire and Yorkshire line.

WM. THORLEY,
CHIEF TRAFFIC MANAGER.

Manchester, May 26th, 1886.

Please affix this to the May Working Time Book.