

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Operational Documents & Pamphlets

29th January 1920

School of Signalling

Programme

Distribution of
PRIZES & CERTIFICATES
For the Session 1918 – 19

(43 Pages)

LANCASHIRE & YORKSHIRE RAILWAY.



School of Signalling.

PROGRAMME.

Distribution of
PRIZES &
CERTIFICATES

For the Session 1918-19.

THURSDAY, JANUARY 29th, 1920.

ARTHUR WATSON, General Manager.

LANCASHIRE & YORKSHIRE RAILWAY.

School of Signalling.

PROGRAMME.

*Distribution of Prizes and
Certificates*

FOR THE SESSION 1918-1919.

THURSDAY, JANUARY 29th, 1920.

ARTHUR WATSON,
General Manager.



ARTHUR WATSON, Esq., C.B.E.,
M.Inst. C.E.,
General Manager.



Chairman :

ASHTON DAVIES, Esq., M.B.E.,
Superintendent of the Line.

JANUARY 29th, 1920,
5-30 p.m.



PRESENTATION
OF
PRIZES
AND
CERTIFICATES

In connection with the
1918-1919 Session

*Prizes and Certificates will be
Presented by*

T. W. ROYLE, Esq., M.B.E.,
Assistant Superintendent
of the Line.

Who will be supported by the
Officers of the Company and
other gentlemen.





School of Signalling—Interior.

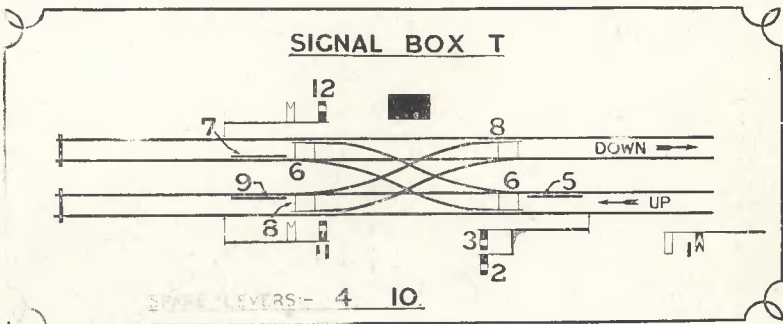
School of Signalling.

THE SCHOOL OF SIGNALLING has been instituted to give facilities to members of the staff to extend their knowledge of railway working, and may be said, with its present equipment, to be the finest School of Signalling in this Country.



MODEL MINIATURE RAILWAY.

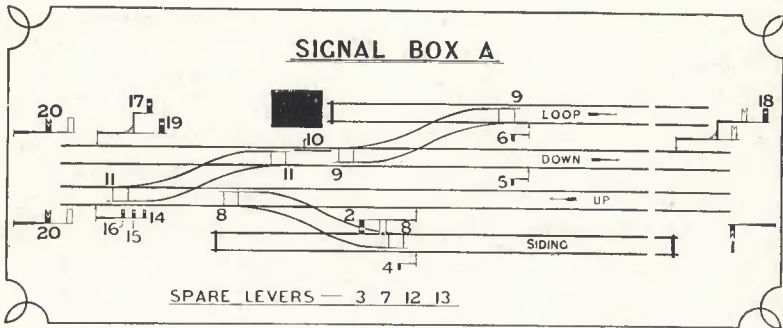
A Model Miniature Railway is provided with signals and points worked from three Signal Boxes equipped with block telegraph instruments and miniature lever frames of the standard type adopted by the Company, which work the points and signals provided on the miniature railway. The Signal Boxes are named "T," "A," and "B" respectively.



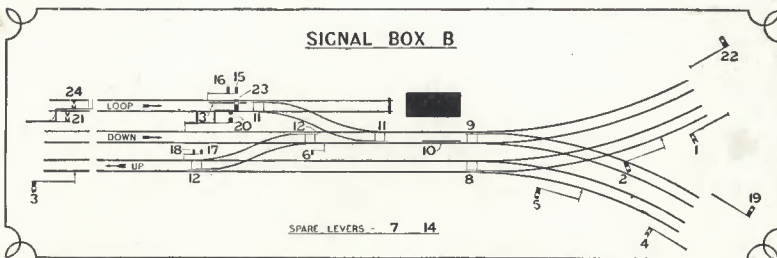
This Signal Box works the points and signals in connection with a terminal station, so laid out that the operations which require to be carried out at a terminal station can be demonstrated. It is connected by block telegraph instruments of the Double Dial One Wire Three Position type to Signal Box "A."



Miniature Railway and Appliances.

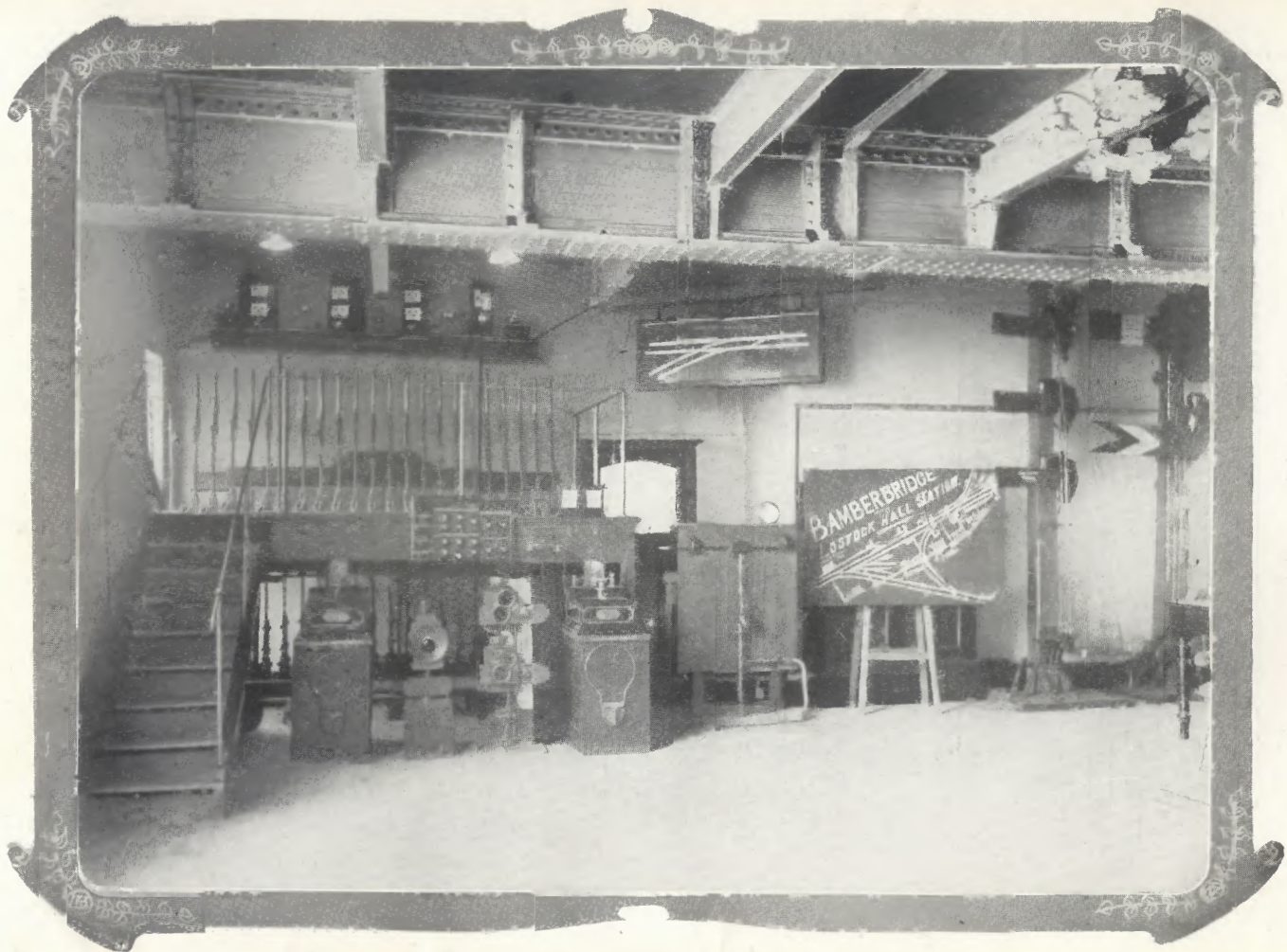


Signal Box "A" operates the points and signals in connection with the Up and Down main lines; the inlet to a Down Goods Loop running from Signal Box "A" to Signal Box "B"; and also the points leading into and out of an Up Refuge Siding. The Signal Box is equipped with a Double Dial One Wire Three Position Instrument to Signal Box "T"; a Double Dial Three Wire Three Position Absolute Block Instrument and a Recorder Permissive Block Instrument to Signal Box "B."



Signal Box "B" works the outlet from the Down Goods Loop from Signal Box "A," and the Junctions to and from Signal Boxes "C" and "D." It is connected by block telegraph circuits with Signal Boxes "A," "C," and "D" with Double Dial Three Wire Three Position Absolute Block Instruments, and also a Permissive Recorder Block Instrument with Signal Box "A."

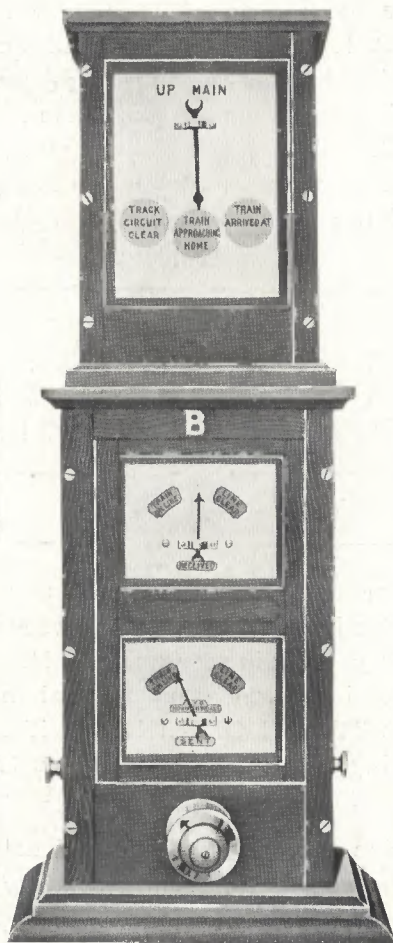
The model railway as laid down between Signal Boxes "T," "A," "B," "C," and "D," allows of all kinds of operations under different conditions to be demonstrated.



Standard Signal Box and Signals.

TRACK CIRCUITS.

A Track Circuit is provided between the Up Starting Signal for "B" and the Up Home Signal for "A," and a Three Position Track Indicator is fixed over the Block Instrument in Signal Box "A" which gives the indications shewn:—



The track circuit is so arranged that when a train passes the Up Starting Signal for "B," and enters upon the track circuited section of the line, the indication "TRAIN APPROACHING HOME" is given on the track indicator. The

block indicator is maintained at the "TRAIN ON LINE" position, and the lever in Signal Box "B" which works the Up Starting Signal, is locked in the danger position. A plunger is provided on the Up Home Signal for "A," which is operated by the trainmen when a train is detained at the Up Home Signal for "A." When this presser is used the track indicator goes from "TRAIN APPROACHING HOME" to "TRAIN ARRIVED AT," and remains in that position until the signal is lowered and the train passes off the track circuited section of the line, when the needle goes to "TRACK CIRCUIT CLEAR." A plate, lettered as shewn below, is provided at the Up Home Signal for the information of the trainmen to shew that Rule 55 is exempted.

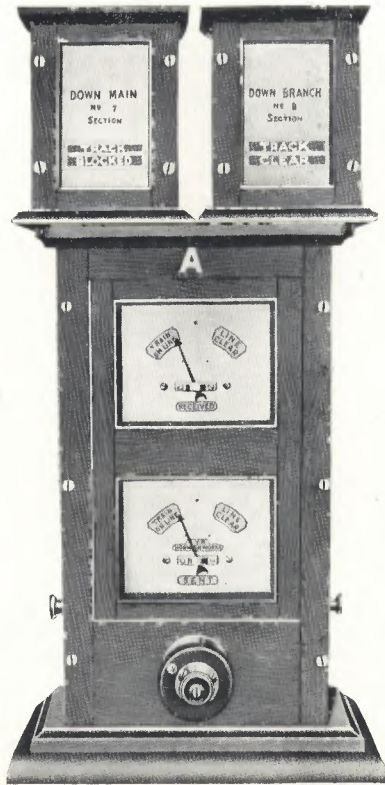
**RULE 55
EXEMPTED
PRESS KEY**

The above arrangement shews how a track circuit can be used for protecting an obstruction between the last stop signal for the Signal Box in rear and the Home Signal for the Signal Box in advance by maintaining the block indicator at the "TRAIN ON LINE" position and locking the lever working the last stop signal at Signal Box in the rear at the Danger position.

The provision of the presser on the signal post advises the signalman when the train has come to a stand and avoids the necessity of the trainmen carrying out the provisions of Rule 55.

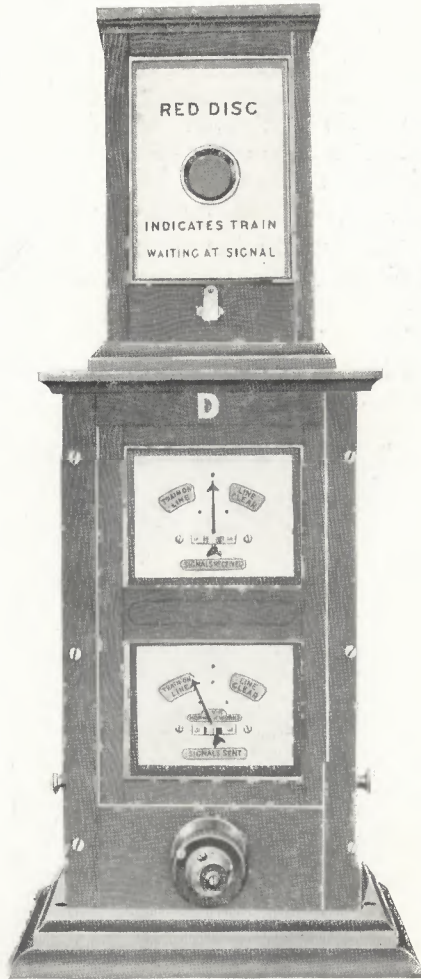
Track circuits are also provided between the fouling point of the junction at "B" and the Starting Signals to "C" and "D," which operate Two Position Track Indicators in

the "B" Signal Box shewing when the line ahead of the Junction and in rear of the Starting Signal to "C" or "D" respectively is clear or obstructed. When the line is not clear the track indicator shews "TRACK BLOCKED," and the protecting signals are locked in the "DANGER" position. This arrangement shews how track circuits can be used for protecting an obstruction between Home and Starting Signals. These sections of the line are also exempted from the provisions of Rule 55, and plates are fixed near the signals.



TO AND FROM BELL COMMUNICATION.

To and From Electric Bell Communication is established between the Up Home Signal from "D" and Signal Box "B." When the plunger is pressed a bell is rung in the Signal Box and an electric indicator is operated shewing "TRAIN WAITING AT SIGNAL." The signalman receiving the signal presses a plunger in his box which rings a bell on the Home Signal post from "D," indicating to the trainmen that the signalman is aware of the train being detained and has taken the necessary steps for its protection. These appliances demonstrate what is done at places where To and From Bell Communication is provided in substitution of carrying out the provisions of Rule 55 in the Book of Rules and Regulations. The indicator is replaced to the normal position when the Home Signal from "D" is lowered.

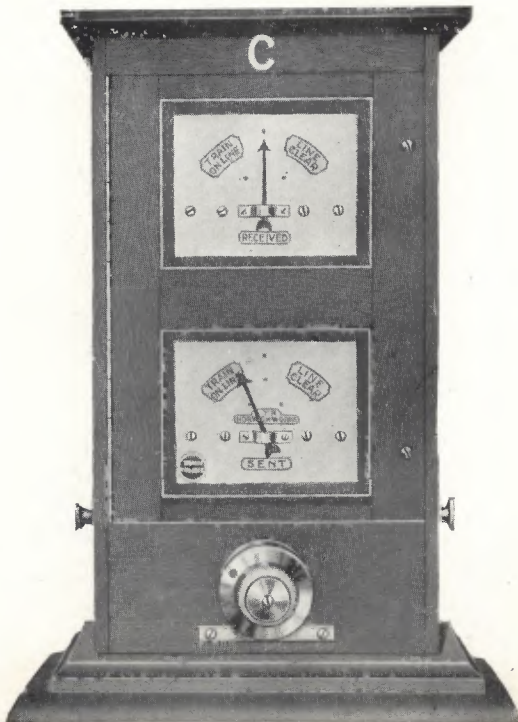


ELECTRIC BELL COMMUNICATION WITH REPLY.

Electric Bell communication with reply is also established between the Up Home Signal from "C" and Signal Box "B." When the plunger is pressed a bell is rung in the Signal Box and the Commutator of the Block Instrument is locked at the "TRAIN ON LINE" position, and an Electric Indicator in the Block Instrument is operated shewing "TRAIN WAITING AT SIGNAL." When the Electrical Contact is completed a bell on the signal post is rung.

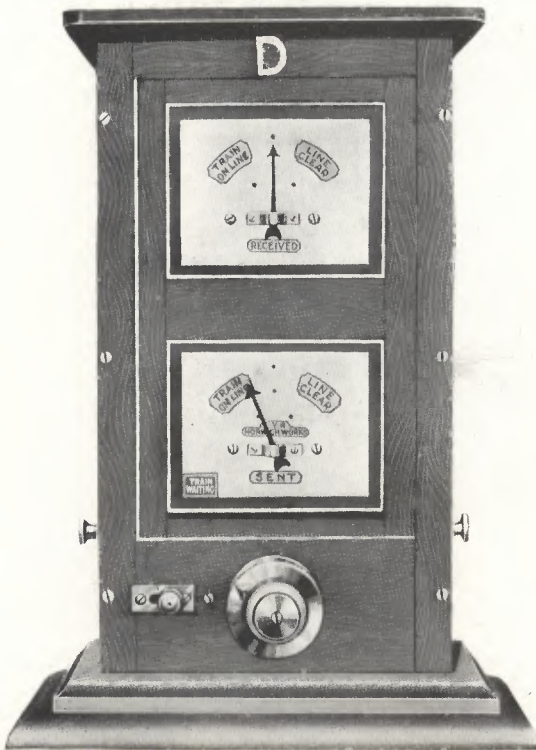
These appliances demonstrate what is done at places where bell communication with reply is provided in substitution of carrying out Rule 55 of the Book of Rules and Regulations.

The Indicator is replaced at the normal position and the Commutator unlocked when the Home Signal from "C" is lowered.



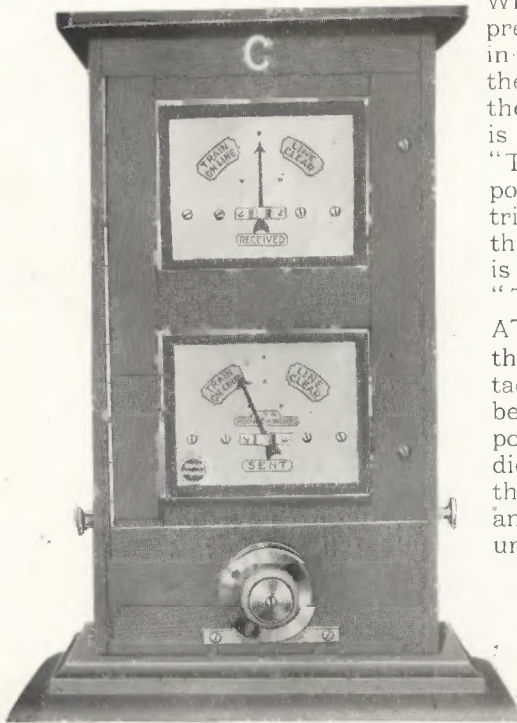
BLOCK INSTRUMENTS WITH MECHANICAL SLIDE.

In connection with the block instrument at "D," an indication is given shewing "TRAIN WAITING" by the sliding of a knob, and when this indication is given the commutator of the block instrument is locked at the "TRAIN ON LINE" position. This arrangement allows of the trainman to return to his train after the signalman has advised him that he has taken the necessary steps to protect the train he is working.



INTERLOCKING BLOCK INSTRUMENTS.

Interlocking Block Working is in operation on the Down line between Signal Box "A" and Signal Box "B." The lever working the Starting Signal at "A" is locked in the "DANGER" position except when the Block Indicator is at the "LINE CLEAR" position. Electric Bell Communication with reply is also provided between the Down Home Signal for "B" and Signal Box "B."



When the plunger is pressed, a bell is rung in the Signal Box, the Commutator of the Block Instrument is locked at the "TRAIN ON LINE" position, and an Electrical Indicator in the Block Instrument is operated shewing "TRAIN WAITING AT SIGNAL." When the Electrical contact is completed a bell on the signal post is rung. The Indicator is placed at the normal position, and the Commutator unlocked when the Home Signal from "A" has been lowered and again placed in the danger position.

These appliances demonstrate what is done at places where Interlocking Block is in operation and where the provisions of Rule 55 are cancelled.

This arrangement shews how a train is prevented from entering a section unless the signalman at the advanced box has given permission for a train to travel in the section by acknowledging the "IS LINE CLEAR" Signal and turning the Block Indicator to the "LINE CLEAR" position.

EXEMPTION OF RULE 55.

Rule 55 is suspended on sections of the line where the following arrangements are adopted :—

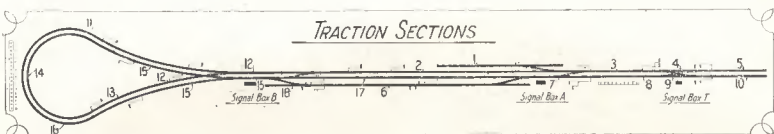
- (1) When a train standing at a signal is upon a track circuited portion of the line.
- (2) Where Interlocking Block is in operation.
- (3) Where TO and FROM Bell Communication is provided between signal and signal box.
- (4) Where Bell Communication with reply is established between signal and signal box.

At the signals where Rule 55 is exempted a plate is fixed at the signal post to this effect.

ENGINES AND ROLLING STOCK.

Miniature Engines and Vehicles of the Company's Standard types are provided, which are electrically propelled by the use of the third rail, similar to the electric traction system in operation on the Company's electrified lines between Liverpool and Southport, and Manchester and Bury, and this arrangement enables all kinds of movements to be performed.

The line has been divided into traction sections, and in a position near Signal Box "T" Switches are provided which control the power of the various traction sections. The illustration below shews how the miniature railway has been divided up into 18 traction sections, and the numbers of such sections. The switches which are provided enable movements to be made either in the direction of "T" to "A" or "A" to "T" as may be required.

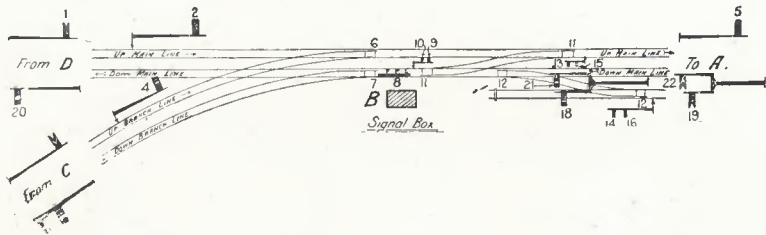


At each of the signal posts a cut-out switch is also fixed, so that any student taking up the position of an Engine Driver of a train may bring it to a stand at the signal when at danger, and restart the train after the signal has been lowered by a proper manipulation of the cut-out switch referred to.

Some idea of the excellent arrangements which have been installed in connection with the School of Signalling will be obtained from the illustrations which appear in this booklet.

STANDARD TYPE OF SIGNAL BOX.

One of the Company's Standard Signal Box Lever Frames with the necessary block instruments is fixed in the School, so arranged as to work the points and signals which would be required for a railway laid down as shewn in the following sketch :—



Switching through apparatus is provided in model Signal Box "B," by means of which the block telegraph circuits between "A," "B," "C," and "D" can either be worked along the model railway or by substituting the standard Signal Box for the model Signal Box "B."

This lever frame is extensively used for dealing with all kinds of operations, and the movement of trains along the line at the Standard Signal Box and the position of the Signals are indicated by means of an illuminated

diagram fixed near the lever frame and operated by levers in the Signal Box. Illuminations can be placed on each running line to indicate the following positions:—

- (1) Train travelling through Section.
- (2) Train passed Distant Signal.
- (3) Train at a stand at Home Signal.
- (4) Train passed Signal Box.
- (5) Train at a stand at Starting Signal.
- (6) Train passed Starting Signal.

This arrangement enables all manner of operations to be demonstrated, and is most useful in the testing of men in the emergency rules.

The following apparatus is also provided:—

- (1) Two electric tablet instruments, by means of which the principles of the Electric Tablet Regulations are demonstrated.
- (2) Signal post with standard Home or Starting Signal semaphore and Distant semaphore underneath.
- (3) Three-arm tall Siding Signal.
- (4) Two-arm Dwarf Signal.
- (5) Disc Signal.
- (6) Electric repeaters.
- (7) Mechanical indicator used in connection with the working of Distant Signals in short sections.
- (8) Apparatus shewing how the chain communication between passengers and guards and engine drivers is operated.
- (9) Three standard lamps used on signal posts where the provision of Rule 55 is exempted.
- (10) Lever clips.
- (11) Miniature lever clips for use in connection with the model lever frames.

The text books used in connection with the School of Signalling are :—

- (a) The Company's Book of Rules and Regulations.
- (b) Appendices to the Book of Rules and Regulations as shewn below :—
 - (1) Regulations for working single lines of railway by train staff and ticket.
 - (2) Regulations for working single lines of railway by pilot guard.
 - (3) Regulations for working single lines of railway by only one engine in steam or two or more engines coupled together.
 - (4) Regulations for working goods lines where the absolute block telegraph system is not in operation or where no special regulations are in force. (Not applicable to single lines of railway.)
 - (5) Regulations for Train Signalling by Block Telegraph on double lines of railway.
 - (6) Regulations for train signalling on single lines of railway worked on the Electric Train Tablet Block System.
- (c) Appendix to the Book of Rules and Regulations and Working Time Table.
- (d) Signalling Arrangements Booklet.
- (e) Wrong Line Orders Booklet.

The lectures and demonstration cover a wide area, including the principles of signalling; the Block and Electric Tablet Regulations, and the steps to be taken in all emergencies; Single Line Working Arrangements, Wrong Line Order Arrangements.

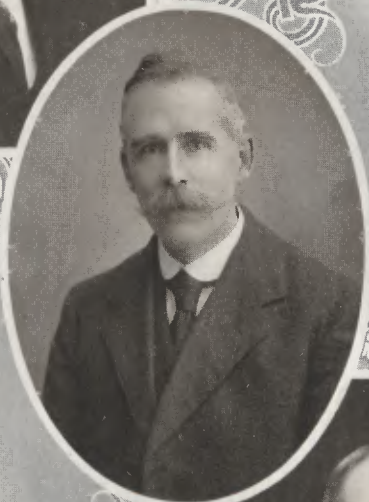


The Students attending the School of Signalling are assigned to one of the undermentioned seven classes comprising the School, and the lectures are given by Chief Block Inspector WHITE, and Messrs. J. R. RYDER and G. SEDDON, of the Department of the Superintendent of the Line.

- (1) HONOURS.
- (2) ADVANCED.
- (3) INTERMEDIATE.
- (4) PRELIMINARY.
- (5) STATION MASTERS.
- (6) SIGNALMEN.
- (7) PASSENGER AND GOODS GUARDS.

The following statement gives the number of Students enrolled each Session :—

SESSION.	NUMBER.
1910 (February to May.)	100
1910-11	500
1911-12	1525
1912-13	1352
1913-14	1159
1914-15	1118
1915-16	959
1916-17	1027
1917-18	900
1918-19	870
1919-20	1131



At the conclusion of each Session, examinations are held for the respective Classes, and the following statement gives the number of Students who have presented themselves for examination and the results obtained:—

Session.	Number of Students attending Examination.	Number of Students Passed.	Percentage.	Number of Students Failed.	Percentage.
1910 May	60	60	100	Nil.	—
1910-11	46	46	100	Nil.	—
1911-12	356	323	90.73	33	9.27
1912-13	263	252	95.81	11	4.19
1913-14	209	193	92.34	16	7.66
1914-15	259	211	81.46	48	18.54
1915-16	235	224	95.32	11	4.68
1916-17	224	186	83.04	38	16.96
1917-18	264	220	83.34	44	16.66
1918-19	162	140	86.42	22	13.58
Totals	2078	1855	88.56	223	11.44

The results obtained by the 1855 Students who have passed the examinations are as set out below:—

525 obtained 1st Class Certificates
in the following divisions.

97	1	1
186	1	2
242	1	3

804 obtained 2nd Class Certificates
in the following divisions.

281	2	1
271	2	2
252	2	3


526 passed 3rd Class in the
following divisions.

230	3	1
177	3	2
119	3	3

SESSION 1918-19.

At the last examination held in connection with 1918-19 Sesson 162 students presented themselves and obtained the results shewn:—

Section.	Result.	Class.	Division.
"A" Honours	1 ...	2 ...	1
" " "	3 ...	2 ...	3
" " "	4 Failed.		
"B" Advanced	4 ...	1 ...	2
" " "	1 ...	1 ...	3
" " "	3 ...	2 ...	1
" " "	2 ...	2 ...	2
" " "	2 ...	2 ...	3
" " "	2 ...	3 ...	1
" " "	1 Failed.		
"C" Station Masters	3 ...	1 ...	1
" " "	3 ...	1 ...	2
"D" Signalmen	4 ...	1 ...	1
" " "	13 ...	1 ...	2
" " "	4 ...	1 ...	3
" " "	2 ...	2 ...	1
" " "	3 ...	2 ...	2
" " "	1 ...	2 ...	3
"E" Passenger & Goods Guards	6 ...	1 ...	1
" " "	1 ...	1 ...	2
" " "	2 ...	1 ...	3
" " "	1 ...	2 ...	2
"F" Intermediate	2 ...	1 ...	1
" " "	1 ...	1 ...	2
" " "	4 ...	1 ...	3
" " "	8 ...	2 ...	1
" " "	5 ...	2 ...	2
" " "	5 ...	2 ...	3
" " "	2 ...	3 ...	2
" " "	1 ...	3 ...	3
" " "	5 Failed.		
"G" Preliminary	2 ...	1 ...	3
" " "	9 ...	2 ...	1
" " "	5 ...	2 ...	2
" " "	12 ...	2 ...	3
" " "	8 ...	3 ...	1
" " "	8 ...	3 ...	2
" " "	7 ...	3 ...	3
" " "	12 Failed.		


School of Signalling
 SESSION 1918-1919.
This is to Certify
THAT
GEORGE BRIGGS
(Clerk, Goods Department, Blackburn)
 has sat for an Examination in the following subjects,
 and obtained the results shown:

SUBJECT	Section	No of Marks Possible	No. of Marks Obtained	RERULY.	
				Class.	Section
Block Telegraph Regulations and Signalling, etc. Arrangements	HONOURS	400	306	2	1

AND WINNER OF FIRST PRIZE

J. White.
Lecturer.
Geo. Hunter
Examiner.
M. A. Harris
Superintendent of the Line.
M. Watson
General Manager.

LANCASHIRE & YORKSHIRE RAILWAY.

SCHOOL OF SIGNALLING.

List of Prize Winners—Examination, Session 1918-19.

STUDENT.	Department.	Class.	Position	Prize.	MARKS.		Class.	Division.
					Possible.	Ob- tained		
G. BRIGGS	Clerk, Goods, Black- burn	Honours	1st	Watch Chain	400	306	2	I
D. BOND	Foreman Porter, Sandhills	„	2nd	Clock	400	263	2	3
G. DIGGLE	Clerk, Telegraph, Manchester	„	3rd	Dinner Cruet	400	259	2	3
J. H. HOWARTH ...	Booking Clerk, Waterfoot	Advanced	1st	Rose Bowl	400	373	I	2
E. FARROW	Clerk, Goods, Burn- ley	„	2nd	Case of Cutlery	400	370	I	2
J. HEY	Clerk, Office of Supt. of the Line	„	3rd	Safety Razor	400	364	I	2
A. J. LLOYD	Station Master, Mill Hill	Station Masters	1st	Tea Pot	150	148	I	I
T. SHAW	Station Master, Shirdley Hill	„	2nd	Clock	150	147	I	I
J. TYRER	Station Master, Orrell	„	3rd	Butter Dish	150	145	I	I
R. WILEY	Signalman, Ludden- denfoot	Signalmen	1st	Case of Carvers	150	149	I	I

W. WEBSTER	Signalman, Bradford	„	2nd	Barometer	150	147	1	1
R. CARTMELL	Signalman, Miles Platting	„	3rd	Brief Bag	150	146	1	1
A. UTTLEY	Passenger Guard, Holmfirth	Guards	1st	Trousers Press	150	148	1	1
W. CAIN	Passenger Guard, Mirfield	„	2nd	Umbrella	150	147	1	1
H. NICHOLSON	Passenger Guard, Bradford	„	3rd	Flower Stand	150	146	1	1
G. LEATHER	Clerk, Office of Supt. of the Line	Intermediate	1st	Cake Basket	300	293	1	1
T. G. JONES	Clerk, Office of Supt. of the Line	„	2nd	Clock	300	275	1	1
G. HOLDEN	Clerk, Goods, Bury	„	3rd	Biscuit Barrel	300	266	1	2
R. M. MORRIS	Platelayer, West- houghton	Preliminary	1st	Pair of Vases	300	242	1	3
J. W. ACKRILL	Clerk, Office of Supt. of the Line	„	2nd	Flower Stand	300	234	1	3
W. MAKINSON	Clerk, Office of Supt. of the Line	„	3rd	Military Brushes	300	223	2	1

SESSION 1919-20.

The interest taken in connection with the Lectures and Demonstrations given at the School of Signalling continues, as will be seen by the number of Students attending the lectures in connection with the present Session as shewn below :—

Class.	Number of Students.
"A" HONOURS	47
Block Regulations.	
Signalling Arrangements.	
Single Line Working Arrangements.	
Wrong Line Orders, etc.	
Electric Tablet Regulations.	
Appendix to the Book of Rules and Regulations.	
"B" ADVANCED	62
Block Regulations.	
Signalling Arrangements.	
Wrong Line Orders.	
Book of Rules and Regulations.	
"C" STATION MASTERS	57
Block Regulations.	
Signalling Arrangements.	
"D" SIGNALMEN	277
"E" PASSENGER AND GOODS GUARDS	25
"F" INTERMEDIATE	87
Block Regulations.	
Signalling Arrangements.	
"G" PRELIMINARY	576
Block Regulations.	
Total	1,131

SESSION 1918-1919.

RESULTS OF EXAMINATIONS.

CLASS A (HONOURS).

Number and Name.	Department.	Possible Marks	Questions.					Total	Class	Divi- sion
			1	2	3	4	5			
			200	50	50	50	50	400		
1. George Briggs	Clerk, Goods, Blackburn	Obtained	162	41	33	37	33	306	2	1
2. Daniel Bond... ..	Foreman Porter, Sandhills	„	139	16	44	30	34	263	2	3
3. George Diggle	Clerk, Telegraph, Manchester	„	154	40	36	16	13	259	2	3
4. Fred Peaker	Clerk, Leeds (Central)	„	164	24	34	19	17	258	2	3
5. John Lewis	Clerk, Blackpool (T.R.), Station Master's Office.	„	106	14	12	10	29	171	—	—
6. Ralph T. Booth	Foreman Porter, Elland	„	55	5	14	17	38	129	—	—
7. H. Collins	Booking Clerk, Heywood... ..	„	60	8	16	10	21	115	—	—
8. Fred Wilkinson	Booking Clerk, Roehdale	„	58	14	17	3	9	101	—	—

Results of Examinations—CLASS B (ADVANCED).

Number and Name.	Department.	Possible Marks	Questions.					Total 400	Class	Divi- sion
			1	2	3	4	5			
			75	75	50	100	100			
1. J. Holt Howarth...	Booking Clerk, Waterfoot	Obtained	71	66	46	90	100	373	1	2
2. Ernest Farrow ...	Clerk, Goods, Burnley	„	57	65	50	98	100	370	1	2
3. Joseph Hey ...	Clerk, Office of Supt. of the Line	„	71	67	50	76	100	364	1	2
4. Hillyard Bruce ...	Clerk, D.P.S.O., Halifax	„	50	55	50	97	100	352	1	2
5. Ed. O'Rourke ...	Clerk, Goods, Waterfoot	„	47	54	49	90	100	340	1	3
6. Thomas Sharrock	Clerk, Passenger, Nelson... ..	„	27	54	49	89	100	319	2	1
7. Thomas Rimmer ...	Booking Clerk, Southport	„	34	53	44	95	83	309	2	1
8. William Gledhill...	Clerk, Goods, Bradford	„	21	38	43	100	100	302	2	1
9. William Davies ...	Clerk, Goods, Ansdell and F.	„	18	40	38	100	100	296	2	2
10. Henry Y. Chadwick	Clerk, Goods, Church and O.	„	16	33	40	91	99	279	2	2
11. Walter Dent... ..	Guard, Goole	„	11	26	47	88	100	272	2	3
12. Harold Clifford Nobbs	Porter, Lockwood	„	27	39	28	98	59	251	2	3
13. Harold Hanson ...	Clerk, Joint, Darton	„	21	37	47	80	64	249	3	1
14. William Henry Iddon	Burscough Junction... ..	„	21	23	35	91	75	245	3	1
15. John Christie ...	Shunting Inspector, Chorley	„	14	10	30	64	52	170	—	—

Results of Examinations—CLASS D (SIGNALMEN).

Number and Name.	Department.	Possible Marks	Question.	Class	Division
			1 150		
1. Robert Wiley	Signalman, Luddendenfoot	Obtained	149	1	1
2. Walter Webster	Bradford	"	147	1	1
3. Robert Cartmell	Miles Platting	"	146	1	1
4. Ernest Wilkinson	Accrington	"	141	1	1
5. R. H. Hargreaves	Clitheroe	"	139	1	2
6. Arthur Prince	Barnsley	"	138	1	2
7. Edward Swift	Southport	"	138	1	2
8. John Massey	Low Moor	"	138	1	2
9. John C. Ashton	Pendleton	"	137	1	2
10. Peter Liptrot	Orrell	"	137	1	2
11. John H. Hesketh	Rainford Junction	"	136	1	2
12. George H. Meads	Bury (Bolton St.)	"	133	1	2
13. Albert Payne	Low Moor	"	133	1	2
14. Tom Meek	Miles Platting	"	132	1	2
15. R. A. Grantham	Low Moor	"	129	1	2
16. Hiram A. Gaskell	Rainford Junction	"	128	1	2
17. William Garside	Greetland	"	126	1	2
18. Fred Wood	Ashton	"	117	1	3

Results of Examinations—Class D (Signalmen)—continued.

Number and Name.	Department.	Possible Marks	Question.	Class	Division
			1		
			150		
19. Frank Rudd	Signalman, Rochdale	Obtained	115	1	3
20. John Lewis Birtwistle	„ Rose Grove	„	114	1	3
21. Robinson Kendall	„ Halifax	„	112	1	3
22. John Henry Birtwistle... ..	„ Manchester	„	109	2	1
23. Fielden Barker	„ Littleborough	„	100	2	1
24. Albert Emmott	„ Miles Platting	„	99	2	2
25. J. Turner Priestley	„ Mytholmroyd	„	97	2	2
26. W. Alfred Stoneley	„ Huncoat... ..	„	90	2	2
27. W. C. Teal	„ Brockholes	„	85	2	3

Result of Examination. CLASS E (PASSENGER AND GOODS GUARDS).

Number and Name.	Station.	Possible Marks	Question.	Class.	Division.
			1		
			150		
1. Arthur Uttley	Holmfirth	Obtained	148	1	1
2. William Cain... ..	Mirfield	„	147	1	1
3. Harold Nicholson	Bradford	„	146	1	1
4. G. W. Thompson	Southport	„	145	1	1
5. David Bennison	Manchester	„	144	1	1
6. Sam Brierley... ..	Rochdale	„	141	1	1
7. Ernest Tidd	Mirfield	„	134	1	2
8. Harry Shepherd	Rochdale	„	129	1	3
9. Joseph Redman	Manchester	„	128	1	3
10. Charles Wilkinson... ..	Bury (Bolton Street)	„	99	2	2

Results of Examinations—CLASS F (INTERMEDIATE).

Number and Name.	Department.	Possible Marks	Questions.										Total	Class	Division
			1	2	3	4	5	6	7	8	9	10			
			35	25	15	20	25	30	50	60	25	15			
1. Geo. Leather...	Clerk Office of Supt. of the Line	Obtained	35	25	15	20	24	29	48	60	23	14	293	1	1
2. Thos. G. Jones	Clerk, Office of Supt. of the Line	„	33	22	11	16	23	28	46	59	23	14	275	1	1
3. George Holden	Clerk, Goods, Bury ...	„	33	25	15	17	20	25	38	57	23	13	266	1	2
4. H. Heyworth..	B'k'g Clerk, Heywood.	„	35	23	12	12	18	20	35	58	18	11	242	1	3
5. Ernest Collins.	Clerk, D.P.S.O. Halifax	„	25	25	15	20	21	24	41	40	16	13	240	1	3
6. Edwd. Jackson	Clerk, Hebden Bridge..	„	28	22	15	16	18	24	33	55	16	11	238	1	3
7. R. C. Higham.	Clerk, Office of Supt. of the Line	„	23	18	11	15	16	16	37	57	22	12	227	1	3
8. S. Warburton.	Clerk, Ramsbottom ...	„	25	13	10	8	20	24	39	56	15	9	219	2	1
9. Edwd. Barker.	Booking Clerk, Nelson	„	35	14	8	19	14	14	26	57	18	12	217	2	1
10. William King..	Clerk, Clitheroe	„	35	22	13	15	22	20	28	52	9	0	216	2	1
11. F. L. Fielden...	Clerk, Todmorden.....	„	20	22	12	16	14	22	24	58	12	14	214	2	1
12. Ben. Merritt...	Clerk, Goods, Hindley.	„	25	20	12	14	18	20	28	55	12	10	214	2	1
13. Alfred Logan...	Clerk, Office of Supt. of the Line	„	28	13	5	12	21	18	37	57	7	14	212	2	1
14. C. E. Rothwell	Clerk, Office of Supt. of the Line.....	„	15	7	5	14	17	13	48	55	19	13	206	2	1
15. Frank Lingard	Clerk, Hebden Bridge.	„	18	23	10	17	17	18	28	47	18	8	204	2	1

Results of Examinations—Class F (Intermediate)—continued.

Number and Name.	Department.	Possible Marks	Questions.										Total	Class	Division
			1	2	3	4	5	6	7	8	9	10			
			35	25	15	20	25	30	50	60	25	15			
16. Percy A. Race.	Clerk, Station Master's Office, Blackburn..	Obtained	18	6	9	18	14	14	45	50	19	6	199	2	2
17. Cliff P. Bailey.	Clerk, Office of Supt. of the Line.	„	23	9	8	13	12	26	33	55	4	13	196	2	2
18. A. Holmes. ...	Clerk, Mirfield	„	13	10	11	16	11	15	26	51	22	8	183	2	2
19. Robt. Rainford	Clerk, Preston Road...	„	13	10	8	14	13	10	28	52	20	13	181	2	2
20. John H. Booth	Signalman, L'stock Jn.	„	20	12	8	8	17	11	37	40	15	12	180	2	2
21. G. E. A. Watts	Clerk, Blackpool Cen..	„	5	17	13	8	15	8	33	55	13	5	172	2	3
22. Edwd. Audsley	Clerk, Elland.....	„	13	6	0	4	21	13	32	57	19	7	172	2	3
23. John Bond ...	Clerk, Royton	„	15	4	3	10	15	10	41	55	6	7	166	2	3
24. J. A. Ayrton...	Porter, Thornhill	„	17	14	5	7	12	18	31	44	4	12	164	2	3
25. A. Alf. Morley.	Clerk, Broadfield	„	6	2	5	5	16	16	26	57	6	13	152	2	3
26. John Cliffe ...	Clerk, Hindley	„	10	4	9	10	6	3	19	35	6	16	118	3	2
27. Albert Spencer	Trainbooker, Daisy Fld	„	5	4	4	9	8	0	4	55	12	10	111	3	2
28. Ernest Riley...	Trainbooker, Daisy Fld	„	23	23	10	0	2	23	0	0	0	0	81	3	3
29. Wm. Hampson	Porter, Orrell	„	20	7	9	9	18	10	0	0	0	0	73	—	—
30. Harry Kay ...	Clerk, D.G.M.O., Bury	„	0	0	0	0	0	0	39	27	6	0	72	—	—
31. Leo. D. Wilson	Trainbooker, Wigan...	„	8	5	9	13	2	6	0	0	0	0	43	—	—
32. Alb't Rothwell	Shunter, Bury	„	13	4	5	4	10	3	0	0	0	0	39	—	—
33. Harold Assays.	Porter, Thornhill	„	8	0	0	0	0	14	0	0	0	0	22	—	—

Results of Examinations—CLASS G (PRELIMINARY).

Number and Name	Department.	Possible Marks	Questions.								Total	Class	Division.
			1	2	3	4	5	6	7	8			
			30	20	40	20	40	20	60	70			
1. Richd. M. Morris	Platelayer, Westhoughton ...	Obtained	26	9	35	10	27	18	47	70	242	1	3
2. John W. Ackrill .	Clerk, Office of Supt. of the Line	„	30	14	31	2	31	16	41	69	234	1	3
3. Walter Makinson	Clerk, Office of Supt. of the Line	„	30	3	25	12	29	20	50	54	223	2	1
4. Lister Walshaw .	Telegraph Clerk, Cleckheaton	„	30	8	23	10	23	15	40	70	219	2	1
5. Isaac Mather ...	Platelayer, Westhoughton . .	„	26	9	33	10	29	16	34	60	217	2	1
6. James Silcock ...	Platelayer, Kirkby	„	29	8	23	10	22	17	39	68	216	2	1
7. Walter Crompton	Clerk, Goods, Bolton	„	12	11	30	11	21	12	48	68	213	2	1
8. W. Mercer Mellor	Clerk, Goods, Blackpool (T.R.)	„	30	20	19	2	17	20	45	56	209	2	1
9. Horace Holden...	Clerk, Goods, Blackpool (T.R.)	„	26	4	18	4	25	20	45	65	207	2	1
10. John Rogers ...	Shunting Inspector, Miles Platting	„	30	12	20	9	10	20	33	70	204	2	1
11. Tom Martindale .	Clerk, Cleckheaton	„	28	6	15	16	21	18	33	66	203	2	1
12. Arthur Edwards .	Clerk, Telegraph, Office of Supt. of the Line	„	29	6	17	3	34	18	18	66	191	2	2
13. W. Haslam Taylor	Clerk, Westhoughton	„	28	3	8	5	9	14	49	70	186	2	2
14. Edwin Cross ...	Clerk, Ansdell and F.	„	19	10	12	3	23	18	36	65	186	2	2
15. Edmund R. Croker	Clerk, Goods, Blackpool (T.R.)	„	24	6	16	2	17	20	40	53	178	2	2

Results of Examinations—Class G (Preliminary)—continued.

Number and Name.	Department.	Possible Marks	Questions.								Total	Class	Division
			1	2	3	4	5	6	7	8			
			30	20	40	20	40	20	60	70			
16. Harry Walsh ...	Clerk, Hunt's Bank	Obtained	7	13	6	15	12	12	42	68	175	2	2
17. R. T. Hawkins...	Clerk, Joint, Summerseat ...	„	13	7	15	4	20	14	32	69	174	2	3
18. George Logan ...	Foreman Porter, Greenmount ...	„	23	6	10	7	11	15	32	70	174	2	3
19. Wm. Nicholson..	Clerk, Office of Supt. of the Line	„	13	6	14	8	8	16	40	68	173	2	3
20. Cyril F. Field ...	Clerk, Goods, Brighthouse ...	„	29	8	17	0	21	16	24	56	171	2	3
21. Fred Ashcroft ...	Clerk, Walkden	„	15	5	16	6	23	15	36	54	170	2	3
22. Frank Mason ...	C. & W., Bury	„	27	6	9	6	12	16	14	68	158	2	3
23. Harold Shepley..	Tel. Youth, Mytholmroyd ...	„	10	5	9	6	16	12	39	61	158	2	3
24. Joseph T. Bowler	Clerk, Passenger, Waterfoot ..	„	7	4	2	4	15	16	41	69	158	2	3
25. Douglas Newton.	Clerk, Brighthouse	„	12	4	10	6	14	16	39	56	157	2	3
26. Herbert Fitton...	Clerk, Office of Supt. of the Line	„	21	5	7	2	14	17	20	66	152	2	3
27. Thomas Wood ...	Porter, Stubbins	„	13	12	13	3	6	12	24	68	151	2	3
28. J. W. Marshall..	Bricklayer, Ramsbottom ...	„	7	10	12	3	22	16	22	59	151	2	3
29. Charles D. Hollis	Trainbooker, Liverpool ...	„	20	2	7	0	13	14	22	70	148	3	1
30. I. Peel	Joint Porter, Pemberton ...	„	26	2	5	2	11	13	30	56	145	3	1
31. John Jackson ...	Numbertaker, Hindley ...	„	27	2	9	2	12	11	32	46	141	3	1
32. Wright Walls ...	Trainbooker, Hindley	„	25	4	16	6	12	11	13	50	137	3	1
33. William Higgin..	Relief Porter, Salford	„	15	8	12	7	6	13	12	62	135	3	1

Results of Examinations—Class G (Preliminary)—continued.

Number and Name.	Department.	Possible Marks	Questions.								Total	Class	Division
			1	2	3	4	5	6	7	8			
			30	20	40	20	40	20	60	70			
34. Albert Storey ...	Trainbooker, Pemberton ...	Obtained	23	3	5	5	3	10	14	70	133	3	1
35. Edgar Hill Stott	Clerk, Goods, Bacup...	"	4	5	8	2	13	16	25	56	129	3	1
36. Francis Hopps...	Trainbooker, Brighouse ...	"	22	3	3	0	0	14	28	57	127	3	1
37. James H. Leigh..	Trainbooker, Hindley ...	"	27	5	4	5	5	11	24	40	121	3	2
38. Harry Edwards..	Hall Porter, Office of Supt. of the Line ...	"	6	0	7	3	6	15	19	64	120	3	2
39. Frank Audsley...	Clerk, Goods, Wardleworth...	"	7	2	9	5	5	12	18	58	116	3	2
40. Fred Marsden ...	Clerk, Waterfoot ...	"	9	4	3	3	12	15	14	54	114	3	2
41. Mitchell Taylor...	Clerk, Bacup...	"	0	2	5	4	3	14	22	62	112	3	2
42. Sampson Sutton.	Chargeman, Smithy Bridge...	"	0	0	2	4	7	10	16	68	107	3	2
43. John G. Marsden	Joint Porter, Whalley ...	"	8	3	6	5	2	10	20	50	104	3	2
44. James Lord ...	Clerk, Goods, Bury ...	"	9	1	6	2	2	14	19	51	104	3	2
45. F. N. Coates ...	Trainbooker, Wigan ...	"	22	4	4	3	3	14	9	40	99	3	3
46. T. Marlow Bond	Clerk, Goods, Preston ...	"	0	1	0	3	4	12	18	57	95	3	3
47. Frank T. Ashurst	Clerk, Goods, Pemberton ...	"	12	0	0	0	3	10	25	42	92	3	3
48. James Cunliffe...	Clerk, Bolton ...	"	0	2	0	2	4	12	11	60	91	3	3
49. William Simpkin	Brakesman, Bury...	"	5	2	4	2	7	16	13	42	91	3	3
50. M. Nightingale.	Pointsman, Blackburn...	"	9	0	4	4	5	13	21	34	90	3	3

Results of Examinations—Class G (Preliminary)—continued.

Number and Name.	Department.	Possible Marks	Questions.								Total	Class	Division.
			1	2	3	4	5	6	7	8			
			30	20	40	20	40	20	60	70			
51. Arnold Sutcliffe .	Clerk, Goods, Salford	Obtained	7	0	3	2	0	11	21	40	84	3	3
52. Thomas Simm ..	Porter, Todmorden	„	6	3	5	2	0	12	10	30	68	—	—
53. John Howard ...	Porter, Orrell	„	6	1	0	0	8	7	7	28	57	—	—
54. Samuel Harrison	Clerk, Goods, Preston	„	9	2	2	2	0	12	9	19	55	—	—
55. Robert French...	Engineer's Dept., Ramsbottom	„	0	1	3	3	5	13	11	12	48	—	—
56. Samuel Green ...	Trainbooker, Cooper Bridge ..	„	24	3	5	5	4	0	0	0	41	—	—
57. Henry Maris ...	Chargemen's Labourer, Darwen	„	0	12	4	2	16	0	0	0	34	—	—
58. Alfred Burr ...	Trainbooker, Aintree	„	15	6	4	2	3	0	0	0	30	—	—
59. Samuel Crisp ...	Trainbooker, Brighouse	„	14	2	4	3	3	0	0	0	26	—	—
60. Walter Bromley.	Shunter, Rose Grove	„	17	0	2	0	0	0	0	0	19	—	—
61. Wilfred Rayner .	Trainbooker, Rose Grove	„	10	2	0	3	0	0	0	0	15	—	—
62. Peter Lowe ...	Clerk, Halliwell	„	4	0	0	2	0	0	0	0	6	—	—
63. C. Pilliar	Chain Horse Youth, Rose Grove	„	0	0	0	2	0	0	0	0	2	—	—

RESULTS OF EXAMINATION. CLASS C STATION MASTERS.

No.	NAME	STATION	Possible Marks	Question.	Class.	Division.
				1 150		
1.	Alfred J. Lloyd	Mill Hill	Obtained	148	1	1
2.	Thomas Shaw	Shirdley Hill	„	147	1	1
3.	Joseph Tyrer	Orrell	„	145	1	1
4.	John Bardsley	Baxenden	„	136	1	2
5.	J. W. Wolfendale	Darcy Lever	„	133	1	2
6.	John H. Unsworth	Waterfoot	„	128	1	2