# London Midland and Scottish Railway (WESTERN DIVISION.) 

## INSTRUCTIONS

FOR DEALING WITH

## 

The following arrangements for the conveyance of Parcel Traffic to and from the Stations in the Western Division must be STRICTLY OBSERVED to ensure traffic being restricted to the services laid down, and to avoid staging of traffic and unnecessary transfer, traffic reaching terminal points at times unsuitable for delivery, or transfer points at times when there is nọ convenient service forward.

The arrangements will not apply to newspapers, films, live stock or perishable traffic (such as fish, fruit, etc.), nor traffic which it is known will be met by consignees at destination, nor to packages of an urgent nature.

The arrangements will not apply to the system in force for conveyance of Parcels in Hampers between certain points.

November, 1938.

## BRITISH RAILWAYS

## Working Time Table Reprints

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## PARCELS TRAFFIC-SPECIAL INSTRUCTIONS.

## Labelling of Vans.

All Parcel Vans and Vehicles used for Parcels, etc., Traffic MUST be adequately labelled, either with destination boards, or gummed labels, according to circumstances This also applies to Through Vans containing Mails, Milk Churns, Market Produce or Parcel Post.

## Chalking Vans.

It is most important that ALL vans containing Parcels, etc., Traffic should be properly chalked in accordance with the instructions laid down in this notice for the guidance of the Staff at all points. The exterior panels should be chalked as well as those in the interior of the Vans.

Care must be exercised to see that all old chalk marks are removed before the Vans commence running on subsequent services.

## Searching Vans.

Care must be taken to search carefully all Brake Vans on arrival at destination, so as to avoid the possibility of Parcels or Waybills being left in and being either lost or delayed.

## Sectionising Traffic.

Particular care must be taken to keep Parcels, etc., Traffic properly sectionised as laid down in this notice in the Brake Vans, where there is traffic for more than one destination, so as to avoid delay and confusion at stations where unloading and loading has to be done.

## Traffic Overcarried.

It is important for stations reporting Parcels Traffic overcarried or wrongly loaded to include particulars of the train and Van received giving the title of the Parcels Van or portion of the train concerned, also how the Traffic was actually sectionised, i.e., whether loaded separately or mixed with Traffic for another Station.

Neglect to give, this information causes unnecessary correspondence.

## Damaged Parcels.

The Station Staff must in all cases record (in the "Damaged Parcels" Books where provided) all cases of damage to Parcels, and should make the packing secure before such Parcels are despatched. Station Masters and others concerned should see that traffic is carefully handled by the Staff.

Guards must also draw the attention of the Station Staff to anv cases of damaged Parcels which may come under their notice.
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## Affixing of Parcels Stamps.

In all cases where practicable Parcels Stamps must be affixed to the label bearing consignee's address, care being taken not to cover any portion of the address. In the case of tie-on labels, the stamps should, where practicable, be affixed to the Parcel itself.

## Conveyance of News Correspondence and Railway Post Letters.

The Letters must be handed to the Guard at the Forwarding Station and not be loaded in the Van with ordinary Parcels.

At Transfer and Terminal Stations the Guard must hand the Letters out specially, they must not be left in the Van with the Parcels or in the racks with Waybills and Despatches.

## ROUTES FOR PARCEL TRAFFIC.

Parcels and Miscellaneous Traffic to Stations within other Groups must be entered and conveyed by the routes laid down in the Route and Distance Books unless special authority is held for any exceptions.

Parcels and Miscellaneous Traffic to Stations within the L. M. \& S: Group must be sent by the route giving the best service, subject to any special instructions with regard to the routing of certain Traffics.

Transfer points between the Western and Midland Division Stations:-
*Bedford.
Birmingham.
Burton.
Buxton.
Carlisle.
Carnforth.
Tranfer points betwe We. Mowbray.
Transfer points between Western and Central Division Stations:Edge Hill. . *Manchester (London Rd.). Stalybridge. *Liverpool (Lime St.). *Manchester (Exchange).

Derby.
Ingleton.
Lancaster.
*London (Euston).
Market Harboro'.
*Melton Mowbray.

Nuneaton.
Rugby.
*St. Albans.
Tamworth.
Walsall.

Stockport.
Wigan.
*-Transfers at these Stations have to be made by cart, and Traffic as far as possible, providing the service is not adversely affected, must be sent via the Transfer Stations having rail connections.

## PARCELS FOR IRELAND.

The Standard Instructions must be observed, subject to the restrictions in operation:-

Parcels for Belfast and the North of Ireland must be sent via Heysham or Stranraer, and not through the Free State.

It is important that the instructions laid down respecting the Customs requirements regarding Traffic between Great Britain and the Irish Free State are strictly carried out.

Parcels Traffic for Heysham proper must be loaded separately from Irish Traffic travelling via Heysham, and Heysham proper Traffic conveyed by the 6.10 p.m. and 6.40 p.m. services from Euston to be loaded in third brakes and not in the Heysham van with Irish Parcels. The Heysham vans on the $7.30 \mathrm{a} . \mathrm{m}$. (H. \& C.) and 4.0 p.m. from Euston and 5.50 p.m. from Birmingham must be used for Irish Traffic only.

## RESTRICTIONS OF ORDINARY PARCELS TRAFFIC BY EXPRESS PASSENGER TRAINS ON SATURDAYS IN THE SUMMER.

While the instructions on page 1 of this booklet will apply to the Traffic generally, particular care must be taken to ensure there is no failure to restrict ordinary Parcels Traffic by the following express services on Saturdays during the summer period in order to avoid any reaction to the working by station delays with Parcels Traffic.

The following Traffic may be loaded as usual:-
Perishables.
Specially consigned and urgent Traffic (news, films, etc.).
Blue Arrow Traffic.
Livestock.
Traffic for the final destination of the train loaded in through portion from starting point.
Local stations which have connectional services not to stage Traffic to junctions against these restrictions.

Up Trains.

| Train. | FROM |  | TO | Restricted from Traffic for | Conveying (*). |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 830 a.m. | Carlisle |  | Euston... $\therefore$. |  |  |
| 90 a.m. | Perth .. | - | Euston... ... |  |  |
| 1220 p.m. | Perth ... |  | Euston... |  |  |
| 130 p.m. | Clasgow ... | . | Euston... | Lancaster. |  |
| 140 p.m. | Edinburgh ... | - | Euston... |  |  |
| 25 p.m. | Glasgow ... | . | Liverpool ... | Preston transfer. |  |
| .255 p.m. | Liverpool ... | - | Birmingham ... |  |  |
| 40 p.m. | Liverpool ... | ... | Euston... |  | - - |
| 525 p.m. | Liverpool :.. | . | Euston |  |  |
| 420 p.m. | Liverpool ... | . | Afonwen $\quad$. |  |  |
| $105 \mathrm{a} . \mathrm{m}$. | Manchester ... | ... | Birmingham ... |  | - |
| 1245 p.m. | Manchester ... | $\therefore$ | Birmingham ... (via Stoke) |  |  |
| $240 \mathrm{p} . \mathrm{m}$. | Manchester . |  | $\text { Euston ... } \quad \ldots \quad \text {... }$ |  | - |
| 30 p.m. | Manchester ... |  | Birmingham ... |  |  |
| 410 p.m. | Manchester ... |  | Euston... . ... |  |  |
| $12.40 \mathrm{p} . \mathrm{m}$. | Blackpool ... | $\cdots$ | Crewe ... - ... |  |  |
| 843 a .m. | Llandudno ... | ... | Euston.... : ... |  |  |
| 8 11 9 a a.m. | Wolverhampton. |  | Euston .... ... |  |  |
| 11 12 a.m. | Wolverhampton | $\cdots$ | Euston... $\quad \because$ | Coventry. |  |
| 2 0 ${ }^{\text {d p p.m. }}$ | Wolverhampton | $\cdots$ | Euston.... $\quad .$. |  |  |
| 415 p.m. | Wolverhampton | $\ldots$ | Euston... $\quad .$. |  |  |
| 542 p.m. | Wolverhampton | . | Euston ... ... ... |  |  |

[^0]Down Trains.


[^1]
## DOWN PARCEL, ETC., TRAINS SHOWN IN FOLLOWING LIST.



## Down Parcel, etc., Trains-continued.



## I2.15 a.m. (SuO) EUSTON TiO MANCHESTER (London Rd.)

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  |  |  |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  |  | To |  |  |  |
| 1 | CBR | 1215 a.m. | Euston |  |  | Mancheste |  | Rd.) | $356 \mathrm{a} . \mathrm{m}$. |
| 2 | CBR | $1215 \mathrm{a} . \mathrm{m}$. | Euston |  |  | Manchester |  | Rd.)... | $356 \mathrm{a} . \mathrm{m}$. |
| 3 | CBR | $1215 \mathrm{a} . \mathrm{m}$. | Euston .. |  | . | Mancheste |  | Rd.)... | $356 \mathrm{a} . \mathrm{m}$. |
| 4 | CBR | $1215 \mathrm{a} . \mathrm{m}_{\mathrm{i}}$ | Euston . |  |  | Manchester |  | R.)... | $356 \mathrm{a} . \mathrm{m}$. |
| 5 | CBR | 12 15 a.m. (b) | Euston |  | ... | Blackburn |  | . | $510 \mathrm{a} . \mathrm{m}$. |
| 6 | CBR | $1215 \mathrm{a} . \mathrm{m}$. (b) | Euston |  | . | Bolton ... |  | - | $433 \mathrm{a.m}$. |
| 7 | CBR | 1215 a.m. (a) | Euston |  | $\ldots$ | Rochdale. |  |  | $429 \mathrm{a.m}$. |
| 8 | CBR | $1215 \mathrm{a} . \mathrm{m}$. (a) | Euston |  | $\cdots$ | Halifax ... |  |  | 514 a.m. |
| 9 | CBR | 1215 a.m. (a) | Euston |  | $\ldots$ | Burnley... |  |  | $523 \mathrm{a} . \mathrm{m}$. |
| 10 | CBR | 1215 a.m. | Euston |  |  | Stockport |  |  | $341 \mathrm{a} . \mathrm{m}$. |
| 11 | CBR | $1215 \mathrm{a} . \mathrm{m}$. | Euston |  | ... | Stockport |  | . | $341 \mathrm{a} . \mathrm{m}$. |

(a) Transfer Stockport to 3.59 a.m. to Halifax.
(b) Transfer Stockport to $3.51 \mathrm{a} . \mathrm{m}$. to Blackburn.

FRONT
No. I CBR
Nos. I, IA
(Newspapers)
Nos. 2, 3, 4
No. 2 CBR
Nos. 5, 6 (Newspapers) Nos. 7, 8

No. 3 CBR
No. 10 and
Transfer to L. Rd.
(Yellow and Red Labels)
12.15 a.m. (SuO) Euston to Manchester-continued.


### 12.20 a.m. (SuO). EUSTON TO LIVERPOOL.


(a) Transfer Crewe to 3.43 a.m. to Wigan.
(b) Transfer Stafford to $3.0 \mathrm{a}, \mathrm{m}$, to Wolverhampton.
(c) Transfer Stafford to 3.3 a.m. to Stoke.

FRONT
No. I CBR

| "Sunday Times" "Observer" | "Referee", |
| :--- | :--- |
| "Sunday Times" "Observer" | "Reynolds" and <br> "Sportsman" |
| "Reynolds" and |  |
| "Sportsman" |  |

No. 2 CBR
"News of the World"
12.20 a.m. (SuO) Euston to Liverpool-continued.


## l.10 a.m. (SO) SPECIAL, KENSINGTON TO CREWE. (MESSRS. LYONS' TRAFFIC.) <br> (Summer.)

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | To |  |  |
|  | CBR | $110 \mathrm{a.m}$. |  |  |  |  |  |
| $2^{*}$ | CBR | $110 \mathrm{a} . \mathrm{m}$. | Kensington | $\ldots$ | Sheffield <br> Derby | . | $\} \begin{gathered}\text { Special } \\ \text { from }\end{gathered}$ |
| 3 | CBR | $110 \mathrm{a.m}$. | Kensington | $\cdots$ | Leicester | . | from <br> Rugby. |
| 4 | CBR | $110 \mathrm{a.m}$. (a) | Kensington | $\cdots$ | Birmingham ... | $\cdots$ | Rugby. $520 \text { a,m. }$ |
| 5* | CBR | $110 \mathrm{am.m.(ab)}$ | Kensington | . | Wolverhampton | . | $\begin{array}{ll} 5 & 20 \\ 6 & \text { a.m. } \\ \text { an } \end{array}$ |
| 6* | CBR | $110 \mathrm{am.m}$. (c) | Kensington | $\ldots$ | Bangor ... ... | . | $\begin{aligned} & 638 \text { a.m. } \\ & 838 \\ & 8 \end{aligned}$ |
| $\begin{aligned} & 7 \\ & 8^{*} \end{aligned}$ | CBR | $110 \mathrm{a} . \mathrm{m}$. (d) | Kensington $\quad .$. | $\cdots$ | Liverpool $\quad$... | . | $\begin{aligned} & 838 \text { a.m. } \\ & 5 \\ & 55 \\ & \text { a.m. } \end{aligned}$ |
| $8 *$ 9 | CBR CBR | 110 am . 1 . (e) | Kensington | . | Preston | . | $78 \mathrm{a} . \mathrm{m} .$ |
| 9 | CBR | $110 \mathrm{a} . \mathrm{m}$. (f) | Kensington | ... | Manchester |  | $63 \mathrm{a} . \mathrm{m}$. |

(a) Forward from Rugby 4.18 a.m. News.
(b) Forward from Birmingham $6.0 \mathrm{a} . \mathrm{m}$.
(c) Forward 5.2 a.m. from Crewe.
(d) Forward 5.0 a.m. from Crewe.
(e) Forward $5.35 \mathrm{a} . \mathrm{m}$. from Crewe.
(f) Forward 5.0 a.m. from Crewe.
(*) These vehicles must be corridor brake vans.
FRONT

| No. I CBR | Leeds <br> Sheffield and Transfer | Bradford and Transfer <br> Chesterfield and Transfer |
| :--- | :--- | :--- |
| No. 2 CBR | Derby and Transfer | Nottingham and Transfer |

I. 10 a.m. (SO) Special Kensington to Crewe-continued.

2.35 a.m. EXPRESS, EUSTON TO LIVERPOOL (LIME ST.).

(*) Spring and Summer only.
(t) Summer only.
(a) Detached Crewe, forward 6.17 a.m. to Preston, 7.50 from Liverpool (Exchange), thence to Carlisle.
(b) Detached Crewe, forward 6.45 a.m. to Manchester.
(c) Transferred Preston 9.5 a.m. to Carnforth (Summer).
(d) Transferred Rugby to 4.18 a.m. to Coventry.
(e) Transferred Crewe to 7.40 a.m. to Holyhead.
2.35 a.m. Express, Euston to Liverpool (Lime St.)-continued.


### 2.40 a.m. EUSTON TO NORTHAMPTON.


(a) Transferred Bletchley to 5.10 a.m. (Freight) to Castlethorpe.
(b) Transferred Bletchley to 4.0 a.m. to Oxford.
(c) Transferred Bletchley to 4.20 a.m. (Freight) to Banbury.

FRONT

I. 30 a.m. (SuO) PARCELS, STAFFORD TO CREWE.

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | To |  |
| 1 | CBR | 1145 p.m. | Birmingham | ... ... | Carlisle | $1142 \mathrm{a} . \mathrm{m}$. |
| 2 | CBR | $750 \mathrm{p.m}$. (a) | Euston ... | .. ... | Carlisle | $1142 \mathrm{a} . \mathrm{m}$. |
| 3 | CBR | 750 p.m. (a) | Euston | $\ldots$.... | Perth | $542 \mathrm{a} . \mathrm{m} .$ (Mon.) |
| 4 | CBR | 750 p.m. (a) | Euston ... |  | Blackpool | $1133 \mathrm{a} . \mathrm{m}$. |
| 5 | CBR | 750 p.m. (b) | Euston ... |  | Colne | 910 am. |
| 6 | CBR | 750 p.m. (c) | Euston | ... ... | Llandudno | $1020 \mathrm{a} . \mathrm{m}$. |
| 7 | CBR | 750 p.m. (c) | Euston | ... ... | Bangor ... | $646 \mathrm{a} . \mathrm{m}$. |
| 8 | CBR | 750 p.m. (c) | Euston | ... ... | Holyhead | 646 a.m. |
| 9 | CBR | 1130 p.m. (c) | Birmingham | $\ldots$... | Bangor ... | at Bangor $646 \text { a.m. }$ |
| 10 | CBR | 1130 p.m. (d) | Birminglam | ... | Liverpool | $345 \mathrm{a} . \mathrm{m}$. |
| 11 | CBR | 750 p.m. (d) | Euston ... | $\ldots$ | Liverpool | $345 \mathrm{a} . \mathrm{m}$. |
| 12 | CBR | 750 p.m. (d) | Euston ... | ... ... | Alexandra Dock | $530 \mathrm{a} . \mathrm{m} .$ (Mon.) |
| 13 | CBR | 750 p.m. (e) | Euston | . ... | Merthyr | Monday |
| 14 | CBR | 60 p.m. (e) | Leicester |  | Swansea | Monday |
| 15 | CBR | 90 p.m. (e) | Leamington | $\cdot \cdot$ | Cardiff ... | Monday |

(a) Foriward 6.30 p.m. (Sun.) Crewe to Carlisle.
(b) Forward 4.7 a.m. (Sun.) Crewe to Blackpool.
(c) Forward 3.15 a.m. from Crewe.
(d) Forward 2.45 a.m. from Crewe.
(e) Forward 11.5 a.m. from Crewe.

## FRONT

| No. I CBR | Wigan and Transfer <br> Wigan and Transfer | Warrington and Transfer <br> Warrington and Transfer | Carnforth <br> Oxenholme, Tebay <br> Penrith | Lancaster Morecambe Heysham | Preston <br> Preston |
| :---: | :---: | :---: | :---: | :---: | :---: |
| No. 2 CBR | Glasgow <br> G. \& S. W. via Carlisle | Edinburgh Edinburgh |  | Carstairs <br> Motherwell |  |
| No. 3 CBR | Carlisle and Transfer | Oxenholme | - Carnforth |  | Perth and beyond |
|  | Carlisle and Transfer | Penrith | Lancaster |  | Perth and beyond |
| No. 4 CBR | Blackpool <br> BlackpooI | Kirkham <br> Preston | Warrington |  | Southport <br> Wigan |
| No. 5 CBR | Nelson Accrington | Blackburn Preston | Darwen |  | Colne Burnley |
| No. 6 CBR | Chester and Transfer | Birkenhead Line | Rhyl |  | Llandudno |
|  | Chester |  |  |  | Llandudno |

I. 30 a.m. (SuO) Parcels, Stafford to Crewe-continued.

| No. 7 CBR | Bangor <br> Transfer <br> Bangor | Afonwen <br> Line <br> Colwyn Bay |
| :--- | :--- | :--- |
| No. 8 CBR | "Drawback" |  |
|  | Traffic |  |
|  | "Drawback" |  |
|  | Traffic |  |


| No. 9 CBR | Holyhead <br> and lrish <br> Llandudno Junc. <br> and Transfer | Bangor and <br> Transfer | Penmaenmawr Bay <br> Llanfairfechan | Rhyl Chester and Transfer Parcels |
| :---: | :--- | :--- | :--- | :--- |
| and Parcel Post |  |  |  |  |

No. 10 CBR

| Liverpool | Crewe Local | Liverpool (Alex. | Liverpool <br> Parcel Post |
| :--- | :--- | :--- | :--- |
| ParceIs | Dock) Hampers | Parcels |  |
| Liverpool | Crewe Transfer | Liverpool (Alex. | Liverpool Parcels |
| Parcel Post | Parcels <br>  | for Scotland |  |

No. 11 CBR \begin{tabular}{l}
Liverpool <br>

| Delivery |
| :--- |
| Liverpool |
| Delivery |

\end{tabular}

| Irish Traffic | Liverpool |
| :--- | :--- |
| via Liverpool | Delivery |
| Irish Traffic | Liverpool |
| via Liverpool | Delivery |


| No. 12 CBR | Edge Hill Transfers | Crewe Proper | Crewe Locals | Alexandra Dock |
| :---: | :---: | :---: | :---: | :---: |
|  | Edge Hill <br> Transfers | Runcorn | Northwich and Manchester Line | Alexandra Dock |


| No. 13 CBR | Cardiff <br> Abergavenny Merthyr | Cambrian <br> Shrewsbury and Transfers | Newport to Wellington Salop | Central Wales <br> Swansea |
| :---: | :---: | :---: | :---: | :---: |
| No. 14 CBR | Abergavenny Merthyr Line | Shrewsbury and Transfer |  | Hereford |
|  | Central Wales and Swansea | Cambrian |  |  |


| No. 15 CBR | Shrewsbury Parcel Post | Whitchurch and Cambrian | Shrewsbury and Transfer | Cardiff and Newport Transfer |
| :---: | :---: | :---: | :---: | :---: |
|  | Shrewsbury Parcel Post | Hereford and Transfer, Parcel Post and Parcels | Central Wales and Swansea | Abergavenny, and Merthyr Line |

### 5.25 p.m. (SX) PARCELS TRAIN, DUDLEY PORT TO CREWE.

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From | To |  |
| 1 | Pale- | 525 p.m.( $\dagger \mathrm{a})$ | Dudley Port ... |  |  |
| 2 | $\}$ thorpes | 525 p.m. ( $\dagger \mathrm{b})$ | Dudley Port ... | Manchester (L. Rd.) ... | 1055 p.m. |
| 3 | RV | 525 p.m. ( $\dagger \mathrm{c}$ ) | Dudley Port ... | Carlisle | 1050 p.m. |
| 4 | $1$ $\mathrm{R}$ | 5 5 5 25 p.m.m. ${ }^{\text {(c) }}$ (*) | Dudley Port ... | Heysham | 952 p.m. |
| 5 | R | 525 p.m. (*) | Dudley Port ... | Crewe ... |  |
| $(\dagger)$ Refrigerator Vans. |  |  |  |  |  |
| ${ }^{*}$ ) Brake Van. |  |  |  |  |  |
|  | (a) Transferred Crewe to 12.30 a.m. to Leeds. |  |  |  |  |
|  | (b) Transferred Crewe to 9.45 p.m. to Manchester (London Road). |  |  |  |  |
|  | (c) Transferred Crewe to 7.30 p.m. to Carlisle. |  |  |  |  |


6.30 a.m. (SUNDAYS) PARCELS TRAIN, CREWE TO CARLISLE.


Also conveys Nestle's Empty Milk Tanks for Carlisle, received Crewe 3.45 a.m. (Suns.) off 2.20 p.m. Parcels from Penzance, and any North Parcels Traffic on hand.
6.30 a.m. (Sundays) Parcels Train, Crewe to Carlisle-continued.

| No. 1 CBR | Carlisle and Transfer |  | Glasgow |  |
| :---: | :---: | :---: | :---: | :---: |
| No. 2 CBR | Wigan | Wigan and Transfer | Penrith | Carnforth |
|  |  | Warrington and Transfer | Oxenholme | Lancaster |
| No. 3 CBR | Carlisle | Edinburgh | Wigan | Carstairs |
|  |  |  | Warrington | Motherwell |
| No. 4 CBR | Carlisle <br> G.S.W. Transfer | Lancaster <br> L.N.E. Transfer | Penrith Carnforth | Perth <br> Highland |
|  | Carlisle and Transfer | Tebay | Lancaster |  |
| No. 5 CBR | Blackpool | Preston and Transfer |  | Wigan |
|  |  | Warrington | Southport |  |

2.45 p.m. (SUNDAYS) PARCELS TRAIN, EUSTON TO CREWE. (Summer.)

(a) Forward 6.50 p.m. from Crewe.
(b) Forward 1.25 a.m. from Crewe.
(c) Forward 6.40 p.m. from Crewe.
(d) Forward 8.0 p.m. from Crewe. Manchester (Vic.) Van forward 3.0 a.m. from Stockport.
(e) Forward 6.55 p.m. from Rugby (Front).

FRONT

| No. I CBR | Rhyl <br> Colwyn Bay <br> Llandudno | Chester and <br> Transfer | Birkenhead <br> Line | Bangor \& Transfer <br> and Caernarvon <br> Line |
| :--- | :--- | :--- | :--- | :--- |
| No. 2 CBR | Carnforth and <br> Furness <br> Windermere | Lancaster <br> Warrington | Wigan | Preston |
| No. 3 CBR | Liverpool | Edge Hill and Transfer | Liverpool |  |
| No. 4 CBR | London Road | Crewe and <br> Transfer | Stafford and <br> Transfer | London Road |

2.45 p.m. (Sundays) Parcels Train, Euston to Crewe-continued.

FRONT
No. 5 CBR

| Manchester  <br> (Vic.)  | Rochdale <br> Oldham and <br> Bolton | Stockport and <br> Transfer | Leeds <br> Huddersfield <br> Dewsbury <br> Halifax |
| :--- | :--- | :--- | :--- |

No. 6 CBR

| Birmingham Proper | Birmingham <br> L.N.W. Transfer <br> Stour Valley Line <br> Stations to <br> Wolverhampton | Birmingham Mid. Transfer |
| :---: | :---: | :---: |

No. 7 CBR

Rugby Coventry | Market Harboro' Rugby |
| :--- |
| Line |

7.50 p.m. (SO) PARCELS, EUSTON TO STOCKPORT.

| No. of Van. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Time of Departure. | VAN. |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | To |  |
| 1 | CBR | 750 p.m. (b) | Euston ... | ... | Manchester (L. Rd.)... | 342 a.m. |
| 2 | CBR | 750 p.m. (d) | Euston ... |  | Manchester (Vic.) ... | $9 \quad \begin{gathered}\text { (Sun.) } \\ \text { a.m. } \\ \text { (Sun.) }\end{gathered}$ |
| 3 | CBR | 750 p.m. (c) | Euston ... ... | $\ldots$ | Leeds City ... ... | 1231 (Sun.) |
| 4 | CBR | 750 p.m. (a) | Euston ... ... | $\cdots$ | Carlisle | $\begin{gathered} \text { (Sun.) } \\ \left.29 \begin{array}{c} \text { p.m. } \\ \text { (Sun.) } \end{array}\right) \end{gathered}$ |
| 5 | CBR | 750 p.m. (a) | Euston | ... | Perch | $524 \text { a.m. }$ |
| 6 | CBR | 750 p.m. (a) | Euston ... ... | ... | Blackpool (N.) ... | $1133 \mathrm{a} . \mathrm{m} .$ |
| 7 | CBR | 750 p.m. (a) | Euston ... ... | ... | Colne ... ... ... | $910 \begin{gathered}\text { (Sun.) } \\ \text { a.m. }\end{gathered}$ |
| 8 | CBR | 750 p.m. (a) | Euston ... ... | .. | Llandudno ... ... | $1020 \begin{gathered}\text { (Sun.) } \\ \text { a.m. }\end{gathered}$ |
| 9 | CBR | 750 p.m. (a) | Euston .. | .. | Bangor ... ... ... | $646 \begin{aligned} & \text { (Sun.) } \\ & \text { a.m. } \end{aligned}$ |
| 10 | CBR | 750 p.m. (a) | Euston | ... | Holyhead ... ... | 646 a.m. at Bangor (Sun.) |
| 11 | CBR | 750 p.m. (a) | Euston ... | .. | Liverpool (L. St.) ... | $345 \begin{gathered}\text { (Sum.) } \\ \text { a.m. }\end{gathered}$ |
| 12 | CBR | 750 p.m. (a) | Euston ... ... | .. | Alexandra Dock ... | $\begin{gathered} \text { (Sun.) } \\ 5 \text { a.m. } \end{gathered}$ |
| 13 | CBR | 750 p.m. (a) | Euston | $\cdots$ | Merthyr ... ... | Monday |
|  |  | illesden:- (e) |  |  |  |  |
| $\begin{aligned} & 14 \& \\ & 15 \\ & 16 \end{aligned}$ | Two Milk Vans PV | (e) <br> (b) | Kensington ... | $\cdots$ | Pipegate | 918 a.m. (Sun.) |
| 16 |  | (b) | St. Pancras Junc. | $\cdots$ | Manchester (L. Rd.)... | $\begin{gathered} 30 \text { a.m. } \\ \text { (Sun.) } \end{gathered}$ |
| $17$ Attac | $\begin{gather*} \text { PV }  \tag{d}\\ \text { h rear Nun } \end{gather*}$ |  | St. Pancras Junc. |  | Manchester (Vic.) ... | 90 (Sum.) |
| 18 | CBR | 920 p.m. (a) | Leicester |  | Swansea .. | (Sun.) <br> Monday |
| Attac | h rear Sto | $\left\|\begin{array}{c} \text { ke:- } \\ 928 \text { p.m. (c) } \end{array}\right\|$ |  |  |  |  |
| 20 | $\begin{aligned} & \text { CBR } \\ & \text { CBR } \end{aligned}$ | 9 11 30 | Coventry Birmingham | .... | Leeds Manchester ( (L. Rd. ... | $\begin{array}{rr}12 & 31 \\ 3 & \text { p.m. } \\ \text { a.m. }\end{array}$ |

(a) Transferred Stafford to 1.30 a.m. to Crewe.
(b) Transferred Stockport to 2.48 a.m. Crewe to Manchester (London Road).
(c) Transferred Stockport to 10.12 a.m. to Huddersfield.
(d) Transferred Stockport to $7.35 \mathrm{a} . \mathrm{m}$. to Stalybridge.
(e) Transferred Stoke to $8.50 \mathrm{a} . \mathrm{m}$, to Pipegate.
7.50 p.m. (SO) Parcels, Euston to Stockport-continued.

7.50 p.m. (SO) Parcels; Euston to Stockport-continued.

| FRONT |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| No. 13 CBR | Cardiff | Cambrian <br> Shrewsbury and Transfer | $\begin{array}{ll}  & \text { Central Wales } \\ \text { Newport to } & \text { Swansea } \\ \text { Wellington (Salop) } \end{array}$ |  |
|  | Abergavenny and Merthyr Line |  |  |  |
| No. 18 CBR | Abergavenny Merthyr Line | Shrewsbury and Transfers | Hereford |  |
|  | Central Wales and Swansea | Cambrian | Stafford |  |
| No. 19 CBR | N.E. via Leeds | Huddersfield | Huddersfield | Stockport and Stalybridge Transfers |
|  | Leeds | Bradford | Dewsbury Oldham | Victoria and East Lancs. |
| No. 20 CBR | Manchester Parcel Post | Manchester | Stoke Parcel Post | Stoke Transfer |
|  | Manchester Parcel Post | Manchester | Stoke Parcel Post | Stoke and Transfer |

### 8.20 p.m. (SO) NEWSPAPER TRAIN, EUSTON TO CARLISLE.


$\dagger$ Milk Empties.
FRONT
Nos. 2 and 3 Kilmarnock CBR

Dumfries and
G.S.W.

Thornhi
Annan
Kirkconnell Old Cumnock

No. 4 CBR

| Aviemore <br> Kingussie | Perth | Blair Atholl |  |
| :--- | :--- | :--- | :--- | :--- |
| Stirling | Dunkeld | Pitlochry | GleneaglesNorth of <br> Inverness |

8.20 p.m. (SO) Newspaper Train, Euston to Carlisle-continued.

FRONT

| No. 9 CBR | Carstairs Carlisle |  | Motherwell News |
| :---: | :---: | :---: | :---: |
| No. 10 CBR | Annan News | Dumfries | Kilmarnock |
| No. II CBR |  | News |  |
| No. 12 CBR | Carlisle News |  | Glasgow Parcels |
| Nos. 13 to 18 CBR |  | Glasgow ${ }^{\text {News }}$ |  |

8.55 p.m. (SX) PARCELS, EUSTON TO MANCHESTER (L. RD.).

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  |  | To |  |
| 1 | CBR | 855 p.m. | Euston |  |  | Stoke | 111 a.m. |
| 2 | CBR | 855 p.m. | Euston |  |  | Manchester (L. Rd.)... | $325 \mathrm{a} . \mathrm{m}$. |
| 3 | CBR | 855 p.m. | Euston |  |  | Manchester (L. Rd.)... | 325 a.m. |
| 4 | CBR | 855 p.m. (f) | Euston |  |  | Manchester (Vic.) ... | $325 \mathrm{a} . \mathrm{m}$. |
| 5 | CBR | 855 p.m. (e) | Euston ... | $\ldots$ |  | Leeds ... ... ... | 728 a.m. |
| 6 | CBR | 855 p.m. (ab) | Euston ... | $\ldots$ | ... | Llandudno ... ... | $655 \mathrm{a} . \mathrm{m}$. |
| 7 | CBR | 855 p.m. (ab) | Euston | .. | ... | Bangor ... ... | $616 \mathrm{a} . \mathrm{m}$. |
| 8 | CBR | 855 p.m. (ac) | Euston |  |  | Carlisle ( ${ }^{\text {. }}$ | 813 arm. |
| 9 | CBR | 855 p.m. (ac) | Euston |  |  | Blackpool (N.) | 735 a a.m. |
| 10 | CBR | 855 p.m. (ac) | Euston | ... | ... | Colne ... | $888 \mathrm{a} . \mathrm{m}$. |
| 11 | CBR | 855 p.m. (ac) | Euston | ... | $\therefore$. | Southport $\quad$ ¢ | $\begin{array}{lll}7 & 2 & \text { a.m. }\end{array}$ |
| 12 | CBR | 855 p.m. (ag) | Euston | ... | .. | Liverpool (L. St.) | $\begin{array}{ll}3 & 35 \\ 3 & \text { a.m. }\end{array}$ |
| 13 | CBR | 855 p.m. (ag) | Euston | ... | ... | Liverpool (L. St.) | 3 5 5 15 |
| 14 | CBR | 855 p.m. (ag) | Euston | ... | ... | Alexandra Dock | $515 \mathrm{a} . \mathrm{m}$. |
| 15 | CBR | 855 p.m. (ad) | Euston | ... |  | Swansea | 746 a.m. |
| 16 | CBR | 855 p.m.(ad) | Euston | $\ldots$ | ... | Merthyr | 753 a.m. |
| Attac | rear Sto | e:- |  |  |  |  |  |
| 17 | CBR | 928 p.m. (e) | Coventry |  |  | Leeds ... ... ... | 728 a.m. |
| 18 | CBR | 1050 p.m. | Birmingham |  | ... | Manchester (L. Rd.) ... | $325 \mathrm{a} . \mathrm{m} .$ |
| 19 | CBR | 1050 p.m. | Birmingham |  | ... | Manchester (L. Rd.)... | 325 a.m. |

(a) Transferred at Nuneaton to 12.16 a.m. Nuneaton to Crewe.
(b) Transferred at Crewe to $2.45 \mathrm{a} . \mathrm{m}$. Crewe to Bangor.
(c) Transferred at Crewe to $3.20 \mathrm{a} . \mathrm{m}$. Crewe to Carlisle.
(d) Transferred at Stafford to $2.10 \mathrm{a} . \mathrm{m}$. Stafford to Salop.
(e) Transferred at Stockport to $3.58 \mathrm{a} . \mathrm{m}$. Stockport to Stalybridge.
(f) Transferred at Stockport to 3.0 a.m. Stockport to Victoria.
(g) Transferred at Crewe to $2.45 \mathrm{a} . \mathrm{m}$. to Liverpool.

FRONT
No. I CBR

|  | N.S. Parcels |  | Stoke <br> Stake <br> Parcel |
| :--- | :--- | :--- | :--- |
| Post | Stoke | Stoke |  |

8.55 p.m. (SX) Parcels, Euston to Manchester (L. Rd.)—continued.

## FRONT

$\left.\begin{array}{llllll}\text { No. } 3 \text { CBR } & & \text { Euston to London Road } \\ \text { Delivery Parcels }\end{array}\right]$
8.55 p.m. (SX) Parcels, Euston to Manchester (L. Rd.)-continued.


Il. 36 p.m. PARCELS TRAIN, RUGBY TO BIRMINGHAM.

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  |  |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | To |  |  |  |
| 1 | CBR | 935 p.m. | Euston ... |  | Coventry |  |  | 1150 p.m. |
| 2 | CBR | 640 p.m. | Aylesbury ... | $\ldots$ | Birmingham | $\ldots$ | ... | 1224 a.m. |
| 3 | CBR | 63 p.m. | Oxford ... |  | Birmingham | ... | ... | 1224 a.m. |
| 4 | CBR | 720 p.m. | Euston ... |  | Birmingham | ... | ... | 1224 a.m. |
| 5 | CBR | 1015 p.m. | Northampton ${ }^{\text {* }}$ | .... | Bristol ... | ... | ... | $612 \mathrm{a} . \mathrm{m}$. |
| 6 | CBR | 426 p.m. | Peterboro' | ... | Birmingham | ... | ... | 1224 a.m. |

FRONT
No. I CBR
Parcels Post
Coventry Parcels

No. 2 CBR

| Northampton and Transfer | Stafford | Bletchley | Notts, Burton, Tamworth |
| :---: | :---: | :---: | :---: |
| Crewe to Carlisle Birmingham |  |  |  |
| Manchester Liverpool | Nuneaton | Coventry | Birmingham |
| Huddersfield, Leeds and Transfe |  |  | ngham and fer |
| Liverpool | Man |  | erhampton and fer |

Il. 36 p.m. Parcels Train, Rugby to Birmingham—continued.

| FRONT <br> No. 4 CBR | Birmingham Parcel Post | Mid. Line, via Birmingham <br> Birmingham Parcel Post | Rugby <br> Rugby | Birmingham |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Cove | ntry |
| No. 5 CBR | Bristol G.W. Transfers | Bath | Gloucester | Worcester | Cheltenham |
|  |  | Bristol Proper | Evesham | Malvern | Birmingham and Transfer |
| No. 6 CBR | Birmingham | Coventry <br> North Traffic | Rugby | Nort Oldh | Traffic am |

10.40 p.m. (SX) NEWS AND PARCELS TRAIN, EUSTON TO MANCHESTER (L. RD.).

| $\begin{gathered} \text { No. } \\ \text { of } \\ \text { Van. } \end{gathered}$ | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Time of Departure. | VAN. |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | To |  |
| 1 | CBR | 1040 p.m. (d) | Euston |  | Liverpool | 335 a.m. |
| 2 | CBR | 1040 p.m. (d) | Euston ... |  | Liverpool ... ... | 335 a am. |
| 3 | CBR | 1040 p.m. (c) | Euston ... |  | Manchester (Vic.) ... | $445 \mathrm{a} . \mathrm{m}$. |
| 4 | CBR | $1040 \mathrm{p.m}$. | Euston ... | . | Manchester (L. Rd.)... | $40 \mathrm{a} . \mathrm{m}$. |
| 5 | CBR | $1040 \mathrm{p} . \mathrm{m}$. | Euston ... | . | Manchester (L. Rd.)... | 40 a.m. |
| 6 | CBR | 1040 p.m. (c) | Euston |  | Leeds City ... ... | 728 a.m. |
| 7 | CBR | $1040 \mathrm{p.m}$. (b) | Euston |  | Holyhead ... ... | 841 a.m. |
| 9 | CBR | 10 40 P.m. (b) | Euston | $\cdots$ | $\begin{array}{lll}\text { Birkenhead } \\ \text { Carlisle } & \ldots . . & . . \\ & \ldots & \ldots \\ \end{array}$ | $410 \mathrm{a} . \mathrm{m}$. $813 \mathrm{a} . \mathrm{m}$ |
| 10 | Stove R | $1040 \mathrm{p.m}$. (at ${ }^{\text {a }}$ | Euston |  | Carlisle | 813 a.m. |
| Attac | front W | esden |  |  |  |  |
| 11 | CBR | Milk Van (e) | Kensington |  | Pipegate |  |
| 12 | CBR | 952 p.m. (a) | St. Pancras Junc. |  | Carlisle ( $\quad$. | $813 \mathrm{a} . \mathrm{m}$. |
| 13 | FV | 1030 p.m.(d*) | Broad Street ... | . | Liverpool (L. St.) ... | 335 a.m. |
| 14 \& | FV | 1030 p.m. (*) | Broad Street |  | Manchester (L. Rd.)... | a.m. |
| $\begin{aligned} & 15 \\ & 16 \end{aligned}$ | FV | 952 p.m. (*) | St. Pancras Junc. |  | Manchester (L. Rd.)... | 0 a.m. |
| 17 | FV | 952 p.m. (c*) | St. Pancras Junc. |  | Manchester (Vic.) ... | $445 \mathrm{a} . \mathrm{m}$. |
| 18 | FV | 952 p.m. (d*) | St. Pancras Junc. | .. | Liverpool (L. St.) . ... | 335 a.m. |
| Attac $19$ | $\underset{C B R}{ }$ | $\begin{array}{ll} \text { ewe: } \\ 45 \\ \text { p.m. } \end{array}$ | Birmingham ... | . | Manchester (L. Rd.)... | 4 0.a.m. |

(a) Transferred Crewe to 3.20 a.m. to Carlisle.
(b) Transferred Crewe to 2.45 a.m. to Bangor.
(c) Transferred Stockport to $3.58 \mathrm{a} . \mathrm{m}$. to Stalybridge.
(d) Transferred Crewe to $2.45 \mathrm{a} . \mathrm{m}$. to Liverpool.
(e) Transferred Crewe to $5.10 \mathrm{a} . \mathrm{m}$. to Stoke.
$(\dagger)$ Six-wheel stove-fitted vehicle.
(*) Goods vans.
FRONT
No. I CBR
Liverpool Parcel Post
Liverpool Parcels Traffic

No. 2 CBR
Liverpool Parcels
Johnson's Alexandra Dock Traffic
10.40 p.m. (SX) News and Parcels Train, Euston to Manchester (L. Rd.)-cont. FRONT
No. 3 CBR
No. 4 CBR
No. 5. CBR

| No. 6 CBR | Huddersfield | Halifax <br> Leeds | Macclesfield | Stockport |
| :---: | :---: | :---: | :---: | :---: |
| No. 7 CBR |  | Birkenhead Pcls. Traffic | Caernarvon <br> Colwyn Bay <br> P. Post \& Pcis. | Llandudno Junc. and Transfer P. Post \& Pcls. |
|  | Ir | Rhyl and Transfers |  | Bangor and Transfer Parcel Post and Parcel |
| No. 8 CBR | Birkenhead | Chester Parcels | Chester Letter Mail | Chester Parcels Post |

No. 9 CBR

| No. 9 | C. K. \& P. $\quad$ Pe | bay and Transfer rith and nsfers | rs <br> Preston | Blackpool |
| :---: | :---: | :---: | :---: | :---: |
| No. 10 Stove R | Warrington | . |  | an |
| No. 12 CBR | Penrith, Keswick Cockermouth | Carnforth, Furness Line, Lancaster Morecambe | Preston | Blackpool P.W. Line |
|  | Oxenholme, Kendal <br> Windermere | Wigan Local Transfers Southport Blackburn | Warrington | M.C. Line Carlisle |
| No. 19 CBR | Manchester | Stockport | Man | ester |

Il.50 p.m. (SO) PARCELS TRAIN, EUSTON TO DUDLEY PORT.

(a) Transferred Birmingham 2.50 a.m. Midland Division Train.
(b) Transferred Birmingham 3.10 a.m. to Walsall.

FRONT

Nos. I and 2
CBR

Smethwick News

Dudley News

Dudley Port

Bromsgrove News

No. 7 CBR Dudley Port News Darlaston News

No. 8 CBR Oldbury News
No. 9 CBR Walsall News
Nos. 10 and II
CBR.
Coventry News

No. 12 CBR
Dudley Port News

No. 13 CBR
Parcels Traffic
4.30 a.m. PARCELS, RUGBY TO NUNEATON.


Empty Milk Churns, Nuneaton and Ashby Line
10.23 p.m. (SX) "CYCLES", COVENTRY TO BIRMINGHAM.


* Cycle vans are run as required.

12.16 a.m. (MX) PARCELS, NUNEATON TO CREWE.

(a) Transferred Crewe to $2.45 \mathrm{a}, \mathrm{m}$. Parcels, Crewe to Bangor.
(b) Transferred Crewe to 3.20 a .m. Parcels, Crewe to Carlisle.
(c) Transferred Crewe to 2.45 a.m. Parcels, Crewe to Liverpool (Lime Street).
(d) Transferred Stafford to $2.10 \mathrm{a} . \mathrm{m} .$, Stafford to Shrewsbury.

FRONT
No. I CBR

| Chester <br> Proper | Birkenhead | Llandudno |
| :--- | :--- | :--- | :--- |
| Chester | Line |  |
| Transfers | Rhyl and <br> Transfers | Llandudno Junc. <br> and Transfers |

No. 2 CBR

| Bangor Transfers | Bangor Transfers (Afonwen Line) | Prestaty | Penmaenmawr |
| :---: | :---: | :---: | :---: |
| Bangor Transfers | Caernarvon Proper | Colwyn Bay and Transfers | Llanfairfechan |

No. 3 CBR

| Oxenholme and | Warrington <br> and Transfer | Carlisle and <br> Transfer |
| :--- | :--- | :--- |
| Penrith and | Carnforth and | Tebay and |

No. 4 CBR

| Blackpool <br> Proper | Kirkham <br> Wyre Dock <br> Poulton | Fleetwood <br> Burn Naze <br> Thornton | Stafford <br> Stafford | Preston <br> Preston |
| :--- | :--- | :--- | :--- | :--- |

No. 5 CBR

No. 6 CBR

## Southport <br> Proper

| Southport | Southport <br> Proper | Wigan and <br> Transfers |
| :--- | :--- | :--- |

No. 7 CBR
Liverpool
Proper

Liverpool
Transfers
12.16 a.m. (MX) Parcels, Nuneaton to Crewe-continued.

| No. 9 CBR | Edge Hill <br> Transfers |  | Crewe Parcels <br> Crewe Parcels |  |  | Crewe Parcel Post Alexandra Dock Crewe Parcel Post |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| No. 10 CBR | Llandilo and Transfers | Builth and Tra | oad nsfers | Bucknell <br> Knighton <br> Llangullo <br> L.lanbister Road <br> Penybont <br> Llandrindod Wells <br> Llangammarch Wells <br> Llanwrytd Wells <br> Garty |  |  |  |
|  | Swansea and Transfers | Pontard Gorsein Gowert Transf | ulais n and s | Lland Cyngh Llang | very ordy da dock | Swansea |  |
| No. II CBR | Salop and Transfers | Craven Arms and Transfer | Ludlow <br> Tenbury | Leominster Hereford <br> and <br> Kington Transfers |  |  |  |
|  |  |  | Cambrians from Northampton |  |  |  |  |
|  | Merthyr and Transfers, inc Taff Vale Line | Abergavenn <br> c. to Merthyr Local Stati and Transfers | Aberga Proper ns rs | avenny | Ponty Road Trans |  | $\begin{aligned} & \text { vport } \\ & \text { nsfer } \end{aligned}$ |

10.45 p.m. (SX) EXPRESS, BIRMINGHAM TO STAFFORD.

(*) Inter-District Set.
(a) Forward 2.10 a.m. Stafford to Shrewsbury, and 3.25 a.m. Shrewsbury to Hereford.
(b) Forward $12.40 \mathrm{a} . \mathrm{m}$. Stafford to Stoke (FX).
(c) Forward $12.40 \mathrm{a} . \mathrm{m}$. Stafford to Stoke, $1.45 \mathrm{a} . \mathrm{m}$. Stoke to Stockport, 3.58 a.m. Stockport to Stalybridge.
(d) Forward $12.40 \mathrm{a}, \mathrm{m}$. Stafford to Stoke, 1.45 a .m. Stoke to London Road.
10.45 p.m. (SX) Birmingham to Stafford-continued.

FRONT
No. I CBR *

|  | Ludlow and <br> Leominster <br> Parcel Post <br> and Parcels | Shrewsbury <br> and Transfer <br> Parcels |
| :--- | :--- | :--- | | Newport and |
| :--- |
| Cardiff and |
| Transfer Parcels |

No. 2
(Front Brake of I.D.Z.) takes Stourbridge Parcel Post and Stafford Proper Parcels.

No. 4
(Rear Brake of I.D.Z.) takes Stafford Transfer Mails and late Parcels for Scotland from Coventry.

No. 5 CBR

| N.E. Line | Bradford <br> N.S. Section Bradford | Huddersfield and Transfers Oldham | Stockport and Local Transfers "C" Division via Victoria |
| :---: | :---: | :---: | :---: |

No. 6 CBR

| Stoke Parcel <br> Post | Macclesfield <br> Parcels | Stoke and <br> Transfer Parcels |
| :--- | :--- | :--- |
|  |  |  |

No. 7 CBR
All Manchester (Lon. Rd.)
10.45 p.m. (SO) BIRMINGHAM TO STAFFORD.

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | To |  |
| 1 | CBR | $9 \quad 0$ p.m. (a) | Leamington ... |  | Swansea | Monday |
| 2 | ) | 1050 p.m. (*) | Birmingham ... |  | Stafford... ... ... | Monday |
| 3 | \} IDZ | 1050 p.m. (*) | Birmingham ... |  | Stafford... ... ... | - |
| 4 | J | 1050 p.m. (*) | Birmingham ... |  | Stafford... ... ... |  |
| 5 | CBR | 923 p.m. (b) | Coventry ... |  | Leeds ... ... ... | 1230 p.m. |
| 6 | CBR | 1050 p.m. (b) | Birmingham ... |  | Manchester (L. Rd.)... | $342 \mathrm{a} . \mathrm{m}$. |

(a) Transferred Stafford 1.30 a.m. to Crewe.
(b) Transferred Stafford $12.40 \mathrm{a} . \mathrm{m}$. to Stoke.
(*) Passenger-carrying Vehicles.
FRONT
No. : CBR

|  | Ludlow and <br> Leominster <br> Parcel Post | Shrewsbury <br> and Transfer <br> Parcels |
| :--- | :--- | :--- | | and Parcels |
| :--- |$\quad$| Newport and |
| :--- |
| Cardiff and |
| Transfer Parcels |

I0.45 p.m. (SO) Birmingham to Stafford-continued.
FRONT
No. 5 CBR

| N.E. from | Huddersfield |
| :--- | :--- |
| Coventry and | and Transfers |

Huddersfield
and Transfers
Stockport and Local Transfers
"C" Division
via Victoria

No. 6 CBR Stoke Parcel

| Macclesfield . $\quad$Stoke and <br> Parcels |
| :--- | :--- |

Transfer Parcels
10.27 p.m. (SX) PARCELS TRAIN, LEICESTER TO STAFFORD.

(a) Transferred Stafford to 11.45 p.m. from Birmingham.
(b) Transferred Stafford to 2.10 a.m. to Shrewsbury.

FRONT
No. I CBR

| Holyhead | Bangor <br> Penmaenmawr | Colwyn Bay | Birkenhead |
| :--- | :--- | :--- | :--- |
| Llandudno Junc. | Llanfairfechan | Rhyl | Chester . |

No. 2 CBR
Preston

| Crewe | Oxenholme <br> Penrith <br> Lancaster | Carlisle |
| :--- | :--- | :--- |
| Warrington | Carnforth |  |

No. 3 CBR

No. 4 CBR
Liverpool
Alexandra Dock Late Rough
M.S.J. \& A. (A) Stockport
(A) Transferred Nuneaton.

No. 5 CBR
Salop
Proper

Cambrian
N.S. to Stoke

Shrewsbury and Stafford Line
Hereford and South Wales
10.27 p.m. (SX) Parcels Train, Leicester to Stafford-continued.

FRONT

| No. 6 CBR | Carnforth <br> Transfers | Wigan Transfer <br> Warrington <br> Transfer | Preston Transfer <br> Penrith | Carlisle Transfer <br> Tebay |
| :--- | :--- | :--- | :--- | :--- |
| Chester and <br> North Wales | Liverpool | Oxenholme | Manchester |  |

### 4.48 a.m. NEWS AND PARCEL.S, BIRMINGHAM TO WOLVERHAMPTON

 (via Walsall).

FRONT
No. 1 CBR

| News Walsall | Parcel Post Walsall | News Walsall |
| :---: | :---: | :---: |
| News Walsall | Mails Walsall | News Walsall |
| Parcels Walsall | Milk Walsall | Parcel Post Walsall |
| Parcels Walsal! | Fish Walsall | Parcel Post Walsall |
| Parcels Wolverhampton | Fish Wolverhampton | Parcels Wolverhampton and Transfer |
| Parcels Wolverhampton | and Transfer | Parcels Wolverhampton and Transfer |

4.42 a.m. NEWS, BIRMINGHAM TO WOLVERHAMPTON.

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From | To |  |  |
| 1 | - | $442 \mathrm{a} . \mathrm{m}$. | Euston ... ... | ... Wolverhampton | $\cdots$ | 511 a.m. |
| FRONT |  |  |  |  |  |  |
| No. |  | News <br> Wolverhampton | Parcels <br> Wolverhampton | News Wolverhampton and Transfer | Letter Wolve and T | Mails rhampton ransfer |
|  |  | News Wolverhampton | Parcel Post Wolverhampton | News Wolverhampton and Transfer | Letter Wolve and Tr | Mails rhampton ransfer |

11.45 p.m. (SX) PARCELS, BIRMINGHAM TO CREWE.

(a) Transferred Crewe to 3.20 a.m. to Carlisle.
(b) Transferred Crewe 10.40 p.m. from Euston.
(c) Transferred Crewe to $2.45 \mathrm{a} . \mathrm{m}$. to Bangor.
(d) Transferred Crewe to $2.45 \mathrm{a} . \mathrm{m}$. to Liverpool.

## FRONT

No. I PMR

| Penrith | Crewe and Transfer | Oxenholme |
| :--- | :--- | :--- |
| Tebay | Stafford and | Preston |
|  | Transfer |  |
| Lancaster | Warrington | Carlisle |
| Carnforth | Wigan | Scotch |

No. 2 CBR

| Crewe Traffic | Lancaster and Transfer | Carlisle and M.C. Section | Aberdeen |
| :---: | :---: | :---: | :---: |
|  | Penrith and Tebay |  |  |
|  | Oxenholme and Transfer | Carnforth and Transfer | Perth |

No. 3 CBR

| Carlisle and <br> Transfer | Penrith Transfer | Oxenholme <br> Transfer | Preston Transfer |
| :--- | :--- | :--- | :--- |

No. 4 PMR

| Preston and <br> Transfer | Crewe and <br> Transfer | Oxenholme <br> and Transfers and Transfer | Carnforth <br> Transfers |
| :--- | :---: | :---: | :---: |
|  |  |  | Penrith |

Wolverhampton put their traffic in this van, July, August and September excluded.
Stafford Crewe

Il.45 p.m. ${ }^{〔}(\mathbf{S X})$ Parcels, Birmingham to Crewe-continued.
FRONT

No. 6 PMR | Crewe and Transfer |
| :--- |
| Parcel Post and |
| Cycles |

Liverpool
Line
Stafford and Transfer North Stafford for Shrewsbury Line Line


No. 9 CBR
Liverpool Proper
\(\left.$$
\begin{array}{llll}\text { No. IO CBR } & \begin{array}{l}\text { Carnforth } \\
\text { Transfers }\end{array} & \begin{array}{l}\text { Wigan and } \\
\text { Transfers }\end{array} & \begin{array}{l}\text { Warrington } \\
\text { and Transfers }\end{array} \\
& & \text { Preston and } \begin{array}{l}\text { Transfers }\end{array} & \begin{array}{l}\text { Carlisle and } \\
\text { Transfers } \\
\text { Penrith and }\end{array} \\
\text { Chester and } \\
\text { North Wales }\end{array}
$$ \quad \begin{array}{l}Transfers <br>

Tebay and\end{array}\right\}\)| Transfers |
| :--- |
| Oxenholme |
| and Transfers |
| Liverpool |
| Manchester |

No. II CBR

| Holyhead | Bangor | Colwyn Bay | Birkenhead |
| :--- | :--- | :--- | :--- |
| Llandudno Junc. | Penrnaenmawr <br> Llanfairfechan | Rhyl | Chester |

No. 12 CBR

| Preston | Crewe | Warrington | Oxenholme <br> and Penrith <br> Lancaster | Carlisle |
| :--- | :--- | :--- | :--- | :--- |
| Wigan | Alexandra Dock | Carnforth |  |  |
| Liverpool | Alexandra Dock | Nuneaton Transfers for |  |  |
| Liverpool |  |  |  |  |

II. 45 p.m. (SO) PARCELS, BIRMINGHAM TO STAFFORD.

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | To |  |
| 1 |  | 1145 p.m. (a) | Birmingham |  | Glasgow |  |
| 2 | CBR | 1145 p.m. (a) | Birmingham ... | $\ldots$ | Carlisle $\quad .$. | 1142 a a.m. |
| 3 | CBR | 1145 p.m. (a) | Birmingham ... | ... | Bangor ... ... | $646 \mathrm{a} . \mathrm{m}$. |
| 4 | CBR | 1145 p.m. (a) | Birmingham ... | ... | Liverpool (Lime St.)... | $345 \mathrm{a} . \mathrm{m}$. |

(a) Forward 1.30 a.m. Stafford to Crewe:

Il. 45 p.m. (SO) Parcels, Birmingham to Stafford-continued.
FRONT

2.10 a.m. (MX) EXPRESS, STAFFORD TO SHREWSBURY.

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  |  |  |  |  | Time of Arrival at Destination |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  |  | To |  |  |  |  |
| 1 | R | 95 p.m. | Nottingham |  | $\ldots$ | Shrewsbury |  |  | 25 | a.m. |
| 2 | CBR | 855 p.m. (a) | Euston ... | ... | ... | Swansea | ... |  | 74 | a.m. |
| 3 | CBR | 915 p.m. (b) | Euston ... | ... | $\cdots$ | Aberystwyth | ... |  | 63 | a.m. |
| 4 | CH | 210 a.m. (*b) | Stafford... | ... | $\cdots$ | Welshpool | ... |  | 4 | a.m. |
| 5 | CBC | $210 \mathrm{a} . \mathrm{m}$. ( $\dagger \mathrm{b})$ | Stafford... | ... | ... | Welshpool | ... |  | 4 | a.m. |
| 6 | CBR | $900 \mathrm{p.m}$. (c) | Leamington | ... | ... | Hereford | ... |  | 34 | a.m. |
| 7 | CBR | 855 p.m. (c) | Euston ... |  |  | Merthyr | ... |  | 75 | a.m. |
| 8 | CBR | 920 p.m. (c) | Leicester |  |  | Hereford |  |  | 34 | a.m. |

(*) Third Brake.
( $\dagger$ ) Composite.
(a) Forward from Shrewsbury at 3.35 a.m. to Swansea.
(b) Forward from Shrewsbury at 3.30 a,m, to Welshpool.
(c) Forward from Shrewsbury at $3.25 \mathrm{a} . \mathrm{m}$. to Hereford.

## FRONT

No. I R

No. 2 CBR

2.IO a.m. (MX) Express, Stafford to Shrewsbury-continued.

FRONT
No. 3 CBR

| Machynlleth to | Newtown Parcel | Moat Lane | Shrewsbury |
| :--- | :--- | :--- | :--- |
| Pwllheli Parcels | Post |  |  |$\quad$| Transfer Parcels | Parcel Post |
| :--- | :--- |
| Aberystwyth | Llanbrynmair |
| Parcels | Penrhyndeudraeth, <br>  <br>  <br> etc., Parcels |

No. 4 CH (Stafford to Welshpool Set Brake) contains Welshpool Proper Parcels and Mails and Wellington Mails.

No. 6 CBR


No. 7 CBR
Merthyr and Transfers
Cardiff and Transfer

| Shrewsbury <br> and Transfer | Cen. Wales <br> Line | Hereford <br> and Transfer |
| :--- | :--- | :--- |
| Pontypool Rd. <br> and Newport <br> and Transfer | Swansea and <br> Transfers | Stafford and <br> Transfer |

No. 8 CBR

2.25 a.m. (MX) PARCELS, CHESTER TO BANGOR.


[^2]2.25 a.m. (MX) Parcels, Chester to Bangor-continued.

| No. 1 | Pwilheli | Caernarvon | Pwllheli |  |
| :---: | :---: | :---: | :---: | :---: |
| No. 2 | Portmadoc |  |  |  |
| No. 3 | Bangor | Rhyl | Colwyn Bay | Llandudno Junc. |
| No. 4 | Bangor | Colwyn Bay <br> Rhyl and Transfer | Llandudno Junc. Penmaenmawr Llanfairfechan |  |
| No. 5 | Bangor | Llandudno Junc. | Colwyn Bay Llanfairfechan | Bangor Gaerwen (by wheel) |
|  |  | Llandudno Junc. | Penmaenmawr Rhyl | Caernarvon Line |

## I. 25 a.m. MANCHESTER (EX.) TO CHESTER.


(a) Transferred Chester to 2.5 a.m. from Crewe to Holyhead.

| No. 1 | Bangor <br> Parcel Post | Colwyn Bay <br> Parcel Post |  |  | -Letter Mails |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Caernarvon <br> - Parcel Post | Rhyl <br> Parcel Post | Llandudno Junc. Parcel Post |  |  |
| No. 2 | Bangor Transfer News |  | Llandudno Junc. News |  | Bangor News Holyhead News |
|  | Llandudno <br> Proper <br> News | Rhyl News | Colwyn Bay News | Rhyl <br> News | Llandudno Proper |
| No. 3 | Portmadoc Pwllheli | Afonwen M | Messrs. Swift G.W. Line Chester News |  | Wrexham |
|  | Caernaryon News | Messrs. Allied News Chester | Messrs. <br> Chester | Swift | Chester Transfers |

## 2.5 a.m. CREWE TO HOLYHEAD.

| No. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Time of Departure. | VAN. |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Van. |  |  | From | To |  |  |
| 1 | POR | 1015 p.m. | Birmingham ... | Holyhead | $\ldots$ | 531 a.m. |
| 2 | TPO | 1015 p.m. | $\begin{aligned} & \text { Birmingham } \because . . \\ & \text { (P.O. Letter Carriage) } \end{aligned}$ | Holyhead | ... | 531 am. |
| 3 | POR | 1015 p.m. | Birmingham ... ... | Holyhead | $\ldots$ | 531 a.m. |
| A | ICS |  | Crewe ... ... | Holyhead | ...: | $531 \mathrm{a} . \mathrm{m}$. |
| 4 | CBR | 1150 p.m. | Manchester (L. Rd.)... |  | $\ldots$ | $531 \mathrm{a} . \mathrm{m}$. |
| 5 | CBR | 1150 p.m. | Manchester (L. Rd.)... | Holyhead | $\ldots$ | $531 \mathrm{a} . \mathrm{m}$. |
| 6 | CBR* | 1050 p.m. | Euston (MX) ... ... | Pwilheli... | ... | $632 \mathrm{a} . \mathrm{m}$. |
| Attac | rear at | Chester (behin | Holyhead portion (MX) |  |  |  |
| 7 | CBR | 125 a.m. | Manchester (Ex.) ... | Holyhead |  | 531 a.m. |
| 8 | CBR | 125 a.m. | Manchester (Ex.) | Holyhead |  | 531 a.m. |
| 9 | CBR | 125 a.m. | Manchester (Ex.) ... | Portmadoc |  | 635 a.m. |
| 10 | CBR | 252 a.m. | Chester (MO)... ... | Pwillheli... |  | $632 \mathrm{a} . \mathrm{m}$. |

A-Three passenger-carrying vehicles.
*-Daily during summer period.
FRONT
No. 1 POR
Irish Parcel Post

No. 3 POR
Irish Letter Mail

No. 4 CBR
News

No. 5 CBR
Bangor
Colwyn

Bay Caernarvon Rhyl \begin{tabular}{l}
Bangor <br>
Llandudno <br>
Junc.

$\quad$

Bangor
\end{tabular}

No. 6 CBR

| Caernarvon | Fish for <br> Afonwen Line Junc. <br> Fish for <br> Afonwen Line | Chester | Rhyl |
| :--- | :--- | :--- | :--- | Colwyn Bay

No. 8 CBR

| Bangor News |  | Llandudno Junc. News |  | Bangor News Holyhead News |
| :---: | :---: | :---: | :---: | :---: |
| Llandudno <br> Proper <br> News | Rhyl News | Colwyn Bay News | RhyI <br> News | Llandudno Proper |
| Portmadoc Pwllheli Caernarvon | Afonwen |  |  |  |
| Bangor Pwllheli | Llandudn Caernarv | Junc. $\begin{aligned} & \text { Rhyl } \\ & \text { Colwyn }\end{aligned}$ | Bay. | Llandudno Junc. P.wllheli |

### 2.45 a.m. (MX) PARCELS, CREWE TO BANGOR.

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From | To |  |  |  |
| 1 | CBR | 855 p.m. (a) | Euston ... | Llandudno | $\cdots$ | $\cdots$ | 655 am . |
| 2 | CBR | 855 p.m. | Euston ... | Bangor ... | $\ldots$ | ... | 616 a.m. |
| 3 | RF |  | Milford ... | Bangor ... | ... | $\ldots$ | 616 a.m. |
| 4 | CBR | $245 \mathrm{a} . \mathrm{m}$. | Crewe | Bangor ... | ... | ... | 616 arm . |
| 5 | CBR | 245 a.m. | Crewe ... | Bangor ... | ... | ... | $616 \mathrm{a} . \mathrm{m}$. |
| 6 | CBR | 1027 p.m. | Leicester. | Bangor | ... | ... | $616 \mathrm{a} . \mathrm{m}$. |
| 7 | CBR | 1145 p.m. (b) | Birmingham ... | Holyhead | ... | ... | 841 a.m. |
| 8 | CBR | 1040 p.m. (b) | Euston ... | Holyhead | ... | ... | 841 a.m. |
| 9 | CBR | 1040 p.m. (c) | Euston ... | Birkenhead | $\cdots$ | ... | 410 a.m. |
| 10 | Attach re | ar at Chester: 1045 p.m. (b) | Leeds ... | Holyhead | ... |  | 841 a.m. |
| 11 | CBR | 1120 p.m. | Manchester (Vic.) | Bangor ... | ... | ... | $616 \mathrm{a} . \mathrm{m}$. |
| 12 | CBR | $1210 \mathrm{a} . \mathrm{m}$. | Manchester (L. Rd.) | Bangor ... | ... | ... | $616 \mathrm{a} . \mathrm{m}$. |

(a) Transferred Llandudno Junction to 6.45 a.m. to Llandudno.
(b) Transferred Bangor to $7.45 \mathrm{a} . \mathrm{m}$. to Holyhead.
(c) Transferred Chester to 6.40 a.m. to Birkenhead. Chester to transfer News and Perishable Traffic to 3.45 a.m. to Birkenhead.

FRONT


No. 6 CBR Holyhead | Bangor Prestatyn |
| :--- |
| Penmaenmawr | Colwyn Bay Birkenhead

Llandudno Junc. Llanfairfechan Rhyl Chester

| No. 7 CBR | Irish <br> Birkenhead | Colwyn Bay | Prestatyn | Llandudno <br> Junc. |
| :---: | :--- | :---: | :---: | :---: | | Birkenhead |
| :---: |
| Line |

2.45 a.m. (MX) Parcels, Crewe to Bangor-continued.

FRONT


### 3.15 a.m. (SuO) PARCELS, CREWE TO BANGOR.

| No. | Type of Vehicle. | Time of Departure. | VA |  |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Van. |  |  | From | To |  |  |  |
| 1 | - | $30 \mathrm{a} . \mathrm{m}$. | Crewe |  |  |  |  |
| 2 | - | $750 \mathrm{p.m}$. | Crewe $\begin{aligned} & \text {... } \\ & \text { Euston }\end{aligned}$ | Llandudno |  | . | $1020 \mathrm{a} . \mathrm{m}$. |
| 3 | - | 750 p.m. | Euston ... ... ... | Bangor ... |  | $\ldots$ | $646 \mathrm{a} . \mathrm{m}$. |
| 4 | - | 750 p.m. (a) | Euston ... | Holyhead | ... | $\ldots$ | $646 \mathrm{a} . \mathrm{m}$. |
| 5 | - | 1130 p.m. | Birmingham ... ... | Bangor ... |  | .. | at Bangor 646 a.m. |
| 6 |  |  |  |  |  |  | at Bangor |
|  |  | 945 p.m | eeds | Bangor ... | $\ldots$ | .. | 646 a.m. |
| 7 | - | 815 p.m. | Manchester (Vic.) ... | Bangor ... | ... | ... | at Bangor $646 \mathrm{a} . \mathrm{m}$. |
| $\begin{gathered} \text { Attac } \\ 8 \end{gathered}$ | hed Cheste | $r$ behind Lland 1020 p.m. | udno Van. Manchester (Ex.) ... | Bangor ... | ... |  | 646 arm . |

(a) Forward from Bangor 11:40 a.m. freight to Holyhead.

FRONT
No. I

| Bangor | Colwyn Bay |  | Colwyn Bay |  | Bangor |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Parcel Post |  |  |  |  | Parcels |  |
| Llandudno Junc. | Rhyl | Chester | Chester | Rhyl |  | Llandudno Junc. |

No. 2

| Chester and <br> Transfer <br> Chester | Birkenhead <br> Line <br> Rhyl | Rhyl | Llandudno |
| :--- | :--- | :--- | :--- |
|  |  |  |  |

3.15 a.m. (SuO) Parcels, Crewe to Bangor-continued.

3.15 a.m. (SUO) PARCELS, CREWE TO LIVERPOOL.

| No. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Time of Departure. | VAN |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Van. |  |  | From | To |  |
| 1 | - | 1130 p.m. | Birmingham ... ... | Lime Street ... | 414 a.m. |
| Van | - | 750 p.m. | Euston ... ... ... |  |  |
| 3 | - | 750 p.m. | Euston ... ... ... | Alexandira Dock | $530 \mathrm{a} . \mathrm{m}$. |
|  |  |  |  |  |  |

FRONT
No. I CBR

Liverpool
Parcels Post
Liverpool
Parcels Post

| Alexandra Dock | Liverpool <br> Parcels |
| :--- | :--- |
| Hampers | Parexandra Dock |
| Liverpooi |  |
| Alempers | Parcels and |
| Hampers |  |

3.15 a.m. (SuO) Parcels, Crewe to Liverpool-continued.

FRONT

| No. 2 CBR | Liverpool Parcels |  | !rish <br> Traffic, via Liverpool | Liverpool Parcels |
| :---: | :---: | :---: | :---: | :---: |
| No. 3 CBR | Edge Hill <br> Transfer Parcels | Crewe and Transfer | Runcorn | Alexandra Dock |
|  | Edge Hill <br> Transfer Parcels | Crewe and Transfer Made up with | Crewe <br> from Old Yar |  |

2.45 a.m. (MX) PARCELS, CREWE TO $\triangle I V E R P O O L ~(L . ~ S T) .$.

| $\begin{aligned} & \text { No. } \\ & \text { of } \\ & \text { Van. } \end{aligned}$ | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Time of Departure. | VAN. |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | To |  |
| 1 | CBR | $855 \mathrm{p} . \mathrm{m}$. | Euston |  | Liverpool (L. St.) | 335 a am. |
| 2 | CBR | 855 p.m. | Euston ... |  | Liverpool (L. St.) | 3 35 a.m. |
| 3 | CBR | 855 p.m. (a) | Euston ... ... | .. | Alexandra Dock | 515 a.m. |
| 4 | CBR | 1145 p.m. | Birmingham ... | .. | Liverpool (L. St.) | 335 a.m. |
| 5 | R | $1027 \mathrm{p} . \mathrm{m}$. | Leicester | ... | Liverpool (L. St.) | 3 3 5 a a.m. |
| 6 | CBR | $1050 \mathrm{p} . \mathrm{m}$. | Euston $\ldots$ | ... | Liverpool (L. St.) | $335 \mathrm{a} . \mathrm{m}$. |
| 7 | FV | 1030 p.m. (b) | Broad Street |  | Liverpool (L. St.) | 335 a.m. |
| 8 | $\stackrel{\text { FV }}{\text { CBR }}$ | $\begin{array}{rl}9 & 25 \\ 10 & \text { p.m.m. (b) }\end{array}$ | St. Pancras lunc. | .. | Liverpool (L. St.) |  |
| 10 | CBR | $1040 \mathrm{p} . \mathrm{m}$. | Euston ... | .. | Liverpool (L. St.) |  |

(a) Transferred Liverpool to 4.45 a.m. to Alexandra Dock.
(b) Goods vehicles.

## FRONT

| No. 1 CBR | Liverpool News | Liverpool Parcels |
| :--- | :--- | :--- |
| No. 2 CBR | Liverpool Parcels | Liverpool Parcel Post |
| No. 3 CBR | Edge Hill Transfers | Alexandra Dock |
| No. 4 CBR |  | Liverpool Proper |
| No. 5 R | Liverpoool | Alexandra Dock |
| No. 6 CBR |  |  |
| No. 9 CBR | Liverpool | Larcel Post |

### 3.25 a.m. (MX) PARCELS, CREWE TO CARLISLE.

\begin{tabular}{|c|c|c|c|c|c|c|c|}
\hline No. \& \multirow[t]{2}{*}{Type of Vehicle.} \& \multirow[t]{2}{*}{Time of Departure.} \& \multicolumn{4}{|c|}{VAN.} \& \multirow[t]{2}{*}{Time of Arrival at Destination.} <br>
\hline Van. \& \& \& From \& To \& \& \& <br>
\hline 1 \& CBR \& 952 p.m. \& St. Pancras Junc. \& Carlisle \& $\ldots$ \& ... \& $813 \mathrm{a} . \mathrm{m}$. <br>
\hline 2 \& CBR \& 1027 p.m. \& Leicester ... \& Carlisle \& ... \& $\ldots$ \& $813 \mathrm{a} . \mathrm{m}$. <br>
\hline 3 \& PMR \& 1145 p.m. \& Birmingham \& Carlisle \& ... \& ... \& $813 \mathrm{a} . \mathrm{m}$. <br>
\hline 4 \& CBR \& 1145 p.m. \& Birmingham ... \& Carlisle \& ... \& $\ldots$ \& 813 arm . <br>
\hline 5 \& CBR \& 1145 p.m. \& Birmingham (WO). \& Carlisle \& ... \& ... \& $813 \mathrm{a} . \mathrm{m}$. <br>
\hline 6 \& CBR \& 1023 p.m. \& Coventry ... \& Carlisle \& $\ldots$ \& .. \& 813 am . ${ }^{8} 13$. <br>
\hline 7 \& CBR \& 855 p.m. \& Euston ... \& Carlisle \& $\cdots$ \& ... \& 813
8
8
13 <br>
\hline 8 \& CBR \& 1040 p.m. \& Euston ... \& Carlisle \& $\ldots$ \& $\ldots$ \& 8
8
8
13

a <br>
\hline 9 \& Stove R \& 1040 p.m. ( $\dagger$ ) \& Euston ${ }^{\text {Q }}$ \& Carlisle \& ... \& .. \& 813 a.m. <br>
\hline 10 \& CBR \& 1145 p.m. \& Aston (Q) \& Preston \& ... \& ... \& $518 \mathrm{a} . \mathrm{m}$. <br>
\hline 11 \& CBR \& 1145 p.m. \& Birmingham \& Preston \& ... \& $\ldots$ \& $\begin{array}{llll}5 & 18 \\ 5 & \text { a.m. }\end{array}$ <br>

\hline 12 \& CBR \& 855 p.m. \& Euston ... \& Preston \& \& ... \& $$
\begin{aligned}
& 5 \\
& 7 \\
& 7 \\
& \hline 5
\end{aligned} \text { a.m. }
$$ <br>

\hline 13 \& CBR \& 855 p.m. (a) \& Euston ... \& Blackpool \& ... \& ... \& $$
735 \text { a.m. }
$$ <br>

\hline 14 \& CBR \& 855 p.m. (b) \& Euston ... \& Colne ... \& $\cdots$ \& $\cdots$ \& $\begin{array}{lll}8 & 8 & \text { a.m. }\end{array}$ <br>
\hline 15 \& CBR \& 855 p.m. (c) \& Euston \& Southport \& \& ... \& $72 \mathrm{a} . \mathrm{m}$. <br>

\hline Attac 16 \& $$
\left|\begin{array}{c}
\text { h rear Car } \\
\text { CBR }
\end{array}\right|
$$ \& \[

1045 p.m.
\] \& Leeds \& Carlisle \& ... \& - \& 813 a.m. <br>

\hline
\end{tabular}

( $\dagger$ ) Stove fitted vehicle.
(a) Transferred. Preston to 6.40 p.m. to Blackpool.
(b) Transferred Wigan to $5.30 \mathrm{a} . \mathrm{m}$. to Blackburn.
(c) Transferred Wigan to 6.22 a.m. Wallgate to Southport.

## FRONT

No. 1 CBR

| Penrith <br> Keswick | Cockermouth | Warrington | Preston | Blackpool <br> P. \& W. Line |
| :--- | :--- | :--- | :--- | :--- |
| Oxenhoime |  |  | Carnforth and |  |

No. 2 CBR
Preston
Wigan

Crewe
Penrith
Oxenholme
Lancaster

Carlisle
Oxenholme
Lancaster
Carnforth

No. 3 PMR

| Penrith | Crewe and <br> Transfer | Oxenholme |
| :--- | :--- | :--- |
| Tebay | Stafford and <br> Transfer | Preston |
| Lancaster | Warrington <br> Wigan | Carlisle |
| Carnforth | Scotch |  |

No. 4 CBR

| Perth <br> Aberdeen | Warrington <br> Carlisle and <br> M.C. | Oxenholme <br> Lancaster | Penrith <br> Carnforth |
| :--- | :--- | :--- | :--- |
| Carlisle | Penrith <br> Carnforth | Oxenholme <br> Carnforth | Preston <br> Lancaster |

3.25 a.m. (MX) Parcels, Crewe to Carlisle-continued.


### 4.20 a.m. (MX) PARCELS, CREWE TO CHESTER.

| No. of Van. |  | Time of Departure. | VAN. |  | Time of Arrival at Destination |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From | To |  |
| 1 | - | 1230 a.m.* | Euston ... | Holyhead | 10 a a.m. |
| 2 | - | $250 \mathrm{a} . \mathrm{m}$.* | Manchester (L. Rd.)... | Amiwch (SX)... | $1016 \mathrm{am} . \mathrm{m}$. at Amlwch |
| 3 | - | 250 a.m. | Manchester (L. Rd.)... | Chester... | $449 \mathrm{a} . \mathrm{m}$. |

(*) Transferred Chester to 5.2 a.m. Crewe to Holyhead.

| No. I | Chester | Colwyn Bay | Rhyl | Llandudno | Bangor and Transfer |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Mails and Parcel Post | Penmaenmawr |  | Cheste News | and Transfer Parcels |
| No. 2 | G.P.O. Traffic |  |  | Newsp Cheste | ers <br> to Holyhead |
| No. 3 | Chester |  |  |  | Chester |

9.0 p.m. (SX) PARCELS, PRESTON TO HEYSHAM.

| No. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Time of Departure. | VAN. |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Van. |  |  | From |  |  |  |
| 1 | - | 40 p.m. (a) | Euston | Heysham |  | 952 p.m. |
| 2 | - | 40 p.m. (*a) | Euston ... ... | Heysham | $\ldots$ | 952 p.m. |
| 3 | - | 550 p.m. (a) | Birmingham ... | Heysham | $\ldots$ | 952 p.m. |
| 4 | - | 525 p.m.(ab) | Dudley Port ... | Heysham | ... | 952 p.m. |
| 5 | - | 730 p.m. | Fleetwood . | Heysham | ... | 952 p.m. |
| 6 | $\bar{R}$ | 58 p.m. | Bradford (Ex.) | Heysham | $\ldots$ | 952 p.m. |
| 7 | R | 647 p.m. | Manchester (Vic.) | Heysham | ... | 952 p.m. |

(*) Scenery Truck with containers.
(a) Attached Preston off 7.30 p.m. Crewe to Carlisle.
(b) Refrigerator Van.

## FRONT

No. 1
Irish Traffic
via Heysham and
Belfast
Irish Traffic
via Heysham and Belfast

All Boat Traffic
Irish
via Heysham and Belfast

### 3.58 a.m. (MX) PARCELS, STOCKPORT TO STALYBRIDGE.


(*) Four-wheel Goods Van.
( $\dagger$ ) Empty.
(a) Forward $4.30 \mathrm{a} . \mathrm{m}$. Stalybridge to Manchester (Vic.).
(b) Forward 4.47 a.m. Stalybridge to Huddersfield and 6.35 a.m. Huddersfield to Leeds.

FRONT

No. 2

Oldham
Bolton Line

Huddersfield
Rochdale

Victoria Delivery and Transfers
Victoria Delivery and transfers

| Nos. 3 and 4 | Huddersfield <br> and Transfers |
| ---: | :--- |
|  | Huddersfield |
| and Transfers |  |

Leeds and Transfers
Leeds and
Stalybridge
Halifax

Transfers

Huddersfield
Stalybridge

No. 5

No. 6
Huddersfield
Dewsbury

Mirfield
Bradford

Leeds
Leeds
L.N.E. Line
L.N.E. Line

## 3.0 a.m. PARCESS, STOCKPORT TO MANCHESTER (VIC.).

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Fro |  | To |  |
| 1 | - | $\begin{array}{rrr} 3 & 0 & \text { a.m. } \\ 8 & 55 & \text { p.m. } \end{array}$ | Stockport Euston ... | $\ldots$ | Manchester (Vic.) Manchester (Vic.) | $\begin{aligned} & 325 \text { a.m. } \\ & 325 \text { a.m. } \end{aligned}$ |

3.0 a.m. Parcels, Stockport to Manchester (Vic.)-continued.

FRONT
No. I

No. 2

| Manchester (Vic.) Rochdale <br> Delivery and <br> Transfers | Rochdale | Oldham | Bolton |
| :--- | :--- | :--- | :--- |
|  | Rochdale | Oldham | Bolton |
| Manchester (Vic.) | Bolton |  |  |
| Delivery and <br> Transfers | Rochdale | Oldham | Bolton |

II. 20 p.m. (SX) PARCELS, MANCHESTER (EX.) TO CARLISLE.

| $\begin{gathered} \text { No. } \\ \text { of } \\ \text { Van. } \end{gathered}$ | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Time of Departure. | VAN. |  |  |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | T |  |  |  |
| 1 | Steel Van | 1120 p.m. | Manchester (Ex.) |  | Glasgow |  |  | 423 a.m. |
| 2 | - | 1120 p.m. | Manchester (Ex.) |  | Glasgow |  |  | $423 \mathrm{a} . \mathrm{m}$. |
| 3 | - | 1120 p.m. | Manchester (Ex.) |  | Glasgow |  |  | $423 \mathrm{a} . \mathrm{m}$. |
| 4 |  | 1120 p.m. | Manchester (Ex.) |  | Glasgow |  |  | $423 \mathrm{a} . \mathrm{m}$. |
| 5 |  | 1120 p.m. | Manchester (Ex.) |  | Aberdeen |  |  |  |
| 6 | 二 | 1120 p.m. | Manchester (Ex.) |  | Perth |  |  | 524 5 54 a.m.m. |
| 7 8 |  | 1120 p.m. | Manchester (Ex.) |  | Perth |  |  | $524 \mathrm{a} . \mathrm{m}$. $420 \mathrm{a} . \mathrm{m}$. |
| 8 |  | 1120 p.m. | Manchester (Ex.) |  | Edinburgh |  |  | 420 a.m. |
| 10 |  | 1120 p.m. | Manchester (Ex.) |  | Ayr |  |  | 617 a.m. |
| 11 | - | 1120 p.m. | Manchester (Ex.) |  | Carlisle | ... |  | 154 a.m. |

FRONT
No. I
Glasgow
All "Daily Herald"
Glasgow

No. 2
Glasgow
All "Daily Mail"
Glasgow

No. 3
Glasgow Parcel Post
Glasgow Parcel Post
Glasgow Railway
Parcels from
Manchester, Preston
and Carlisle

No. 4

News Chronicle $\quad$| Motherwell |
| :--- |
| Transfers |

Allied News
Glasgow Parcels
from
Manchester

No. 5

| Aberdeen | Aberdeen <br> Parcels | Aberdeen <br> News Transfers | Aberdeen <br> News |
| :--- | :--- | :--- | :--- |
| Parcel Post | Aberdeen | Aberdeen | Aberdeen |
| Parcel Post | Parcels | News Transfers |  |

II. 20 p.m. (SX) Parcels, Manchester (Ex.) to Carlisle-continued.


Il. 20 p.m. (SO) MANCHESTER (EX.) TO WIGAN.

| No. of | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Time of Departure. | VAN. |  |  |  | Time of Arrival at. Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | To |  |  |
| 1 | - | 1120 p.m. | Manchester (Ex ${ }^{\text {) }}$ |  | Kilmarnock |  | $453 \mathrm{a} . \mathrm{m}$. |
| 2 | - | 1120 p.m. | Manchester (Ex.) |  | Lairg ... ... | ... | 1126 a.m. |
| 3 | - | 1120 p.m. | Manchester (Ex.) | ... | Glasgow (C.) ... | ... | 457 a a.m. |
| 4-9 | - | 1120 p.m. | Manchester (EX.) |  | Glasgow (C.) ... Due Carlisle | $\cdots$ | $\begin{array}{lll} 4 & 57 \\ 2 & \text { a.m. } \\ 26 \text { a.m. } \end{array}$ |

Transferred Wigan to 8.20 p.m. Euston to Carlisle.

## FRONT

No. I

No. 2
News

No. 3
Carlisle News
Glasgow Parcels

### 2.10 a.m. NEWS, MANCHESTER (EX.) TO WIGAN.

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From | To |  |
| 1 | - | $1014 \text { p.m. (a) }$ | Leeds (Cen.) ... ... | Liverpool ... ... | 40 a.m. |
| 2 | - | 1045 p.m. (a) | Leeds | Liverpool ... ... | 40 a.m. |
| 3 | - | - $210 \begin{array}{r}\text { a.m. (M) } \\ \text { (MO) } \\ \text { (M) }\end{array}$ | Manchester (Ex.) ... | Liverpool (News Van) | $40 \mathrm{a} . \mathrm{m}$. |
| 4 | - | 210 am . (b) | Manchester (Ex.) ... | CoIne (Parcel Post Van) | 458 a.m. |
| 5 | - | $210 \text { a.m. (c) }$ (MX) | Manchester (Ex.) | Morecambe (News) .a. | $62 \mathrm{a} . \mathrm{m}$. |
| 6 | - | $210 \mathrm{am.m}$. (d) | Manchester (Ex.) | Windermere (News) | 529 a.m. |
| 7 | - | $210 \text { a.m. (d) }$ | Manchester (Ex.) | Whitehaven ... .. | 72 a.m. |
| 8-9 | - | $210 \mathrm{a} \cdot \mathrm{m.} \text { (d) }$ | Manchester (Ex.) ... | Whitehaven (News)... | 72 a.m. |
| 10 | 一 | $210 \quad \begin{aligned} & \text { a.m. } \\ & (\mathrm{MX}) \end{aligned}$ | Manchester (Ex.) | Whitehaven (News)... | 72 a.m. |
| 11 | - | $210 \mathrm{a} \cdot \mathrm{m.(d)}$ | Manchester (Ex.) ... | Morecambe ... ... | 454 a.m. |
| 12 | - | $210 \mathrm{am} . \mathrm{m}$ (d) | Manchester (Ex.) ... | Preston ... ... | 322 a.m. |

(a) Transferred Wigan to 3.0 a.m. to Lime Street.
(b) Transferred Wigan to $3.10 \mathrm{a} . \mathrm{m}$. to Blackburn.
(c) Transferred Wigan to $3.25 \mathrm{a} . \mathrm{m}$. to Carnforth.
(d) Transferred Wigan to $1.25 \mathrm{a} . \mathrm{m}$. from Crewe.

## FRONT

No. 1
Liverpool
Liverpool

St. Helens Junc. Transfer

No. 2
Liverpool St. Helens Junc. Transfer
Liverpool

No. 3
Liverpool News
Liverpool News

## St. Helens News

Accrington Burnley Colne

No. 5

No. 6

| Lancaster <br> News <br> Lancaster News | Wigan and Transfer <br> News and Parcels <br> Irish Parcels |
| :--- | :---: |

Carnforth and Transfer

## Nos. 7, 8 \& 9 Whitehaven

 NewsDrigg News
Millom News and Parcels
Furness Line
News and Parcels

Bootle News

Furness Line
News
2.10 a.m. News, Manchester (Ex.) to Wigan-continued.

FRONT
No. 10

| Barrow <br> Barrow Parceis <br> and News | Coniston | Workington |
| :--- | :--- | :--- |

No. II
Morecambe News

No. 12
Preston News
2.10 a.m. (SuO) MANCHESTER (EX.) TO WIGAN.

| No. of Van. | Type of Vehicle. | Time of Departure. | VAN. |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From | To |  |
| 1 | - | 210 a.m. | Manchester (Ex.) | Windermere |  |
| 2 | - | $210 \mathrm{a} . \mathrm{m}$. | Manchester (Ex.) ... | Millom ... $\quad . .$. | $859 \mathrm{a} . \mathrm{m}$. |
| 3 | - | $210 \mathrm{a} . \mathrm{m}$. | Manchester (Ex.) ... | Whitehaven ... | 1021 am . |
| 4 | - | $210 \mathrm{a} . \mathrm{m}$. | Manchester (Ex.) ... | Blackpool (North) $\quad .$. | $423 \mathrm{a} . \mathrm{m}$. |
| 5 | - | $210 \mathrm{a} . \mathrm{m}$. | Manchester (Ex.) .... | Preston ... ... $\ldots$ | $322 \mathrm{a} . \mathrm{m}$. |
| 6 | - | $210 \mathrm{a} . \mathrm{m}$. | Manchester (Ex.) | Preston ... ... ... | 322 a.m. |
| 7 |  | $210 \mathrm{a} . \mathrm{m}$. | Manchester (Ex.) | Preston... ... ... | $322 \mathrm{a} . \mathrm{m}$. |
|  | Fish Trucks | - | Grimsby and Hull ... | Preston, Carnforth, Blackpool, etc. | - |

All vehicles transferred Wigan to 1.25 a.m. Crewe to Windermere.
FRONT
No. 1

No. 2

No. 3

No. 4

| Furness | Carnforth <br> Parcels | Millom <br> News and <br> Parcels | Coniston <br> News | News <br> Drigg and Bootle |
| :--- | :--- | :--- | :--- | :--- |
| Barrow_N |  |  |  |  |

No. 5

> Preston
> Transfer News

Blackpool News

Nos. 6 and 7
Preston News $\left\{\begin{array}{l}\text { Van No. } 6 \text { for the "People" } \\ \text { Van No. } 7 \text { for the "Allied News" }\end{array}\right.$

### 3.25 a.m. (MX) PARCELS, WIGAN TO CARNFORTH.


(*) Fish Trucks.
(a) Transferred Carnforth to 3.25 a.m. (MX) Parcels, Crewe to Carlisle.
(b) Transferred Carnforth to $5.46 \mathrm{a} . \mathrm{m}$. from Carnforth to Morecambe.
(c) Transferred Carnforth to $6.23 \mathrm{a} . \mathrm{m}$. Parcels Carnforth to Barrow.

FRONT
No. 6 CBR

| Carnforth and Transfer | Penrith | Preston | Carlisle and Transfer |
| :---: | :---: | :---: | :---: |
| Carnforth and Transfer | Oxenholme | Wigan Warrington | Carlisle and Transfer |
| Lancaster <br> News |  | Morecambe | Lancaster |
| Lancaster News | Irish Traffic via Heysham |  | Lancaster |
| Carnforth and Transfers | Preston and Transfers |  | Barrow-inFurness |
| Irish, via Heysham |  | Lancaster | Barrow-inFurness |

UP PARCEL, ETC., TRAINS SHOWN IN FOLLOWING LIST:-


### 8.37 p.m. EXPRESS, CARLISLE TO EUSTON. (5.40 p.m. from Glasgow.)


( $\dagger$ For traffic loaded at Preston.
(a) Transferred Nuneaton to 3.2 a.m. to Leicester.
(b) Transferred Bletchley to 12.10 p.m. (SuO) to Cambridge.
(c) Transferred Crewe to $1.25 \mathrm{a} . \mathrm{m}$. from Crewe.

FRONT
No. 3

| London Parcels | Preston Meat and and Fish | Stafford, Rugby Nuneaton, Bletchley Milk and Parcels from Scotland | Preston <br> Parcels and Milk <br> Crewe and 7 | London Parcels <br> ansfer Milk |
| :---: | :---: | :---: | :---: | :---: |
| London Meat and Fish | Nuneaton Parcels as from Crewe | Crewe, Stafford Rugby, Nuneaton Bletchley Fish and Meat | Crewe <br> Parcel <br> Post <br> Bletchley <br> Parcels <br> from Crewe | Crewe and Transfer Parcels from Aberdeen |

No. 6

| Nuneaton | Preston \& Transfer Crewe Transfer | Crewe Transfer |  |
| :--- | :--- | :--- | :--- | :--- |
| Rugby | Letters \& Parcels | for N.S. Line | for West of England |
| Bletchley | Rugby \& Transfer | Watford Letters | Nuneaton |
| from | Parcels \& Post | \& Parcel Post | Letters as from |
| Glasgow | from Nuneaton | off "Up Postal" | Crewe |

8.37 p.m. Express, Carlisle to Euston-continued.

| No. 7 | London Parcels | Letters CarnforthPreston and Preston and Warrington, Crewe | London for G.E. and L. T. \& S. Suburban Parcels | London Parcels |
| :---: | :---: | :---: | :---: | :---: |
|  |  | Willesden Parcels as from Crewe |  |  |
|  | London Fish | Letters Warrington Transfer from Carnforth \& Preston | London for S.R. Parcels | London Parcels |


| Euston | Warrington <br> Parcels Post |
| :--- | :--- |
| Parcels Post |  |


| Birmingham | Rugby and <br> Transfers <br>  <br>  <br>  <br>  <br> Bletchley and <br> Transfers. |
| :--- | :--- |


| Crewe and | Euston |
| :--- | ---: |
| Transfers |  |
| Warrington and |  |
| Transfer | S.R. Line |


| London <br> Parcels | Crewe | Rugby <br> Parcels | London <br> Parcels |
| :--- | :--- | :--- | :--- |
| London <br> Parcels | Bletchley <br> and Transfer | Nuneaton <br> and Transfers | London <br> Parcels |

No. 14

No. 15

| Nuneaton and | Nuneaton |
| :--- | :--- |
| Transfer Parcels |  |
| Nuneaton and | Nuneaton |
| Transfer Parcels |  |

Leicester Parcel Fish, Nuneaton
Post
Hinckley Parcel Nuneaton
Post

London
Southern Rly. Parcels Parcel Post

No. 16
Cambridge Parcels
Bletchley
G.E. Line, via Cambridge Parcels and Parcel Post
Cambridge
Watiord
G.E. Line, via Cambridge Parcels Post
1.53 a.m. (MX) PARCELS, CARLSEE TO WIGAN.

(*) Three empty Brake Vans.
( $\dagger$ ) Two empty Brake Vans.
(a) Transferred Wigan $5.25 \mathrm{a} . \mathrm{m}$. to Manchester (Ex.).
(b) Transferred Wigan 2.10 a.m Carlisle to Liverpool.
(c) Fish truck.

FRONT
No. 1

| Liverpool | Wigan <br> Liverpool Fish | Preston <br> Carnforth | Manchester |
| :--- | :--- | :--- | :--- | :--- |

No. 3

| Liverpool | Preston | Wigan |  | Carnforth |
| :--- | :---: | :--- | :--- | :--- |

No. 6

> Liverpool

Preston
Wigan Carnforth Liverpool
1.53 a.m. (SuO) CARLISLE TO CREWE.

(a) Transferred forward 5.25 a.m. from Wigan. (b) Transferred forward $5: 16$ a.m. from Wigan
$1.53 \mathrm{a} . \mathrm{m}$. (SuO) Carlisle to Crewe-continued.

| No. 1 | Manchester Milk | Preston and Transfer | Wigan and Transfer | Manchester Parcel Post |
| :---: | :---: | :---: | :---: | :---: |
|  | Manchester Milk | Liverpool Milk | Liverpool Parcels Parcel Post | Manchester Parcels |

No. 2
Fish and Perishables, Manchester and beyond

No. 3

No. 4

No. 5

No. 6

No. 7

Carnforth Transfer

### 8.15 p.m. (SO) PARCELS, MANCHESTER (VIC.) TO STOCKPORT.

| No. of Van. |  | Time of Departure. | VAN. |  |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | To |  |  |
|  |  | ( $\dagger$ a) | Horwich |  | Crewe |  | 127 a.m. |
| 1 | - | 815 p.m. (b) | Victoria | $\cdots$ | Hereford | $\ldots$ | 525 a.m. |
| 2 | - | 815 p.m. (a) | Victoria | - | Bangor ... ... | - | $646 \mathrm{a} . \mathrm{m}$. |
| 3 | - | 815 p.m. (a) | Victoria ... | ... | Birmingham ... | $\cdots$ | 713 a.m. |
| 4 | - | 815 p.m. (a) | Victoria | . | Euston ... | ... | 637 a.m. |
| 5 | - | 815 p.m. (c) | Victoria | . | Euston ... ... |  | 10 a.m. |
| 6 | - | 815 p.m. (c) | Victoria | ... | Cannon Street, | via | 10 a.m. <br> at Euston |
| 7 | - | 815 p.m. (d) | Victoria | ... | Bristol ... | ... | $530 \mathrm{a} . \mathrm{m}$. |

( $\dagger$ ) Loco. Stores Van.
(a) Transferred to 9.45 p.m. Leeds to Euston at Stockport.
(b) Transferred to 10.40 p.m. Leeds to Crewe at Stockport.
(c) Transferred to 8.35 p.m. London Road to Euston at Stockport.
(d) Transferred to 1.25 a.m. Crewe to Bristol.
8.15 p.m. (SO) Parcels, Manchester (Vic.) to Stockport-continued.

FRONT
No. I

No. 2

No. 3

No. 4

| G.W. and |  |  |  |
| :--- | :--- | :--- | :--- |
| Transfer, via | Hereford | Hereford and <br> Transfers | Pontypool <br> Road |


| G.W. and | Crewe and | Cambrian | Shrewsbury and <br> Transfer, via <br> Cardiff |
| :--- | :--- | :--- | :--- | | Transfers |
| :--- |$\quad$ Line $\quad 1$| Transfers |
| :--- |


| Bangor and <br> Transfers <br> Irish | Llanfairfechan <br> Penmaenmawr | Rhyl and <br> Transfers | Llandudno |
| :--- | :--- | :--- | :--- |
| Bangor and | Colwyn Bay | Chester <br> Transfers | Llandudno Junc. <br> and Transfers |
| Stockport | Dudley and <br> Transfer | Wolverhampton | Birmingham <br> Delivery |
| Stafford and | Dudley and <br> Transfers | Birmingham <br> and Transfers | Birmingham <br> Delivery |
| Coventery | Bletchley |  | Watford |
| Rugby and Northampton <br> and Transfers | Nuneaton |  |  |

No. 5
No. 6

No. 7

| L. \& S.W. | L.B. \& S.C. | S.E. \& C. |
| :--- | :--- | :--- |
| L. \& S.W. | Willesden | S.E. \& C. |

9.5 p.m. (SX) Parcels, Preston to Euston-continued.

## FRONT

No. I

| Birmingham <br> and Transfer | Stafford | Stafford | Wolverhampton and Stour Line <br> including Walsall, Dudley, Dar- <br> laston, Oldbury, Smethwick |
| :--- | :---: | :---: | :---: |

No. 2

|  |  |  |  |
| :--- | :--- | :--- | :--- |
|  | Warrington <br> Wigan | Rugby <br> Bletchley | Southern |
| Euston | Crewe | Watford | Willesden |

No. 3

| $=$ |  |  |  |
| :--- | :--- | :--- | :--- |
| Southern | Preston and Crewe <br> Transfer, including Warrington <br> Stafford and <br> Birmingham Line Wigan | Watford <br> Euston |  |

Nos. 4 and 5

|  | Rugby | Crewe | Southern |
| :--- | :--- | :--- | :--- |
| Euston | Bletchley | Warrington <br> Watford | Wigan |

No. 6

No. 7

No. 8

| Euston | Wigan and <br> Euston <br> Willesden | Transfer including <br> Stafford and <br> Birmingham Line | Crewe <br> Rugby |
| :--- | :--- | :--- | :--- | | Couthern |
| :--- |
| Euston |

No. 10

No. 1 I

No. 12

No. 13

No. 14

No. 15

| Southern. Sec. | Southern <br> (S.E. \& C. Sec. <br> via Cannon St.) |
| :--- | :--- |
| (S.E. \& C. Sec. |  |
| via Holborn) |  |

I0.45 p.m. (SX) MANCHESTER (VIC.) TO STOCKPORT. (PARCELS TRAIN.)

| No. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Time of Departure. | VAN. |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Van. |  |  | From | To |  |
|  | CBR | 1045 p.m. | Manchester (Vic.) | Stoke | $458 \mathrm{a} . \mathrm{m}$. |
| 2 | CBR | 1045 p.m. | Manchester (Vic.) | Euston | $41 \mathrm{a} . \mathrm{m}$. |
| 3 | CBR | 640 p.m. | Waterfoot (*) ... | Euston ... ... ... | 41 a.m. |
| 4 | CBR | 730 p.m. | Blackburn ... | Euston (for Southern Railway) | 4.1 a.m. |

All vehicles join 10.45 p.m. from London Road at Stockport.
(*) Received off 7.44 p.m. from Bacup.
FRONT
No. I CBR

| Stoke and | Burslem | Hanley |
| :--- | :--- | :--- |
| Transfers <br> Stoke and | Tunstall | Hanley |
| Transfers |  | Stockport and <br> Transfers <br> Stockport and |
| Euston |  | Transfers |
| Delivery <br> Parcels | Stoke-on-Trent | Euston <br> Delivery <br> Parcels |

No. 3 CBR
No. 4 CBR
L.B. \& S.C.
Section

Euston Delivery Section
L. \& S.W.
L. \& S.W.

## L.B. \& S.C. Section

S.E. \& C. Willesden $\quad$ and Trans. L. \& S.W. $\quad \begin{aligned} & \text { Willesden } \\ & \text { and Trans. S.E. \& C. }\end{aligned}$
10.45 p.m. (SX). PARCELS, MANCHESTER (L. RD.) TO EUSTON.


Nos. 2 and 3
Parcel Post

No. 4

## London Parcels

No. 5

No. 6
L. \& S.W.
L.B. \& S.C.
S.E. \& C.

I0.45 p.m. (SX) PARCELS, MANCHESTER (L. RD.) TO EUSTON-continued. FRONT
No. 7

No. 8

No. 9

| Stoke <br> Stoke Mails | Rugby Parcel Post <br> Rugby | Bletchley |
| :--- | :--- | :--- |
| Willesden | Rugby Parcel Post | Bletchley <br> Bletchley Transfer <br> Parcels |
| Stoke Mails | Bletchley Parcels | London Parcel Post |
| London Parcels |  | Euston Delivery |
| Euston Delivery | Stoke-on-Trent <br> Parcel Post |  |

No. 11
No. 12

| L.B. \& S.C. | L. \& S.W. <br> Willesden | L. \& S.W. | Willesden | L.B. \& S.C. |
| :--- | :--- | :--- | :--- | :--- |
| S.E. \& C. | Transfer | L. \& S.W. | Transfer | S.E. \& C. |

9.45 p.m. (SO) PARCELS, LEEDS TO EUSTON.

| No. of Van. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Time of Departure. | VAN. |  | Time of Arrival at Destination, |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From | To |  |
| 1 | - | 945 p.m.(†a) | Leeds (City) | Manchester (Ex.) | 1220 a.m. |
| 2 | - | 945 p.m. (a) | Leeds (City) ... ... | Manchester (Ex.) ... | $1220 \mathrm{a} . \mathrm{m}$. |
| 3 |  | 945 p.m. (a) | Leeds (City) ... | Liverpool (L. St.) | 3 l a am . |
| 4 |  | 945 p.m. (b) | Leeds (City) ... . ... | Bangor ... ... ... | $646 \mathrm{a} . \mathrm{m}$. |
| 5 |  | 945 p.m. (c) | $\left.\begin{array}{lll} \text { Leeds (New) } & \ldots & \\ \text { Newcastle } & . . & \\ \text { Ne } \end{array}\right\}$ | Dudley Port ... ... |  |
| From | L.N.E. (c) | empty, Newca | stle to Dudley Port. |  |  |
| 6 |  | 945 p.m. (c) | Leeds (City) ... ... | Birmingham | 713 a.m. |
| 7 |  | 945 p.m. | Leeds (City) ... ... | Euston ... | 637 a.m. |
| $\begin{gathered} \text { Attac } \\ 8 \end{gathered}$ | hed rear H | $\begin{aligned} & \text { uddersfield. } \\ & 1043 \text { p.m. } \end{aligned}$ | Huddersfield ... | Euston | 637 a.m. |
| Attac 9 | hed front Loco. | Stockport. | Lime Street | Crewe |  |
| 10 |  | 815 p.m. (b) | Manchester (Vic.) ... | Bangor ... ... ... | 646 a.m. |
| Attac | hed Stockp | rear Birmin | gham Van. |  |  |
| 11 |  |  | Manchester (Vic.) $\quad .$. | Birmingham | $\begin{array}{lll}7 & 13 \\ 6 & \text { a.m. }\end{array}$ |
| 12 |  | 815 p.m. | Manchester (Vic.) ... | Euston ... | $637 \mathrm{a} . \mathrm{m}$. |
| Attac $13$ | hied rear S | tockport. 1210 a.m. | London Road ... | Euston ... | 637 a.m. |
| Attac | hed front | Crewe. |  |  |  |
| 14 | - | $116 \mathrm{p} . \mathrm{m}$. | Chester ... ... | Euston ... ... ... | 637 a.m. |
| 15 |  | 740 p.m. | Holyhead ...... | Euston | 637 a.m. |
| 16 | - | 10 Op.m. | Liverpool (L. St.) | Euston | 637 a.m. |
| Attac | hed rear R | u |  |  |  |
| 17 |  | 1215 a.m. | Birmingham (New St.) | Euston ... ... ... | 637 a.m. |
| 18 | - | 940 p.m. | Wolverhampton … | Euston ... ... ... | $637 \mathrm{a} . \mathrm{m}$. |
| 19 |  | $1215 \mathrm{a} \cdot \mathrm{m}$. | Birmingham (New St.) | Euston (for S. Rly.) ... | 637 a.m. |
| 20 | - | 1215 a.m. | Birmingham (New St.) | Willesden ... | $616 \mathrm{a} . \mathrm{m}$. |

(t) Empty.
(a) Forward 12.10 a.m. from Stalybridge.
(b) Forward 3.15 a.m. from Crewe to Bangor.
(c) Forward $5.20 \mathrm{a} . \mathrm{m}$. from Crewe to Birmingham.
9.45 p.m. (SO) Parcels, Leeds to Euston-continued.

## FRONT

Nos. 1 and 2

| Manchester Delivery |  |  | Manchester Transfers |
| :---: | :---: | :---: | :---: |
| Lime St. | St. Helens | Eccles <br> Tyidesley | Lime St. |
| Lime St. | Edge Hill | Stalybridge | Lime St. |
| Holyhead | Penmaenmawr Llanfairfechan | Birkenhead | Rhyl <br> Colwyn Bay |
| Prestatyn |  |  |  |
| Bangor and Transfers | Crewe and Transfer | Chester | Llandudno Junc. |

No. 6

| Midland, via | Dudley and | Wolverhampton |
| :--- | :--- | :--- |
| Birmingham | Transfer | Wolverhampton |
| Midland, via | Walsall |  |

No. 7

No. 8

| Stockport | Rugby Northampton | Watford Bletchley <br> Nuneaton | Fish Traffic <br> Northampton <br> Bletchley <br> Nuneaton <br> Rugby |
| :---: | :---: | :---: | :---: |
| London | Watford, Harrow Wembley | Rugby and Transfer | Southern RIy. |
| London | Nuneaton Northa and Transfer' and Tra | mpton Bletchley ransfer and Transfer | Southern Rly. |

No. 10

No. 11

No. 12

No. 13

No. 14

No. 15

No. 16
9.45 p.m. (SO) Parcels, Leeds to Euston-continued.

FRONT
No. 17

No. 18

| London |  | Willesden and <br> Transfers <br> S.E. \& C. |
| :--- | :--- | :--- |
| London  <br> L. \& S.W. Bletchley and <br> Transfers  | L.B. \& S.C. |  |

No. 19

No. 20
S.E. \& C., via
Cannon Street
S.E. \& C., via
S.E. \& C., via Holborn

Cannon Street
S.E. \& C., via
L. \& S.W.
L.B. \& S.C.

Holborn
L. \& S.W.
L.B. \& S.C.

| Willesden and | Kensington |
| :--- | :--- |
| Transfer |  |
| Willesden and |  |
| Transfer |  |

10.45 p.m. (SX) PARCELS, LEEDS CITY TO WEMBLEY. EMPTY STOCK TO WILLESDEN.

(*) For Lyons' returned empty containers.
(a) Detached Crewe.
(b) Detached Stalybridge: forward 12.45 to Manchester (Ex.)-2.10 thence to Wigan (Liverpool Van); 2.25 thence to Wigan (Carlisle Van).
(c) Detached Stafford: forward 2.25 a.m. Crewe to Birmingham.
(d) Detached Stockport: forward 1.10 a .m. Fish to Chester, 2.45 a a.m. Crewe to Bangor.
(e) Detached Stockport: forward $1,50 \mathrm{a}, \mathrm{m}$, Stockport to Hereford.
$(\dagger)$ Empty vehicle.
10.45 p.m. (SX) Parcels, Leeds City to Wembley-continued.

FRONT
No. 3

No. 4

No. 5

| No. 6 | Irish, via Penmaenmawr Holyhead Llanfairfechan |  | Rhyl and Transfers <br> Chester <br> Colwyn Bay and <br> Transfers, Llandudno <br> Junc. Transfers |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Bangor and Transfers | Fish Traffic Chester and Transfers | Chester Transfers | Wrexham and Transfer |
| No. 7 | Taunton and Transfers | Bristol and Transfers | Whitchurch and Transfer | G.W. Main Line |
|  |  | Guard's Compartment |  |  |
|  | Exeter and Transfers | Plymouth and West | Crewe and Transfers | Crewe and Transfers |
| No. 8 | G.W. Transfers via Cardiff | Pontypool Rd. and Transfers | G.W. Transfers via Cardiff | Pontypool Rd. and Transfers |
|  |  | Guard's Compartment |  |  |
|  | Cardiff | Newport and Transfers | Cardiff | Newport and Transfers |
| No. 9 | Stockport | Rugby | Nuneaton | Fish Traffic <br> Nuneaton Rugby <br> Northampton <br> Bletchley |
|  | Coventry Produce | Northampton | Watford Bletchley |  |
| No. 10 | Cardiff Proper | Pontypool Rd. and Transfer | Crewe and Transfer | Shrewsbury and Transfer |
|  |  | Stockport and Transfer | Cambrian Transfers via Crewe |  |
|  | Cardiff <br> Transfers | Newport (Mon.) and Transfer | N.S. Line | Hereford and Transfer |

10.45 p.m. (SX) Parcels, Leeds City to Wembley-continued.

| No. II | Stockport and Transfers | Nuneaton and Rugb Transfers |  | and Transfers |
| :---: | :---: | :---: | :---: | :---: |
|  | Watford, Harrow, Wembley | Northampton and Transfers | Bletchley and Transfers | Willesden and Transfers |
| No. 12 | Birmingham Parcel Post | Wolverhampton Parcel Post | Wolverhampton Parcels | Birmingham |
|  |  | Stafford | Stafford Parcels | Stafford |
| No. 13 | Stafford and Transfers | Dudley Port and Transfers | Wolverhampton | Birmingham Delivery |
|  | Stockport Transfers |  |  |  |
|  | Coventry and Transfer | Dudley and Transfers | Birmingham Transfers | Birmingham Delivery |
| No. 14 | Bletchley Transfer Parcel Post | Nuneaton and Transfers and Coventry |  | and Transfers |
|  | Watford Harrow | Northampton and Transfers | Bletchley and Transfers | Willesden and Transfers |
| No. 15 | Rugby and Transfer | Nuneaton and Transfers | Harrow | Willesden and Transfers |
|  | Wembley | Northampton and Transfers | Bletchley and Transfers | Watford |

II. 20 p.m. (SX) PARCELS, MANCHESTER (VIC.) TO STOCKPORT.

| $\begin{gathered} \text { No. } \\ \text { of } \\ \text { Van. } \end{gathered}$ | Type Vehicle | Time of Departure. | VAN. |  |  |  |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From |  | To |  |  |  |  |
| 1 | ${ }_{\text {Loco }}$ | 550 p.m. (a) | Horwich | ... |  | Crewe | ... |  | 235 a.m. |
| 2 | Stores Van | 1120 p.m. (a) |  |  |  |  |  |  | 235 a am. |
| 3 | - | 1120 p.m. (b) | Victoria | $\ldots$ | . | Cardiff ... | $\ldots$ |  | $923 \mathrm{a} . \mathrm{m}$. |
| 4 | - | 1120 p.m. (c) | Victoria | ... |  | Bangor ... | .. |  | 616 a.m. |
| 5 |  | $1120 \mathrm{p} . \mathrm{m}$. (d) | Victoria | $\ldots$ |  | Birmingham | ... | . | $450 \mathrm{a} . \mathrm{m}$. |
| 6 | - | 1120 p.m. (d) | Victoria | ... |  | Wembley |  |  | $\begin{aligned} & 631 \text { a.m. } \\ & \text { At } \end{aligned}$ |
| 7 | - | 1120 p.m. (d) | Victoria | ... | . | Kensington* | ... |  | - |

(*) For Lyons' return empty containers.
(a) Forward from Stockport on 1.50 a.m. Stockport to Hereford.
(b) Forward from Stockport on 10.40 p.m. Leeds City to Shrewsbury.
(c) Forward from Stockport on $1.10 \mathrm{a} . \mathrm{m}$. Fish to Chester, $2.45 \mathrm{a} . \mathrm{m}$. (MX) Crewe to Bangor.
(d) Forward from Stockport on 10.45 p.m. Parcels Leeds City to Wembley.
11.20 p.m. (SX) Parcels, Manchester (Vic.) to Stockport-continued.

FRONT

No. 2

No. 3

No. 4

No. 5

No. 6
No. 4
.

## Burslem, Longport and Etruria

Stoke and beyond - Tunstall, Hanley Stockport and Transfer
G.V. Trans., Hereford via Cardiff
G.W. Transfer, via Cardiff
$\begin{array}{llll}\text { reford } & \begin{array}{l}\text { Hereford } \\ \text { for A. T. Trans. } \\ \text { Line }\end{array} & \begin{array}{c}\text { Pontypool Rd. } \\ \text { and Transfers }\end{array} & \begin{array}{c}\text { Central } \\ \text { Wales }\end{array} \\ \text { Crewe Transfer }\end{array} \begin{gathered}\text { Crewe Transfer }\end{gathered} \quad \begin{aligned} & \text { Shrewsbury and } \\ & \text { (G.W. Main Line) } \\ & \text { (Cambrian Line) }\end{aligned}$

Llandudno

|  |  | Bangor and <br> Transfers | Llanfairiechan <br> Penmaenmawr <br> Prestatyn | Chester and <br> Transfers |
| :--- | :--- | :--- | :--- | :--- | | Rhyl and |
| :--- |
| Transfers |$\quad$ Llandudno


| Bangor and Colwyn Bay <br> Transfers and Transfers | Chester and <br> Transfers | Llandudno func. <br> and Transfers |
| :--- | :--- | :--- |


| Stafford and | Dudley Port <br> and Transfers | Wolverhampton |
| :--- | :--- | :--- | Stockport Transfer


| Dudiey and Birmingham <br> Transfers Transfers | Birmingham <br> Delivery |
| :--- | :--- | :--- |


|  |  |  |  |
| :--- | :--- | :--- | :--- |
| G.E. Traffic, <br> via Rugby <br> Rugby Local | Bletchley | Nuneaton and <br> Transfer | Nuneaton |

12.10 a.m. PARCELS, MANCHESTER (L. RD.) TO STOCKPORT.

(*) G.W. Van.
(a) Forward from Stockport on 10.45 p.m. (SX), 9.45 p.m. (SO) Parcels Leeds (City) to Willesden.
(b) Forward from Stockport on 10.40 p.m. Mail Leeds (City) to Shrewsbury.
(c) Forward from Stockport on 10.40 p.m. Mail Leeds (City) to Crewe and 2.11 a.m. (MX) Crewe, $2.5 \mathrm{a} . \mathrm{m}$. (SuO) Whitchurch.
(d) Forward from Stockport on $1.10 \mathrm{a} . \mathrm{m}$. Fish to Chester.

## FRONT

No. I

No. 2

| Chester | Rhyl |  | Llandudno Junc. Bangor <br> Llanfairfechan <br> Penmaenmawr | Bangor |
| :--- | :--- | :--- | :--- | :--- | :--- |

I2.10 a.m. Parcels, Manchester (L. Rd.) to Stockport-continued.
FRONT
No. 3

No. 4

| Crewe Parcel Post from Stockport | Gowerton and Transfer | Salop and Welshpool | Swansea |
| :---: | :---: | :---: | :---: |
| Crewe and Transfers | Parcels | Pontardulais | Swansea |



Cen. Wales Local News and Parcels

$$
\begin{aligned}
& \text { Carmarthen } \\
& \text { Proper } \\
& \text { Builth Road } \\
& \text { Transfers } \\
& \text { Llandovery } \\
& \\
& \\
& \text { Knighton } \\
& \text { News } \\
& \text { Craven Arms } \\
& \text { and Transfer } \\
& \text { News } \\
& \text { Llandrindod Wells } \\
& \text { News and Parcels } \\
& \text { Llandilo to } \\
& \text { Carmarthen Line } \\
& \text { News and Parcels }
\end{aligned}
$$



No. 5
Oswestry
Parcel Post
Whitchurch
Parcel Post
Ellesmere
Parcels
Machynileth and
Transfer Parcel
Post and Parcels
$\quad \quad$ Whitchurch and

Aberystwyth
News
Newtown News
Oswestry
News
Montgomery
News.

No. 6

| Parcel Post | Watford | Rugby | Nuneaton |
| :--- | :--- | :--- | :--- |
| Parcel Post | Bletchley | Northampton | Northampton |

8.35 p.m. (SO) PARCELS, MANCHESTER (L. RD.) TO EUSTON.

( $\dagger$ ) 3 Vans.
(a) Attached off 8.15 p.m. from Victoria at Stockport.

FRONT
Nos. 1, 2, 3
London News and 4

No. 5
London Parcels.

London Parcels
No. 6

No. 7
L. \& S.W.
L. \& S.W.
L.B. \& S.C.
S.E. \& C.
Willesden
S.E. \& C.
I. 50 a.m. (MX) PARCELS TRAIN, STOCKPORT TO BRISTOL.

( $\dagger$ ) Fish Trucks.
(*) Stove-fitted NC Brake Van.
(a) Transferred Crewe to 4.10 a.m. to Stoke.
1.50 a.m. (MX) Parcels Train, Stockport to Bristol-continued.

## FRONT

No. I

Rough Traffic:-
R/E Hampers
R/E Flower Boxes
West of Bristol

Rough Traffic:-
R/E Hampers
R/E Flower Boxes, \&c.
South and Central Wales

Crewe and Transfer

Crewe and Transfer

No. 2
$\begin{array}{cc}\text { Stockport } \\ \text { Congleton } & \begin{array}{c}\text { Macclesfield } \\ \text { Leek }\end{array}\end{array} \begin{gathered}\text { Tunstall Ritshill } \\ \text { Burslem }\end{gathered} \quad \begin{gathered}\text { Newcastle } \\ \text { Stoke }\end{gathered}$ Hanley Stoke Bursiem Stoke Crewe

No. 5
Taunton
and Transfers

Exeter and Transfers

| Bristol | Whitchurch |
| :--- | :--- |
| and Transfer | and Transfer |
| Plymouth | Crewe |
| and West | and Transfers |

G.W. Main Line Crewe and Transfers

No. 6

| G.W. Transfers <br> via Cardiff | Newport <br> and Transfers <br> Parcels | G.W. Transfers <br> via Cardiff |
| :--- | :---: | :--- |
|  | Newport <br> and Transfers |  |
| Cardiff | Pontypool Road Traffic |  |

Cardiff \begin{tabular}{cccc}
Pontypool Road <br>
and Transfers

$\quad$ Cardiff $\quad$

Hampers, \&c. <br>
Pontypool Road <br>
and Transfers
\end{tabular}

No. 7

| Cardiff Proper | Pontypool Road | Crewe and <br> Transfer | Shrewsbury and <br> Transfer |
| :--- | :--- | :--- | :--- |
| Cardiff Transfers |  | Crewbrian Line fransfer |  |
| Crewport Mon. | N.S. Line |  |  |$\quad$ Hereford

No. I2
Pontypool Road
Newport and
Cardiff
and Transfer

Shrewsbury
Central Wales and Swansea

| Hereford Transport. G.W. West <br> and Abergavenny of England. <br> to Merthyr Line Cornish Section |  |
| :--- | :--- |
| G.W. West | G.W. West |
| of England |  |

### 11.57 p.m. (SX) PARCELS, CREWE TO BIRMINGHAM.


II. 57 p.m. (SX) Parcels, Crewe to Birmingham-continued.

FRONT
No. 2
Tipton
Oldbury
Smathwick

Wolverhampton Wolverhampton | Dudley Port |
| :---: |
| and Dudley |

Spon Lane

| Walsall, Wednesbury |
| :--- |
| and Great Bridge |

No. 3

No. 4

No. 5

|  | Mid. Div., via |  |  |
| :--- | :--- | :--- | :--- |
| Birmingham | Birmingham <br> and Transfer | Stafford <br> Parcel Mail | Parcel Post |$\quad$| Pirmingham |
| :--- |


| Mid., via | Wrewe- | Worcester |
| :--- | :--- | :--- |
| Birmingham Mail Birmingham Mail <br> Wolverhampton Mail | Wolverhampton Parcels |  |

No. 6

No. 7

Worcester
Birmingham
Parcel Post

Coventry
Wolverhampton Birmingham

| Poole | Templecombe | Bath | Bath Parcel |
| :---: | :---: | :---: | :---: |
| Bournemouth | Transfer | Bath | Post |

10.48 p.m. (SX) PARCELS, BIRMINGHAM TO EUSTON.

(*) Letter Mails.
( $\dagger$ ) Parcel Post.
FRONT
No. I
London Letter
Miails

Bletchley
Rugby Parcel Post (SuO)
News Traffic

No. 2
Euston Delivery
Euston Delivery
L.B. \& S.C.

Willesden
Bletchley and Transfers
S.E. \& C.
10.48 p.m. (SX) Parcels, Birmingham to Euston-continued.

FRONT
No. 3
Euston Delivery only

No. 4
Letter Mails
Birmingham to London

Nos. 5 and 6
Birmingham to London

No. 7
Euston Delivery Parcels

No. 8

No. 9

No. 10
S.E. \& C., via
L. \& S.W.
L.B. \& S.C. Cannon St.
S.E. \& C., via Cannon St.

Holborn
S.E. \& C., via L. \& S.W. L.B. \& S.C.

Holborn

## Eastleigh <br> Transfer

Transfer
Basingstoke and Transfer

| Willesden |  | Kensington |
| :--- | :--- | :--- |
| and Transfer |  |  |
| Willesden |  |  |
| and Transfer | Coventry <br> Parcel Post | Kensington |

12.20 a.m. (MX) BIRMINGHAM TO EUSTON.

( $\dagger$ ) Spring and Summer only.
(a) Transferred Bletchley to 4.15 a.m. to Cambridge.
(b) Transferred Rugby to 11.50 p.m. from Liverpool.
(c) Transferred Rugby to 2.40 a:m. to Peterboro'.
(d) Off 9.5 p.m. from Preston.

I2.20 a.m. (MX) Birmingham to Euston-continued.

## FRONT

No. I

No. 2
S.E. \&
Stations
Euston
L.B. \& S.C

Bletchley
Rugby Motor Willesden Cycle

Proper
L.S.W. Stations

Rugby and Transfer
Letter
Parcel Post
Mails

| Euston | Rugby <br> Coventry | Bletchley <br> Northampton | Southern <br> Willesden |
| :--- | :--- | :--- | :--- |

No. 6

No. 7

No. 8

No. 9

No. 10

No. II

No. 12

| Peterboro' | Peterboro' Parcels <br> and Parcel Post | L. \& N:E. Line |
| :--- | :--- | :--- |
| Peterboro' | Northampton Parcels <br> (Transfer Rugby) <br> Coventry and Transfer Rugby Parcels |  |
|  |  |  |

12.20 a.m. (MX) Birmingham to Euston-continued.

FRONT
No. 14

No. 15

No. 16

| Southern <br> (L. \& S.W.) | Southern <br> (L. \& S.W.) | Southern <br> (L. \& S.W.) |
| :--- | :--- | :--- |
| Southern <br> (L.B. \& S.C.) | Bletchley <br> Bletchley | Bletchley Mail <br> Willesden |
| Southern <br> (S.E. \& C. Section, <br> via Cannon Street) |  | Southern <br> (S.E. \& C. Section, <br> via Holborn) |

2.20 p.m. PARCELS, PENZANCE TO CREWE.

| No: | Type | Time of | VAN. |  |  | Time of Arrival at Destination. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Van. | Vehicle. |  | From |  | To |  |
| $1 \& 2$ | - | Balance | Cardiff ... |  | Crewe ... | 345 a.m. |
| 3, 4 | - | Balance | Cardiff ... |  | Crewe ... ... ... | 345 a.m. |
| \& ${ }_{6} 5$ |  | working (MX) |  |  |  |  |
| 7 | 二 | (a) | $\begin{aligned} & \text { CaIne (N.C.) } \\ & \text { Yeovil } . . . \end{aligned}$ | $\cdots$ | Crewe ... <br> Manchester (… Rd.) … |  |
| 8 |  |  | Penzance | $\cdots$ | Manchester (L. Rd.) ... | 6 - 3 a am . |
| 9 | - | (SO) (a) | Cardiff ... | ... | Manchester (L. Rd.) ... | 63 am. |
| 10 | 二 | (SX) (a) | Penzance | . | Leeds ... ... ... | $838 \mathrm{a} . \mathrm{m}$. |
| 11. | - | (SX) (b) | Penzance | ... | Carlisle ... ... | 956 am. |

(a) Transferred Crewe to 5.0 a.m. to Manchester.
(b) Transferred Crewe to $5.30 \mathrm{a} . \mathrm{m}$. to Carlisle.

FRONT
No. 7

| Stations <br> Lancaster to Carlisle \& Scotch | Liverpool | Crewe <br> Transfer for North Wales | Manchester |
| :---: | :---: | :---: | :---: |
| Shrewsbury <br> Transfers | Stations Crewe to Preston and Transfer | Crewe Transfer for N.S. and Local Stations | Stockport Transfer |
| L. \& Y., via Manchester | Hereford | Chester <br> $\mathbb{N}$. Wales | Manchester |
| Stockport | Salop | Crewe N.S. | Manchester |

No. 9

No. 10

No. 11

| Carlisle and other Scotch | Carnforth and Furness | Penrith Keswick | Preston |
| :---: | :---: | :---: | :---: |
|  |  | Morecambe | Oxenholme |
| Glasgow Traffic | Lancaster | Warrington | Wigan |

## THROUGH VANS FOR PARCELS, \&cc., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS AND SHOULD BE SECTIONISED AS SHOWN BELOW :-

The diagram on left of this page represents a standard numbering of the sections in a van, and is the key to the figures in column 6 below. The ' $A$ ' and ' $B$ ' numbers are only shown to provide for certain vans where the standard "eight-section" arrangement does not meet requirements.


* Note.-In the case of vans from Scotland this column shows the departure time of the train on which they leave Carlisle; the departure of the van from its starting point being shown in the second column.

All vans from Scotland are grouped, in train order, under "Carlisle".
---Similarly $y_{\text {an }}$ vand the G.W., via Hereford, are grouped in train order under "Hereford", and the vans on the 10.40 p.m. mail from Leeds (from the L. \& N.E.) are shown together under "Leeds".

The "Days Run" column is ruled by the time shown in the first column, e.g., certain vans from Scotland on night trains are shown "MX \& SuO", this means they actually run from their starting point Monday to Saturday inclusive, but the Saturday night van arrives on the Western Division at Carlisle on Sunday mornings and is therefore "SuO" to this Division.

Similarly, the Penzance to London Road van on the 1.51 a.m. from Hereford is shown "D incl. Monday morning", the van actually runs from Penzance on a Sunday but arrives on the LMS on a Monday.


THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-


## THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-



THROUGH VANS FOR PARCELS, \&C., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days Run. | $\begin{array}{\|c\|} \hline \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{array}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 715 a.m. | Birmingham | Stoke... ... | TThO | CBR | Parcels ... ... | Via Stoke. Forms 8.48 a.m. front Stafford. |
| 715 a.m. | Birmingham | Manchester (L. Rd.) | D | CBR | 1 Stafford <br> 2 N.S. Line <br> 3 Shrewsbury <br> 4 <br> 5 Stafford Mar- <br> 6 ket Produce <br> 7 Cycles <br> 8. | Via Stoke. Forward 8.48 a.m. from Stafford. |
| 715 a.m. | Birmingham | Carlisle | MX | CBR | 1 Carlisle <br> 2 Penrith Oxenholme <br> 3 Lancaster <br> 4 Preston Carnforth <br> 5 Wigan <br> 7-8 Scotch | Front of 9.31 a.m. from Crewe. |
| 738 a.m. | Birmingham | Coventry ... | MX | CBR | Parcels traffic ... |  |
| 815 a.m. | Birmingham | Wolverhampton | SX | CBR | Parcels traffic ... |  |
| 830 a.m. | Birmingham | Stoke... ... | TThO | 2 RB | Stafford and Stoke perishables from market | 9.0 a.m. from Wolverhampton to Stoke. |
| 857 a.m. | Birmingham | Rugby ... | D | CBR | 1 Rugby and Peterboro' Line 2 Coventry <br> 3 Northampton, Bletchley and Euston |  |
| 912 a.m. | Birmingham | Wolverhamp- ton | sX | CBR | Market Produce |  |
| 1210 p.m. | Birmingham | Perth ... ... | MO | CBR | 1-2 Aberdeen ... <br> 3 Highland <br> 4 Perth <br> 5a Lockerbie <br> 5b Stirling <br> Motherwell <br> 6 Carstairs <br> 7-8 Carlisle | 2.9 p.m. from Crewe |
| 20 p.m. | Birmingham | Crewe ... | MS | CBR | 1 Crewe <br> 2\} (North) transfer <br> 7 Crewe <br> 8) transfers |  |

## THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLROWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days Run. | Type of Vehicle. | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 20 p.m. | Birmingham | Burslem ... | ThO | R | Market traffic ... |  |
| 515 p.m. | Birmingham | Kensington ... <br> (Spring and Su | $\underset{\text { mmer }}{S X}$ | CBR | lce Cream Emp- | 8.15 p.m. from Rugby. |
| 550 p.m. | Birmingham | Heysham ... | D | RB | Heysham Boat traffic | 7.30 p.m. Crewe to Carlisle. Transferred Preston to 9.0 p.m. to Heysham. |
| 755 p.m. | Birmingham | Euston ... | SX | CBR |  | 9.0 p.m. Rugby to Euston (3.57 p.m. from Carlisle). |
| 820 p.m. | Birmingham | Perth ... ... | SX | Steel CBR | 1 Perth $2\}$ 3 Highland 4 Carlisle Parcel Post 5 Stirling Parcel Post 6 Dundee-Forfar 7 Perth Parcel 8 Aberdeen and G.N. of S. | 11.11 p.m. Crewe to Carlisle. |
| 820 p.m. | Birmingham | Holyhead ... | D | CBR | 1 North Irish 2\} via Stranraer 3 Chester <br> Parcel Post <br> 4 Irish Parcel Post <br> 5 North Wales Parcel Post <br> 6 Irish Parcel Post <br> 7 Irish Parcels <br> 8\} via Holyhead | 11.0 p.m. (SX) Chester to Holyhead; 10.20 p.m. from Manchester (Ex.) (SO). |
| 820 p.m. | Birmingham | Glasgow ... | SX | CBR | Parcels and Post traffic. | 11.11 p.m. from Crewe. |
| 820 p.m. | Birmingham | Aberdeen ... | MO | CBR | 1-3. Highland <br> 2-4 Perth <br> 5-7 Dundee <br> 6-8 Aberdeen | 11.11 p.m. from Crewe. |
| 820 p.m. | Birmingham | Newcastle (L.N.E.) | SX | CBR | 1-2 Leeds <br> 3-4 Huddersfield <br> 5-6 Manchester Parcel Post 7-8 L.N.E. Line | 12.20 a.m. from Crewe. |
| 915 p.m. | Birmingham | Euston . | D | CBR | 1 Coventry <br> 2 Rugby <br> 3 Northampton <br> 4 Bletchley <br> 5-8 Euston | . |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days <br> Run. | $\left.\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered} \right\rvert\,$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 1015 p.m. | Birminghàm | Holyhead <br> Crewe | $\begin{aligned} & \text { sx \& } \\ & \text { Suo } \\ & \text { so } \end{aligned}$ | CBR | Irish Parce! Post | 2.5 a.m. Crewe to Holyhead. |
| 1015 p.m. | Birmingham | Holyhead <br> Crewe | $\begin{aligned} & \text { sx \& } \\ & \text { SuO } \\ & \text { sO } \end{aligned}$ | CBR | Irish Letter Mails | 2.5 a.m. Crewe to Holyhead. |
| 1015 p.m. | Birmingham | Glasgow ... | SO | CBR | $\left.\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 4\end{array}\right\} \begin{array}{c}\text { Glasgow } \\ 5 \\ \text { Parcel Post } \\ 6 \\ 6 \text { Glasgow Parcels } \\ 7 \\ 7 \\ 8\end{array}\right\}$Glasgowners <br> transfers <br> Parcels | 11.59 p.m. from Crewe (Postal). |
| 1015 p.m. | Birmingham | Edinburgh ... | D | CBR | 1-2 Reserved for Crewe to load Letter Mails for Edinboro'. 3-4 Preston Parcel Post 5 Edinburgh Parcel Post 6 Carlisle Parce! Post 7-8 Edinburgh Parcels | 11.59 p.m. from Crewe (Postal). |
| 1015 p.m. | Birmingham | Perth ... ... | D | CBR | 1 Highland Line <br> 2 Aberdeen and <br> G.N. of S. <br> 3a Larbert <br> 3b \{ Stirling <br> 4a Perth <br> 4b. Dundee <br> 5a \{ Motherwell <br> 5b Lockerbie <br> 6b $\}$ Penrith <br> Workington <br> 7) Carlisle | 1.17 a.m. (MX), 1.10 a.m. (SuO) from Crewe. |
| 1045 p.m. | Birmingham | Stafford, \&c.... | $\begin{gathered} \text { S } \\ \text { so } \end{gathered}$ | - | See Van PlansParcels trains | See Van Plans in list of "Parcel trains." |
| $\begin{aligned} & 1210 \text { a.m. } \\ & \text { from } \\ & \text { Carlisle } \end{aligned}$ | Glasgow (C.) | Birmingham | MX | CBR | 1-3 Wolverhampton transfer <br> 2 Birmingham transfer Parcels <br> 4 Coventry <br> 5 Birmingham <br> Parcel Post transfer <br> 6 Birmingham <br> Parcels transfer <br> 7 Birmingham <br> Parcel Post <br> 8 Birmingham <br> Mid. transfer | 5.10 a.m. Crewe to Birmingham. |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-


THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days Run. | Type of Vehicle. | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
|  |  |  |  |  |  |  |
| 1223 a.m. <br> (MX \& SuO) (Summer only) from Carlisle. | Inverness, via Carr Bridge (4 15 p.m.) | Euston | $\begin{aligned} & \text { MX \& } \\ & \text { SuO } \end{aligned}$ | CBR | 1) London <br> $2\}$ <br> 3 Carlisle <br> 4 London <br> 5 Crewe <br> 6\} <br> 7 London <br> 8\} | . |
| 1230 a.m. (MX \& SuO) (Winter) 125 a.m. (MX \& SuO) (Summer) from Carlisle. | Aberdeen (5 57 p.m.) | Birmingham | $\begin{aligned} & \text { MX \& } \\ & \text { SuO } \end{aligned}$ | Steel CBR (nonsteel on SuO in Winter) | 1) Holyhead, <br> 2 Colwyn Bay <br> 3 and Llandudno <br> 4 Wolverhampton <br> 5 Northampton and Crewe transfer <br> 6) Leamington, <br> 7 Cheltenham, <br> 8 Malvern, Warwick | $5.10 \mathrm{a} . \mathrm{m} .(\mathrm{MX})$ from Crewe, 5.20 a.m. (SuO). |
| $\begin{aligned} & 1230 \text { a.m. } \\ & \text { (MX) } \\ & \text { (Winter } \\ & \text { only). } \end{aligned}$ | $\begin{gathered} \text { Aberdeen } \\ (557 \text { p.m.) } \end{gathered}$ | Oldham Rd., Manchester | MX | CBR | 1-2 Manchester perishables 3-4 Huddersfield and Dewsbury 5-6 Manchester | 3.18 a.m. from Wigan. |
| $\begin{gathered} 1247 \text { a.m. } \\ \text { (MO), } \\ 1255 \text { a.m. } \\ \text { (MX), } \\ \text { from } \\ \text { Carlisle. } \end{gathered}$ | $\left\|\begin{array}{c} \text { Glasgow } \\ (1030 \text { p.m. Sun. }) \\ (1045 \text { p.m. D }) \end{array}\right\|$ | Euston | $\begin{aligned} & \text { D \& } \\ & \text { SuO } \end{aligned}$ | Steel CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 7 \\ 7 \\ 8\end{array}\right\} \quad$London <br> Parcel Post <br> Lugage as <br> required |  |
| 1247 a.m. (MO), <br> 1255 a.m. (MX), from Carlisle. | $\binom{\text { Glasgow }}{(1030 \text { p.m. Sun. }}$ | Euston | $\begin{aligned} & D \& \\ & \mathrm{SuO} \end{aligned}$ | Steel CBR | ```1 Euston Mails \(2\}\) 3 Crewe 4 5 Crewe \(6\}\) Parcel Post 7 London 8\}``` |  |
| $\begin{aligned} & 1 \begin{array}{l} 7 \text { a.m. } \\ \text { (MO) } \\ \text { (Winter), } \\ 122 \text { a.m. } \\ \text { (MO) } \\ \text { (Summer), } \\ \text { from } \\ \text { Carlisle. } \end{array} \end{aligned}$ | Dundee (8 40 p.m. (Sun.) Winter (9 10 p.m. Summer) | Euston ... | MO | Steel CBR | $\left.\begin{array}{l} 1 \\ 2 \\ 2 \\ 3 \\ 4 \\ 5 \\ 5 \\ 6 \\ 6 \\ 7 \\ 8 \end{array}\right\} \begin{aligned} & \text { Euston } \\ & \text { Rugby } \\ & \text { Erewe and } \\ & \text { Carlisle } \end{aligned}$ | 20 |

THROUGH VANS FOR PARCELS, \&c, TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-


THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON
PRINCIPAL PASSENGER PRINCIPAL PASSENGER TRAINS:-


THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-


THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days Run. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { vehicle } \end{gathered}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 15 p.m. | Carlisle .. | Crewe | D | RB | Roadside to Crewe (Urgent traffic.) |  |
| $\begin{aligned} & 352 \text { p.m. } \\ & \text { (SX) } \\ & \text { from } \\ & \text { Carlisle. } \\ & 343 \text { p.m. } \\ & \text { (SO) } \end{aligned}$ | $\underset{(135 \text { p.m. })}{\text { Glasgow }}$ | Euston ... | D | Steel CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 3 \\ 4 \\ 5 \\ 5 \\ 6 \\ 7 \\ 7 \\ 8\end{array}\right\}$London Mails <br> Crewe Mails <br> London |  |
| $\begin{aligned} & 4 \underset{3}{3} \text { p.m. } \\ & \text { from } \text { Carlisle. } \end{aligned}$ | $\begin{aligned} & \text { Perth } \ldots \ldots \quad . . \\ & (1216 \text { p.m. }) \end{aligned}$ | Euston | D | Steel CBR |  |  |
| $\begin{aligned} & 4 \underset{\text { from }}{3 \text { p.m. }} \\ & \text { farlisle. } \end{aligned}$ | $\begin{aligned} & \text { Aberdeen } \ldots \text { (10 } 5 \text { a.m.) } \end{aligned}$ | Euston | D | CBR | 1 London <br> 2\} Parcel Post <br> 3 Carlisle and Parcels <br> 4a Preston <br> 4b Rugby and Bletchley <br> 5 Penrith <br> 6 Preston <br> 7 London <br> 8 Crewe |  |
| 442 p.m. | Cambridge ... | Euston | SX | CBR | 1-4 Bletchley transfer 5-8 Euston | 7.15 p.m. from Bletchley. |
| 625 p.m. | Cambridge ... | Northampton | D | Van | 1-2 Parcel Post 3-4 Northampton transfers <br> 5 Birmingham transfers <br> 6a Stafford transfers <br> 6b Rugby <br> 7 Manchester <br> 8 Liverpool | 8.44 p.m. ex Bletchley. Penrith traffic to be loaded in Manchester van from Carlisle. |
| 72 p.m. | Carlisle ... | Manchester (Ex.) | D | CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 3 \\ 4 \\ 5 \\ 6 \\ 6 \\ 7 \\ 8\end{array}\right\}$Preston <br> Preston <br> transfer |  |

## THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days Run. | Type of Vehicle. | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 834 p.m. | Carlisle ... | Euston, 8rc. ... | - | - | See van plans in Parcel Train Section | See van plans in list of "Parcel Trains." |
| 215 a.m. | Chester ... | Manchester (Ex.) | MX | CBR | 1-4 Manchester 5-8 Warrington |  |
| 845 p.m. | Chester ... <br> (Summer | Kensington ... only.) | SX | CBR | Ice Cream Empties | 5.0 a.m. from Crewe |
| 116 p.m. | Chester ... | Euston ... | D | CBR | 1 London $2\}$. <br> 3 Bletchley <br> 4a Crewe <br> 4b Willesden Cake traffic <br> 5a) Nuneaton <br> 5b Stafford <br> 6 Rugby <br> 7 London <br> 8\} | $\begin{aligned} & \begin{array}{c} 12.51 \\ \text { (SuO) } \\ \text { Crewe. } \end{array} \end{aligned}$ |
| 841 p.m. | Congleton ... | Birmingham | SX | CBR | 1-4 Wolverhampton 5-8 Birmingham |  |
| 718 p.m. | Coventry ... | . Leamington... | SX | 2 CBR | G.W.R. transfers |  |
| 742 p.m. | Coventry ... | . Bletchley ... | Q | CBR | $\left.\begin{array}{l} 1 \\ 2 \\ 5 \\ 5 \\ 6 \\ 7 \\ 7 \\ 8 \end{array}\right\} \begin{aligned} & \text { Bletchley } \\ & \text { Rugby and } \\ & \text { transfer } \end{aligned}$ | 9.10 p.m. from Rugby. |
| 825 p.m. | Coventry . ... | Leeds | SX | CBR | 1-4. Leicester and transfer cycle traffic <br> 5 Leeds <br> 6 Bradford <br> 7 Chesterfield <br> 8 Sheffield | Via Leicester and Mid. Division. |
| 825 p.m. | Coventry .. | Newcastle (L.N.E.) | SX | CBR | 1 Sunderland <br> 2a Darlington <br> 2b Stockton <br> 3 York <br> 4 Nuneaton <br> 5-6 Leicester <br> 7 Newcastle <br> 8 Normanton | Via Leicester and Mid. Division. |

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## THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-



THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-


## THROUGH VANS FOR PARCELS, \&c.; TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-



## THROUGH VANS FOR PARCELS; \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days Run. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and förward seṛices. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 1225 p.m. | Dudley Port | Euston ... | ThO | CBR | 1-4 Euston transfer 5-8 Euston proper |  |
| 122 a.m. | Euston ... | Northampton | SO | CBR | 1-6 Northampton News 7-8 Parcel Post |  |
| 12 20 a.m. | Euston ... | $\begin{gathered} \text { Glasgow } \\ \text { (St. E.) } \end{gathered}$ | D | Steel CBR | 1 Carlisle Letter <br> Mail- <br> 2a Glasgow Letter <br> Mail <br> 2b Coatbridge <br> Letter Mail <br> 3 Edinburgh <br> 4 Kilmarnock <br> Parcel Post <br> 5 Motherwell <br> Parcels <br> 6a Ayr and Stran- <br> raer Parcel <br> Post <br> 6b Ayr and Kilmarnock Parcels <br> 7 Carlisle <br> 8 Carlisle transfers | $\cdots$ |
| $1220 \mathrm{a.m}$. | Euston . $\quad$. | Preston ... | MX | CBR | $\left.\begin{array}{l}1 \\ 2 \\ 2 \\ 4 \\ 4 \\ 5 \\ 6 \\ 7 \\ 7\end{array}\right\}$Preston <br> News and <br> Parcels$\quad$Preston <br> Mails | , |
| 1220 a.m. | Euston ... | Glasgow (St. E.) | D | CBR | 1 Penrith and transfer <br> 2 Furness Line <br> 3) Crewe <br> $4\}$ <br> 5a Penrith News <br> 5b Carnforth <br> News <br> 6 Carlisle News <br> 7 Dumfries and Kilmarnock News <br> 8 Glasgow News | . |
| $1230 \mathrm{a} . \mathrm{m}$. | Euston ... | Manchester <br> (L. Rd.) | MX | CBR | $\left.\begin{array}{l} 1 \\ 2 \\ 3 \\ 4 \\ \mathbf{5} \\ 6 \\ 7 \\ 7 \\ 8 \end{array}\right\} \begin{gathered} \text { Manchester } \\ \text { (L. Rd.) } \\ \text { Manchester } \\ \text { Stockport } \end{gathered}$ | . |

## THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-

| $\begin{aligned} & \text { Departure } \\ & \text { Time of } \\ & \text { Van. } \end{aligned}$ | VAN. |  | Days Run. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sectlons in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| $1230 \text { a.m. }$ | Euston | ... Manchester (L. Rd.) | D | Steel CBR | $\left.$1 <br> 2 <br> 2 <br> 3Manchester] <br> News <br> Nacclesfield <br> News \right\rvert\, | 3.38 a.m. from Crewe. |
| 1230 a.m. | Euston | ... Liverpool (L. St.) | D | Steel <br> CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 4 \\ 4 \\ 5 \\ 6 \\ 7 \\ 8 \\ 8\end{array}\right\}$ L. St. Parcels |  |
| 1230 a.m. | Euston | ... Crewe ... | D | CBR | 1 Shrewsbury <br> 2\} News and Parcels 3) Crewe News $4\}$ and Parcels $\left.\begin{array}{l}5 \\ 6\end{array}\right\}$ North Staffs $\left.\begin{array}{l}7 \\ 8\end{array}\right\}$ News | . |
| 1230 a.m. | Euston | ... Holyhead ... | D | CBR | 1 Chester transfers 2 Chester 3a Coast and transfer 3b Colwyn Bay 4a Rhyl transfers 4b Rhyl 5) Chester <br> 6 Letter Mail 7 Chester <br> 8\} Parcel Post | 5.2 (MO), 4.20(MX), Crewe to Chester 5.55 a.m. thence daily. |
| 230 a.m. | Euston | ... Birmingham | D | CBR | Birmingham Parcels |  |
| 230 a.m. | Euston | ... Wolverhampton | D | CBR | Wolverhampton News |  |
| 230 a.m. | Euston | ... Walsall ... | D | CBR | Walsall News | Forward 4.48 a.m. from Birmingham. |
| 230 a.m. | Euston | ... Birmingham | D | CBR | $\left.\begin{array}{l} 1 \\ 2 \\ 3 \\ 4 \\ 4 \\ 5 \\ 6 \\ 7 \\ 7 \end{array}\right\} \begin{gathered} \text { Birmingham } \\ \text { News } \\ \text { Wolverhamp- } \\ \text { ton Parcels } \\ \text { Walsall } \\ \text { Parcels } \end{gathered}$ |  |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-


## THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-



THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-


THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days Run. | Type of Vehicle. | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| $610 \mathrm{p} . \mathrm{m}$. | Euston ... | Heysham ... | SX | Steel CBR | N. Irish, via Belfast |  |
| 640 p.m. | Euston ... | Heysham | SO \& Sun. | Steel CBR | ```1) Belfast 2 Parcel Post 3 Luggage 4 6 Belfast 7 8 Parcels``` |  |
| 655 p.m. | Euston $\quad \cdots$ | Birmingham | D | CBR | Birmingham Parcels | - $\cdot \cdots$ |
| 720 p.m. | Euston <br> * To be transfer Northampton Northampton. | Birmingham <br> red to 10.15 p.m. Bristol van at | SX | CBR | 1) Birmingham <br> $2\}$ Parcel <br> 3 Post <br> *4 Mid. Line via Birmingham <br> 5 Rugby <br> 7 Coventry <br> 8 Birmingham <br> Parcels | 10.15 p.m. from Northampton, 11.36 p.m. from Rugby. |
| 720 p.m. | Euston ... | Northampton | SX | CBR | 1-4 Northampton transfer to 8.55 p.m. ex Euston 5-8 Northampton and transfer | . |
| 720 p.m. (Summer only) | Euston ... | Aberdeen ... | SX | Steel CBR | 1-4 Aberdeen and transfer <br> 5-8 Milk <br> Empties |  |
| 720 p.m. (Summer only) | Euston ... | Inverness ... | SX | Steel CBR | 1 Inverness $2\}$ Luggage 3 Avjemore to Perth 4 Inverness Line $\left.\begin{array}{l}5 \\ 6 \\ 7\end{array}\right\}$ Inverness 8 Milk Empties | Via Carr Bridge. |
| 730 p.m. (Summer only) | Euston $\quad .$. | Oban ... | SX | CBR |  | . |
| $\begin{aligned} & 730 \text { p.m. } \\ & \text { (7 } 20 \text { p.m. } \\ & \text { Summer) } \end{aligned}$ | Euston ... | Glasgow ... | $S \times \&$ SuO | Steel CBR | Glasgow Parcel Post and. Letter Mail |  |
| $\begin{gathered} 730 \text { p.m. } \\ \begin{array}{c} 7 \\ \text { ( } 20 \\ \text { Summer) } \end{array} \\ \text { Sum. } \end{gathered}$ | Euston ... | Glasgow ... | SX | CBR | 1-2 Glasgow Ice Cream <br> 3-4 Lyons' Cake 5-6 News 7-8 Flowers |  |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON
PRINCIPAL PASSENGER TRAINS:-


THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-


THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days <br> Run. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 850 p.m. | Euston | Manchester <br> (L. Rd.) | SO | CBR | $\begin{aligned} & 1 \\ & 2 \\ & 3 \\ & 3 \\ & 4^{\circ} \text { Crewe Letter } \begin{array}{c} \text { and } \\ 5 \\ 5 \\ 6 \\ 6 \text { Parcel Post } \end{array} \text { Huddersfield } \\ & \text { News and } \\ & \text { Pa Prcels } \\ & 7 \mathrm{Cb} \text { Condon Road } \\ & 8 \text { Crewe transfer } \end{aligned}$ | 12.40 a.m. (SuO) from Crewe. |
| 925 p.m. | Euston | Glasgow ... | SX | Steel CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 6 \\ 7 \\ 8\end{array}\right\}$Glasgow <br> Flowers and <br> Parcels | Glasgow and transfer parcels from Coventry now loaded into this van at Nuneaton. |
| 925 p.m. | Euston | Glasgow ... | SX | CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 6 \\ 7 \\ 8\end{array}\right\}$Glasgow <br> Parcel Post <br> Glasgow <br> transfers |  |
| 925 p.m. | Euston | Glasgow ... | sx | CBR | 1-2 Glasgow <br> Luggage <br> 3 Glasgow Letter Mail 4 Carlisle transfer Parcel Post 5-6 Glasgow News T.C.F. <br> 7-8 Crewe Parcel Post |  |
| 925 p.m. | Euston | Blackpool ... | SX | CBR | t1-2 Preston <br> Parcel Post <br> $\dagger 3$ Wigan <br> Parcel Post <br> 4 Warrington <br> Parcel Post <br> 5 Wigan <br> 6 Preston <br> 7-8 Blackpool | + Sections 1-3 in clusive to be kept empty for loading en route |
| 925 p.m. | Euston | Glasgovy ... | SX | CBR | 1 Nuneaton 2-4 Stowage Mail 5 Carlisle 6 G. \& S.W. 7 Carstairs 8 Motherwell | 11.10 p.m. Rugby to Preston. |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure |  | N. | Days |  | Sections in | Remarks and |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Van.: | From | To |  | Vehicle. |  |  |
| 925 p.m. | Euston | Glasgow | SX | CBR | $\left.\left\{\begin{array}{l} 1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 7 \\ 8 \end{array}\right\} \begin{array}{c} \text { Glasgow } \\ \text { Mails } \end{array}\right\} \text { Crewe }$ | 11.10 p.m. from Rugby. |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  | Euston | Aberystwyth | SX | CBR | $\begin{aligned} & 8 \\ & 1\} \end{aligned}$ | 2.10 a.m. (MX) Staf ford to Salop. |
| 925 p.m. |  |  |  |  | $\left.{ }_{3}^{2}\right\}$ Stafford News |  |
|  |  |  |  |  | [ 4 |  |
|  |  |  |  |  | 5 Salop Parcel |  |
|  |  |  |  |  | 6 Aberystwyth |  |
|  |  |  |  |  | 7) Stafford Parcel <br> 8) Post and Mails |  |
| 925 p.m. | Euston | Windermere | so | CBR | 1 Kendal News, Parcel Post | 1.25 a.m. (SuO) Crewe to Windermere. |
|  |  |  |  |  | and Parcels |  |
|  |  |  |  |  | 3 Wigan News, |  |
|  |  |  |  |  | Parcel Post and Parcels |  |
|  |  |  |  |  | 4 Preston News, |  |
|  |  |  |  |  | Parcel Post and Parcels |  |
|  |  |  |  |  | 5 Warrington |  |
|  |  |  |  |  | 7 Lancaster- |  |
|  |  |  |  |  | 8\} Morecambe |  |
| 925 p.m. | Euston | Whitehaven | so | CBR | 1 Whitehaven ... | 1.25 a.m. (SuO) Crewe to Windermere. |
|  |  |  |  |  | 2 Workington <br> 3) Ulverston |  |
|  |  |  |  |  | $5{ }^{5}$ News |  |
|  |  |  |  |  | 4 Roadside |  |
|  |  |  |  |  | 7 Barrow |  |
|  |  |  |  |  | 8 8 |  |
| 925 p.m. | Euston | Carlisle | so | CBR | 1 Carlisle . |  |
|  |  |  |  |  | Letter Mail |  |
|  |  |  |  |  | 2 Crewe ${ }_{\text {Letter Mail }}$ |  |
|  |  |  |  |  | 3) Central Wales |  |
|  |  |  |  |  | ${ }^{4} 5$ Motherwell |  |
|  |  |  |  |  | 6 Workington |  |
|  |  |  |  |  | 7 Carlisle |  |
|  |  |  |  |  | 8 Carlisle |  |
| 925 p.m. | Euston | Glasgow ... | $\begin{aligned} & \text { SO \& } \\ & \text { SuO } \end{aligned}$ | $\begin{aligned} & \text { Steel } \\ & \text { CBR } \end{aligned}$ | 1-2 Glasgow |  |
|  |  |  |  |  | Parcels <br> 3 Glasgow |  |
|  |  |  |  |  | Luggage |  |
|  |  |  |  |  | 4 Parcel Post |  |
|  |  |  |  |  |  |  |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-


## THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-



THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days Run. |  | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 1050 p.m. | Euston | Aberdeen ... | SO | Steel CBR | 1 Gleneagles Parcel Post <br> 2a Aberdeen Parcel Post <br> 2b Forfar Parcel Post <br> 3 Stirling Parcels <br> 4 Perth Parcels <br> 5 Stirling Parcels <br> 6-7 Perth to Aberdeen <br> 8 Aberdeen |  |
| 1050 p.m. | Euston | Whitehaven | SO | CBR | 1-2 Carlisle transfer <br> 3-4 Carlisle <br> L.N.E. transfer <br> 5 M.C. Line (Maryport and Aspatria) <br> 6 Other M.C. <br> Line <br> 7 Workington <br> 8 Whitehaven | 3.31 a.m. (MX) from Preston and 4.30 a.m. from Carnforth. <br> $3.0 \mathrm{a} . \mathrm{m}$. from Wigan (MO). |
| 1055 p.m. | Euston | Aberdeen ... | SX | CBR | 1 Gleneagles and Crieff <br> 2 Aberdeen Parcel Post <br> 3a Stirling to Oban Mail and Post <br> 3b Stirling to Oban Luggage and Parcels <br> 4 Carlisle Post and Mail <br> 5-6 Stirling and transfer Parcels <br> 7 Perth to Aberdeen Roadside <br> 8 Aberdeen and transfer |  |
| 1055 p.m. | Euston | Perth ... ... | SX | CBR | 1-2 Perth <br> Parcel Post <br> 3 Perth Luggage <br> 4 Perth <br> Parcel Post <br> 5-6 Inverness transfer <br> 7 Perth <br> 8 Carstairs and Motherwel! | - |
| 1050 p.m. | Euston | Edinburgh ... | SO | Van | 1-2 Edinburgh <br> 3 Crewe <br> 4 Wigan <br> 5 Preston <br> 6a Carnforth <br> 6b Penrith <br> 7-8 Edinburgh |  |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-

| Departure Time of Van.* | VAN. |  | Days Run. |  | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 110 p.m. | Euston | Blackpool ... | SO | 2 Vans | Preston and Blackpool News |  |
| $\begin{array}{cc}110 & \text { p.m. } \\ \\ \\ \ddots & \\ & \ddots\end{array}$ | Euston | Bangor ... | so | Van | 1 and 7 Colwyn 2 and 8 Bangor 3 and 5 Rhyl and transfer 4a Penmaenmawr Llanfairfechan 4 b \& 6 Llandudno Jc. transfer | 3.15 a.m. from Crewe. |
| 11:0 p.m. | Euston | Chester ... | SO | 2 Vans | Chester and Birkenhead News | 3.15 a.m. from Crewe. |
| $11.0 \mathrm{p} . \mathrm{m}$. | Euston | Liverpool . ... | SO | 2 Vans | News ... ... | 2.45 a.m. . from Crewe. |
| 1145 p.m. | Euston | Glasgow (C.) | SX | CBR |  |  |
| 1145 p.m. | Euston | Glasgow (C.) | sx | CBR | 1a) Glasgow <br> $2\}$ transfer and Post <br> 1b Carlisle transfer Parcel Post 3a Carlisle Post and Mail 3b Carlisle News 4 Preston and Blackpool News <br> $\left.\begin{array}{l}5 \\ 6\end{array}\right\}$ Glasgow <br> Parcel Post |  |
| 1145 p.m. | Euston | Glasgow ... | so | CBR | Glasgow Parcels |  |

THROUGH VANS FOR PARCELS, $\& c$. , TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-

| Departure Time of Van.* | VAN. |  |  | Days <br> Run. |  | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From |  | To |  |  |  |  |
| 1145 p.m. | Euston |  | Glasgow ... | SO | CBR | 1 Glasgow 2a Carlisle <br> 2b С.К. \& P. <br> 3a Kilmarnock <br> 3b Luggage <br> 4a Dumfries <br> 4 b Ayr <br> 5 Penrith <br> Parcel Post <br> 6 Glasgow <br> Letter Mail <br> $7\}$ Glasgow <br> 8\} Parcel Post | . |
| 1145 p.m. | Euston | $\cdots$ | Millom ... | So | CBR | 1-2 Lancaster $\ldots$ 3 Carnforth 4 Morecambe 5 $6\}^{\text {Furness Line }}$ 7 Barrow 8a Ulverston 8 b Millom | 5.5 a.m. from Carnforth. |
| 1145 p.m. | Euston | ... | Preston ... | so | CBR | Preston and transfer News |  |
| 1155 p.m. | Euston | ... | Manchester (L. Rd.) | D | CBR | Manchester News |  |
| 1155 p.m. | Euston | ... | Manchester (L. Rd.) | sX | CBR | Mails and Parcels |  |
| 120 night | Euston | ... | Cardiff -... | SX | CBR | 1-2 S. Wales ... <br> 3-5 N.S. via, Stafford <br> 4-6 Stafford <br> 7-8 S. Wales |  |
| 12 0 night | Euston | ... | Wolverhamp- | sx | Steel <br> CBR | All Wolverhampton (News on Saturday night) |  |
| 120 night | Euston | ... | Birmingham | sX | CBR | All Birmingham Parcel Post |  |
| 120 night | Euston | ... | Birmingham | SX | CBR | Parcels ... ... |  |
| 12 Onight | Euston | ... | Walsall ... | SX | CBR | 1-2 Walsall <br> Parcel Post <br> 3-4 Rugby <br> Parcel Post <br> 5-6 Walsall <br> Letter Mail <br> 7-8 Walsall | 3.0 a.m. to Walsall from Birmingham. |
| 12 0 night | Euston | . $\cdot$ | Coventry ... | SX | CBR | $\left.\begin{array}{c}1 \\ 2 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 6 \\ 7 \\ 8\end{array}\right\} \begin{gathered}\text { Poventry } \\ \text { Mail and } \\ \text { Parcel } \\ \text { Poventry } \\ \text { Post } \\ \text { and } \\ \text { transfer } \\ \text { Parcels }\end{gathered}$ | . |

## THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-



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THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | $\begin{aligned} & \text { Days } \\ & \text { Run. } \end{aligned}$ |  | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 740 p.m. | Holyhead ... | Manchester (L. Rd.) | SX | CBR | 1) Liverpool $\qquad$ <br> 2 2 <br> Chester <br> $4\}$ <br> 5 Stockport <br> 6 <br> 7 Manchester <br> 8\} | 12.40 a.m. from Crewe. |
| 654 p.m. | Kendal ... | Birmingham | SX | CBR | 1-2 Birmingham 3-5 transfer 4-6 Stafford 7-8 Wolverhampton and Stour Line | Empty off 12.12 p.m. fromWindermere. |
| 90 p.m. | Leamington... | Hereford | D | CBR | 1 Stafford Parcel Post to Stafford, Salop and Cen. Wales from Stafford <br> 2 Salop <br> Parcel Post <br> 3 Craven Arms <br> 4 Ludlow- <br> Leominster <br> 5 Pontypool Rd. <br> Newport <br> 6 G.W. Line <br> 7 Stafford Parcels <br> 8 Hereford | 10.45 p.m. from Birmingham (see "van plans"). <br> SO via Crewe to Merthyr. |
| 1235 a.m. | Leeds ... ... | Coventry ... | MX | CBR | Coventry . ... |  |
| 1235 a.m. | Leeds ... ... | Northampton | MX | CBR | Northampton ... |  |
| $553 \mathrm{a.m}$. | Leeds (City)... | Crewe | MX | RB | $\left.\begin{array}{l} 1 \\ 2 \\ 3 \\ 3 \\ 4 \\ 6 \\ 7 \\ 7 \end{array}\right\} \begin{aligned} & \text { Crewe } \\ & \text { Stockport } \end{aligned} \quad \begin{aligned} & \text { Crewe } \\ & \text { transfers } \end{aligned}$ | 7.55 a.m. from Stalybridge, 8.56 a.m. from Stockport. |
| 610 a.m. | Leeds City(N.) | Barrow | D | R | 1 Road traffic ... Carnforth to Barrow <br> 2 Furness <br> 3 Barrow |  |
| 450 p.m. | Leeds (City) | Crewe | D | CBR | 1 Stockport transfer <br> 2 Crewe transfer | 8.20 p.m. from Manchester as from Stockport. |
| 98 p.m. | Huddersfield | Euston | sX | CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 7 \\ 7 \\ 8\end{array}\right\} \begin{gathered}\text { Euston } \\ \text { Delivery } \\ \text { Parcels } \\ \text { London } \\ \text { Parcel }\end{gathered}$ | 10.15 p.m. from Stalybridge, 10.45 p.m. Parcels from Stockport. |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-

| Departure | VAN. |  | Days <br> Run. | Type of Vehicle. | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Van.* | From | To |  |  |  |  |
| 86 p.m. | Leeds ${ }^{\text { }}$. | Stockport ... | SX | CBR | Stockport transfers | 10.15 p.m. from Stalybridge. |
| 735 p.m. | Leek ... ... | Crewe ... | SX | CBR | 1 Glasgow 2 Belfast 3 Chester transfer 4 Liverpool 5 Warrington, Wigan, Preston 6 South Wales, West of England 7 Crewe Post |  |
| $\begin{aligned} & 2 \text { a.m. } \\ & \text { from } \\ & \text { Sheffield } \end{aligned}$ | Newcastle ... | Coventry ... | MX | CBR | Coventry ... |  |
| $\begin{aligned} & 1040 \text { p.m. } \\ & \text { from } \\ & \text { Leeds (City) } \end{aligned}$ | Newcastle-on-Tyne (7 0 p.m.) | Salop ... ... | SX | CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 6 \\ 7 \\ 8\end{array}\right\}$Shrewsbury ... <br> Whitchurch <br> transfer | 2.11 a.m. from Crewe. |
| $\begin{aligned} & 1040 \text { p.m. } \\ & \text { from } \\ & \text { Leeds (City) } \end{aligned}$ | Newcastle ... <br> (7 0 p.m.) | Merthyr <br> Hereford | $\begin{aligned} & \text { SX } \\ & \text { SO } \end{aligned}$ | CBR | 1 Merthyr <br> 2 Blakwood <br> 4a A'venny <br> 4b <br> 3a <br> 3areford <br> mawr <br> mb <br> mereford <br> transfer$\left.\begin{array}{l}\text { 5a Hereford and } \\ \text { transfer Parcels } \\ \text { 5b Brynmawr } \\ \text { Parcels } \\ \text { 6a Merthyr } \\ \text { 6b Tredegar } \\ \text { 7a A'venny } \\ \text { 7b Rhymney } \\ \text { 8 Taff Vale. }\end{array}\right\}$ Bridge | 1.50 a.m. from Crewe 3.25 a.m. from Salop. |
| 1050 p.m. | Bradford ... | Manchester (Ex.) | D | CBR | $\begin{array}{lll} 1 & \text { Liverpool } & \ldots \\ 2 & \text { Manchester } \end{array}$ |  |
| 920 p.m. | Leicester $\quad .$. | Nuneaton (T.V.) | SO | PR | 1 Carnforth <br> 2 Stockport and transfer <br> 3 Crewe and Liverpool <br> 4 Wigan and Preston <br> 5 Chester |  |

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| Departure Time of Van.* | VAN. |  | $\begin{aligned} & \text { Days } \\ & \text { Run. } \end{aligned}$ | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 1245 a.m. | Liverpool (L. St.) | Ayr ... ... | MX | Steel CBR | 1) Glasgow <br> $2\}$ (St. Enoch) <br> 3 Kilmarnock <br> 4 Dumfries <br> $5\}$ P. P. \& W. <br> $7\}$ <br> Line <br> 7 Glasgow <br> (St. Enoch) <br> 6 Preston <br> 8 Carlisle | Forward 2.1 a.m. (MX), Wigan to . Carlisle. |
| 1245 a.m. | Liverpool (L. St.). | Barrow ... | MX | CBR | 1 Ulverston <br> 2 Carnforth <br> 3 Wigan <br> 4 Lancaster <br> 5 Preston proper <br> 6 Preston transfer <br> 7-8 Barrow | Forward 3.25 a.m Wigan to Carn forth. |
| 120 p.m. | Liverpool (L. St.) | Euston ... | D | Steel CBR | 1 Euston <br> $2\}$ <br> 5 Nuneaton <br> 6 Rugby <br> 7 Northampton <br> 8 Bletchley | $\cdots$ |
| 55 p.m. | Liverpool ... <br> (L. St.) | Holyhead ... | SX | CBR | 1) Bangor $2\}$ <br> 3 Rhyl <br> 4 Abergele <br> 5 Colwyn Bay <br> 6 Llandudno Jc. <br> 7-8 Holyhead. | 6.55 p.m. from Chester. |
| 918 p.m. | Alexandra Dock | Liverpool (L. St.) | SX | CBR | 1-2 G.W. <br> 3-4 London and South 5 North \& N.E. Line <br> 6 Chester and N. Wales 7-8 As required |  |
| 75 p.m. | Liverpool (L. St.) | Birmingham | SX | CBR | Parcel Post ... |  |
| 75 p.m. | Liverpool (L. St.) | Bristol ... | D | G.W. Siphon G | Labelled by G.W.R. for outward loading | 8.17 p.m. from Crewe. |
| 840 p.m. | Liverpool (L. St.) | Leeds... ... | SX | CBR | 1-2 Leeds <br> 3-4 Huddersfield <br> 5-6 Mirfield <br> 7.8 Leeds |  |
| 840 p.m. | Liverpool <br> (L. St.) <br> from Alexandra Dock. | Leeds (City)... | DSX | CBR | ```1 Manchester ... \(2\}\) 3 Huddersfield 4 5 Mirfield \(6\}\) 7 Leeds and 8\} transfer``` | Received off 7.45 p.m. from Alexandra Dock. |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | DaysRun. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 925 p.m. | Liverpool (L. St.) from Alexandra Dock. | Birkenhead ... | SX | CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 5 \\ 6 \\ 7 \\ 8\end{array}\right\} \quad$Chester and <br> transfer | Received off 7.45 p.m. from Alexandra Dock. |
| 10 0 p.m. | Liverpool (L. St.) | Birmingham | D | CBR | 1-2 Birmingham and transfer <br> 3 Stafford Parcel Mail <br> 4 Midland, via Birmingham 5-6 Birmingham Post <br> 7-8 Birmingham Parcels | 11.57 p.m. Crewe. |
| 100 p.m. | Liverpool ... | Derby ... | sX | CBR | Sections from <br> Liverpool <br> 1-2 Derby <br> 3-4 Johnson's <br> Traffic, G.W. <br> Line and <br> Crewe transfer <br> 5-6 N.S. Line <br> 7-8 Crewe <br> Sections from <br> Crewe <br> 1-2 Derby <br> 3 Uttoxeter Parcels and News <br> 4 Tutbury <br> 5 Egginton <br> 6 N.S. Line <br> 7-8 Derby | 5.10 a.m. from Crewe. |
| 100 p.m. | Liverpool ... | Euston ... | D | CBR | Parcel Post ... | 9.5 p.m. from Pres- |
| 100 p.m. | Liverpool ... | Euston ... | D | CBR | Mails ... .. | 9.5 p.m. from Pres- |
| 10 0 p.m. | Liverpool ... | Leicester ... | SX | CBR | 1-2 Nottingham and transfer <br> 3 Leicester <br> 4 Leicester <br> transfer <br> 5-6 Nuneaton <br> 7 Leamington <br> 8 Coventry | 8.37 p.m. from Carlisle, 3.2 a.m. from Nuneaton. |
| 100 p.m. | Liverpool ... | Wolverhampton | sx | CBR | 1 Smethwick <br> 2a Tipton <br> $2 \mathrm{2b}$ Oldbury <br> 3 Spon Lane <br> 4 Wolverhampton <br> 5 Crewe <br> Parcel Post <br> 6 Wolverhampton <br> 7 Walsall, <br> Wednesbury, Great Bridge <br> 8 Dudley Port and Dudley | 11.57 p.m. from Crewe. |

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| Departure Time of Van.* | VAN. |  | Days <br> Run. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 10 0 p.m. | Liverpool (L. St.) | Euston ... | SX | CBR | 1-2 Watford 3-8 Euston | 9.5 p.m. from |
| 100 p.m. | Liverpool (L. St.) | Euston, for L. \& S. W. | SX | CBR | $\left.\begin{array}{l} 1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 7 \\ 8 \end{array}\right\} \text { L. \& S.W. }$ | Forward from Crewe, 9.5 p.m. from Preston. |
| 100 p.m. | Liverpool (L. St.) from Alexandra Dock. | $\begin{aligned} & \text { Euston } \\ & \text { for L. B. \& } \\ & \text { S. C. } \end{aligned}$ | sX | CBR | 1) L. B. \& S. C. <br> $2\}$ <br> 3 Rugby Mail <br> $4\}$ <br> 5 Bletchley <br> 6 <br> 7 Willesden <br> 8 Bletchley Mails | Forward from Crewe, 9.5 p.m. from Preston. |
| 100 p.m. | Liverpool (LL. St.) andra Dock. | Euston for S. E. \& C. | SX | CBR | 1-4 S. E. \& C., via Cannon St. 5-8 S. E. \& C., via Holborn | Forward from Crewe 9.5 p.m. from Pres ton. |
| 1045 p.m. | Liverpool (L. St.) | Glasgow ... | SX | CBR | Glasgow only ... | 12.18 a.m. from |
| 10.45 p.m. | Liverpool (L. St.) | Carlisle ... | sX | CBR | 1 Carlisle proper <br> 2 North <br> 3 West Cumberland \& M.C. <br> 4 Carlisle L.N.E. <br> transfer <br> 5-7 Carlisle <br> G.S.W. transfer <br> 6 Edinburgh <br> Parcels <br> 8 Edinburgh <br> Parcel Post | $\begin{aligned} & 12.18 \text { a.m. from } \\ & \text { Wigan. } \end{aligned}$ |
| $\begin{gathered} 10.40 \text { p.m. } \\ (10.35 \text { p.m. } \\ (\mathrm{SuO}) \end{gathered}$ | Liverpool (L. St.) | Leeds ... ... | $\begin{aligned} & \mathrm{D} \&{ }^{\circ} \mathrm{Su} \end{aligned}$ | CBR | $\left.\begin{array}{l} 1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 5 \\ 6 \end{array}\right\} \begin{gathered} \text { Mails and } \\ \text { Parcel Post } \\ 7 \text { Huddersfield } \\ \text { and transfer } \\ 8 \text { Leeds } \end{gathered}$ | 2.5 a.m. from Huddersfield. |
| 1040 p.m. | Liverpool ... | Leeds ... ... | sx | CBR | 1-3 L.N.E. <br> 4 Grimsby <br> 5-6 Huddersfield <br> 7-8 Leeds, local transfer |  |
| 1045 p.m. | Liverpool (L. St.) | Pwilheli ... | SX | CBR | $\left.\left.\left.\begin{array}{l}1 \\ 2 \\ 5\end{array}\right\} \begin{array}{l}\text { Pwllheli } \\ 6 \\ 6 \\ 7\end{array}\right\} \begin{array}{l}\text { Caernarvon } \\ 8 \\ 8\end{array}\right\}$ Pwllheli | $\underset{\text { Chester. }}{2.25}$ a.m. from |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days <br> Run. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 1045 p.m. | Liverpool (L. St.) | Portmadoc ... | SX | CBR | All Portmadoc ... | 2.25 a.m. from Chester. |
| 1045 p.m. | Liverpool (L. St.) | Llandudno ... | SX | CBR | 1-2 Bangor <br> 3 Rhyl and <br> 4 Colwyn Bay 5a Llanfairfechan 5b Penmaenmawr <br> 6 Llandudno Jc. 7-8 Chester | 2.25 a.m. from |
| 1045 p.m. (Summer only) | Liverpool (L. St, ) | Llandudno ... | $s x$ | CBR | Llandudno, Meat and Fruit |  |
| 120 night | Liverpool (L. St.) | Merthyr ... | S.X | CBR | 1 Shrewsbury and transfer <br> 2 Swansea and Swansea Vale <br> 3 Hereford and transfer <br> 4a Stations Bucknell to Swansea Bay <br> 4b Stations, <br> Llandilo to <br> Carmarthen 5-7 Ludlow, Tenbury Wells, Craven Arms, Much Wenlock, Bishops Castle, Leominster and transfer Kingston and New Radnor 6-8 Nantybwch, Tredegar, etc., Rhymney Line, Abergavenny, thyr and Dowlais and T.V. Line | 1.50 a.m. (M) from Crewe. |
| 120 night | Liverpool (L. St.) | Cardiff $\quad .$. | D | CBR | $\left.\begin{array}{l} 1 \text { Swansea } \\ 2 \text { Cardiff } \\ 3 \\ 4 \\ 6 \\ 6 \\ 5 \end{array}\right\} \text { Nowport }$ | 1.25 a.m. from Crewe. |
| 120 night | Liverpool (L. St.) | Cardiff ... | MX | CBR | Mails ... ... | $1.25 \quad$ a.m. from Crewe. |
| $\begin{aligned} & 1150 \mathrm{p} . \mathrm{m} . \\ & \text { (Leading) } \end{aligned}$ | Liverpool ... | Euston ... | SX | CBR | 1-2 Euston delivery <br> 3-6 Tamworth <br> 7-8 Euston transfer |  |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days Run. | Type of Vehicle. | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 1150 p.m. (Second Van) | Liverpool ... | Euston $\quad$. | SX | CBR | 1-2 Bletchley <br> 3 Stafford <br> 4 Northampton <br> 5-6 Nuneaton <br> 7-8 Rugby |  |
| $\begin{aligned} & 1150 \text { p.m. } \\ & \text { (Rear) } \end{aligned}$ | Liverpool (L. St.) | Euston | D | Steel CBR |  |  |
| 120 night (Leading) | Liverpool ... | Penzance $\quad .$. | SX | CBR | 1 Weston-s.-M. 2-4 Bristol and transfer <br> 3 Exeter <br> 5 Taunton <br> 5a Durston trans- <br> fer (Yeovil and Weymouth Line) 6 Newton Abbot <br> 7 Plymouth <br> 8 Cornish |  |
| 120 night (Second Van) | Liverpool ... | Penzance $\quad . .$. | SX | CBR | * $1-4$ Crewe Letter and Parcel Post 5 Bristol Parcel Post 6a Exeter Parcel Post 6b Taunton Parcel Post 7a Durston Junc. Parcel Post 7b Plymouth Parcel Post 8 Cornish Parcel Post | *Sections 1 to 4 to be reloaded Crewe by Shrewsbury and Bristol Parce Post. |
| 748 p.m. | Macclesfield... | Euston ... | SX | CBR |  | Comes empty from Manchester, forward 9.22 p.m. from Stoke, 12.0 night from Stafford. |
| 80 p.m. | Llandudno ... | Stoke ... ... | D | CBR | Crewe and transfer Mail and Post |  |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days <br> Run. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 110 a.m. | Manchester (Ex.) | Glasgow (C.) | D | CBR | $\begin{aligned} & 1 \text { Glasgow } \\ & 2 \text { Kilmarnock } \\ & 3 \text { Dumfries } \\ & 4 \text { Ayr } \\ & 5 \text { Edinburgh } \\ & 6-8 \text { Penrith } \end{aligned}$ | $\begin{aligned} & 2.1 \text { a.m. (MX), } 2.15 \\ & \text { a.m. (MO), from } \end{aligned}$ Wigan. |
| 110 a.m. | Manchester (Ex.) | Aberdeen ... | MX | CBR | 1 Aberdeen <br> G. N. S. <br> 2 Dundee <br> 3 Motherwell and Coatbridge <br> 4 Larbert <br> 5 Stirling <br> 6 Carstairs <br> 7 Highland <br> 8 Perth | $\begin{aligned} & \text { 2.1 a.m. (MX) from } \\ & \text { Wigan. } \end{aligned}$ |
| 110 a.m. | Manchester (Ex.) | Carisle | D | CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 5 \\ 6 \\ 7 \\ 8\end{array}\right\}$Carlisle <br> Delivery <br>  <br> Carlisle <br> transfer | 2.1 a.m. (MX), 2.13 a.m. (MO) from Wigan. |
| 110 a.m. | Manchester (Ex.) | Bangor | D | CBR | 1 Bangor <br> $2\}$ <br> 3a Conway <br> 3b Llanfairfechan <br> 5a Penmaenmawr <br> 5b Rhyl <br> 6 Llandudno Jc. <br> 7 Abergele <br> 8a Colwyn Bay <br> 8b Prestatyn <br> Warrington by door | 12.35 p.m. Chester to Holyhead, except (SO) inSpring and Summer goes 12.10 p.m. Chester to Bangor. |
| 55 p.m. | Manchester (Ex.) | Glasgow | sX | CBR | 1-2 Glasgow <br> 3-4 Carlisle, <br> L.N.E. Line transfers <br> 5-6 Carlisle Local transfers and <br> M.C. Line <br> 7-8 Carlisle Scotch transfers | . |
| 85 p.m. | Manchester (Ex.) | Bangor ... | D | CBR | 1-2 Chester transfer <br> 3-4 Rhyl and Colwyn Bay <br> 5-6 Llandudno Jc. <br> 7-8 Conway and Bangor |  |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER.TRAINS :-

| Departure Time of Van.* | VAN. |  | Days <br> Run. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 1010 p.m. | Manchester (Ex.) | Newcastle-on Tyne | SX | CBR | 1) Newcastle ... <br> $2\}$ transfer <br> 3 Durham <br> 4 York, Scarboro' Malton <br> 5a Hull, <br> Bridlington <br> 5b Leeds <br> 6 Sunderland, <br> West <br> Hartlepool <br> 7-8 Darlington transfer |  |
| 1020 p.m. | Manchester (Ex.) | Bangor ... | D | CBR | $1 \begin{aligned} & 1 \\ & 2\end{aligned} \begin{gathered}\text { Chester- } \\ \text { Bangor } \\ \text { from Chester }\end{gathered}$ Warrington by | 3.30 Parcels from Chester in Summer, 3.55 from ChesterinWinter |
| 1020 p.m. | Manchester (Ex.) | Holyhead ... | D | CBR | Irish News, via Holyhead |  |
| 1020 p.m. | Manchester (Ex.) | Holyhead ... | D | CBR | Irish News, via Holyhead |  |
| 1020 p.m. | Manchester (Ex.) | Holyhead ... | D | CBR | Irish Parcels, via Holyhead |  |
| 1020 p.m. | Manchester (Ex.) | Plymouth ... | sX | CBR | 1 Plymouth <br> 2 Plymouth transfer <br> 3 Taunton <br> 4 Newton Abbott <br> 5 Bristol <br> 6 Exeter <br> Delivery <br> 7 Hereford transfer <br> 8 Bristol transfer |  |
| 250 a.m. | Manchester (L. Rd.) | AmIwch ... | D | CBR | 1 Crewe transfer 2 G.P.O. Traffic 3 News Chester $4\}$ to Holyhead | 4.20 a.m. from Crewe, $5.2 \mathrm{a} . \mathrm{m}$. from Crewe as from Chester. |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RU்N AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days Run. | Type of Vehicle. | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 250 a.m. | Manchester (L. Rd.) | Chester ... | D | CBR | 1-2 Chester 3-4 Crewe 5-6 Chester | 4.20 a.m. from Crewe. |
| 250 a.m. | Manchester (L. Rd.) | Euston  <br> (Winter)  <br> Willesden $\cdots$ <br> (Summer)  | SO | CBR | $\left.\begin{array}{ll}1 \\ 2\end{array}\right\}$ Euston $\quad \ldots$. | From Crewe by 1.37 a.m. from Carlisle (Winter); 5.10 a.m. from Crewe (Summer). |
| 250 a.m. | Manchester (L. Rd.) | Harecastle ... | D | 2 CBR's | News traffic ... | 4.10 a.m. from Crewe. |
| 250 a.m. | Manchester (L. Rd.) | Stoke . ... | D | CBR | 1-2 Stoke proper 3-4 Stoke transfer 5 G.W. Line 6 Salop, Rugby 7 Chester Line as far as Beeston 8 Middlewich Sandbach Northwich | 4.10 a.m. from Crewe. |
| 810 a.m. | Manchester (L. Rd.) | Crewe ... | MSX | CBR | Crewe Market Produce |  |
| $830 \mathrm{a} . \mathrm{m}$. | Manchester (L. Rd.) | Stoke ... ... | D | R | Stoke Market Produce |  |
| 925 a.m. | Manchester <br> (L. Rd.) | Cardiff ... | SO | CBR | 1-2 Cardiff transfer <br> 3-4 Hereford 5-6 Pontypool Road 7-8 Newport transfer | 10.32 a.m. ex Ċrewe. |
| 125 p.m. | Manchester <br> (L. Rd.) | Euston ... | WO | CBR | Mails ... ... |  |
| 1220 p.m. | Manchester <br> (L. Rd.) | Birmingham | D | -. | Birmingham Front brake and con Wolverhampto mingham Deliv set to convey S and Birmingha | Brake to be working vey traffic for Stoke, n, Dudley Port, Bir ery. Rear brake of toke Market Produce m transfer. |
| 35 p.m. | Manchester <br> (L. Rd.) | Cardiff ... | D | CBR | Mails ... ... |  |
| 35 p.m. | Manchester | Bristol ... | D | - | Passengers' lugg Parcel hamper transfer at Wo mingham to be Birmingham po | age. accommodation. s, bulky traffic for Iverhampton and Birloaded in front van of rtion. |
| 410 p.m. | Manchester (L. Rd.) | Euston ... | SX | CBR | London Delivery Parcel Post, | 5.4 p.m. from Crewe. |
| 410 p.m. | Manchester <br> (L. Rd.) | Euston ... | ThO | CBR | News, Periodicals | $\cdot$ |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-

| Departure Time of Van.* | VAN. |  | Days <br> Run. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 70 p.m. | Manchester (L. Rd.) | Euston ... | SX | CBR | 1-2 Euston <br> 3 Coventry <br> 4 Rugby <br> 5 Bletchley <br> $\dagger 6$ Willesden <br> *7-8 London | 10.5 p.m. from Stafford (via Birming from Birmingham |
| 710 p.m. | Manchester (L. Rd.) | Cardiff ... | D | $\underset{\text { CBR }}{\text { G.W. }}$ | $\left.\begin{array}{l} 1 \text { Newport } \\ 2 \text { Cardiff } \\ 3 \text { Hereford } \\ 4 \text { Pontypool Rd. } \\ 5 \text { Hereford } \\ 6 \text { Pontypool } \\ 7 \text { Road } \\ 7 \text { Newport } \\ 8 \text { Cardiff } \end{array}\right\}$ | For Stockport and Crewe loading. |
| 710 p.m. | Manchester (L. Rd.) | Cardiff ... | D | CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 3 \\ 4 \\ 5 \\ 6 \\ 7 \\ 7 \\ 8\end{array}\right\}$Cardiff <br> Parcel Post <br>  <br> Newport <br> (Mon.) <br> Parcel Post |  |
| 710 p.m. | Manchester (L. $\cdot$ Rd.) | Penzance ... | D | CBR | $\left.\left.\begin{array}{c}1 \\ 2 \\ 2 \\ 3 \\ 4\end{array}\right\} \begin{array}{c}\text { Bristol and } \\ \text { beyond } \\ \text { Parcel (Sost } \\ \text { (SOO (News) } \\ 6 \\ 6 \\ 7 \\ \text { Salop and } \\ 8\end{array}\right\} \begin{gathered}\text { transfer } \\ \text { Parcels and } \\ \text { Parcel Post }\end{gathered}$ | *. |
| 710 p.m. | Manchester (L. Rd.) | Euston ... | sx | CBR | 1-4 London Mail <br> 5-6 Bletchley <br> 7-8 Rugby. <br> Parcel Post | 10.48 p.m. from Birmingham. |
| 7.10 p.m. | Manchester (L. Rd.) | Bristol ... | D | CBR | 1-2 $\begin{gathered}\text { Shrewsbury } \\ \text { transfer } \\ \text { 3-4 } \\ \text { 3 Bristol transfer } \\ \text { via Gloucester, } \\ \text { Bath and } \\ \text { Swindon }\end{gathered}$ $\begin{array}{cc}\text { S-6 } & \text { West of } \\ \text { England }\end{array}$ End |  |
| 930 p.m. | Manchester (L. Rd.) | Paddington ... | $s x$ | G.W. Siphon G | 1) Reading <br> $2\}$ <br> 3 Oxford <br> 4 Reading <br> 5 West Midlands <br> 6 Banbury <br> 7 West <br> 8\} Midlands | \% |

* To be kept clear for London traffic loaded at Stafford.
$\dagger$ Lyons' empty ice cream containers to be loaded in section with Willesden transfer.

THROUGH VANS FOR PARCELS; \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-

| Departure Time of Van.* | VAN. |  | Days <br> Run. |  | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 1030 p.m. | Manchester (L. Rd.) | Bristol (Mid.) | SX | CBR | $\left.\begin{array}{l} 1 \\ 2\left\{\begin{array}{c} \text { Bristol Parcels } \\ \text { and } \end{array}\right. \\ 3 \text { Parcel Post } \\ 4 \\ 5 \\ 5 \end{array}\right\} \text { Cheltenham }$ | 11.57 p.m. from Crewe, via Birmingham (Mid.). |
| 1030 p.m. | Manchester (L. Rd.) | Crewe ... | SO | CBR | Letter Mail ... |  |
| 1030 p.m. | Manchester (L. Rd.) | Bath ... ... | SX | CBR | 1 Bournemouth <br> 2 Poole <br> 4 Templecombe <br> 5 Stafford <br> 6 Bath <br> 7 Bath <br> 8\} Parcel Post | 11.57 p.m. from Crewe, via Birmingham (Mid.). |
| 1030 p.m. | Manchester (L. Rd.) | Wolverhampton | SO | CBR | Wolverhampton | 11.57 p.m. from Crewe. |
| 1030 p.m. | Manchester (L. Rd.) | Dudley Port | SO | CBR | News only .. | $\begin{array}{ll} 12.45 \text { a.m. } & \text { from } \\ \text { Crewe and } & 3.10 \\ \text { a.m. from } & \text { Bir- } \\ \text { mingham. } \end{array}$ |
| 1030 p.m. | Manchester <br> (L. Rd.) | Birmingham | D | CBR | 1 Wolverhampton <br> Mail <br> 2 Mid. via Birmingham Mail <br> 3) Crewe-Bir- <br> $4\}$ mingham Mail <br> 4a Worcester <br> 5 Wolverhampton <br> Parcels <br> $\left.\begin{array}{l}6 \\ 7 \\ 8\end{array}\right\}$ <br> Birmingham | 11.57 p.m. from Crewe. |
| 1030 p.m. | Manchester (L. Rd.) | Birmingham | D | CBR | $\left.\begin{array}{l} 1 \\ 2 \\ 3 \\ 4 \\ 4 \text { Worcester } \\ 5 \text { Wirmingham } \\ \text { Woorverhampton } \\ 6 \text { Coventry } \\ 7 \\ 8 \end{array}\right\} \begin{aligned} & \text { Birmingham } \\ & \text { (News) (SO) } \end{aligned}$ | 11.57 p.m. from Crewe. |
| 1150 p.m. | Manchester (L. Rd.) | Holyhead <br> Bangor | $\begin{gathered} \text { SX \& } \\ \text { SuO } \\ \text { SO } \end{gathered}$ | CBR | $\begin{aligned} & 1 \\ & 2\left\{\begin{array}{c} \text { Crewe and } \\ \text { transfer } \\ \text { Parcel Post } \end{array}\right. \\ & \left.3\} \begin{array}{l} \text { Chester } \\ 4 \\ \mathbf{5} \text { Parcel Post } \\ 6 \\ \mathbf{C h e s t e r ~ N e w s ~} \\ 7 \\ 8 \end{array}\right\} \text { News } \end{aligned}$ | 2.5 a.m. (MX), 3.15 a.m. (SuO) from Crewe. |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:-


THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER•TRAINS :-

| Departure Time of Van.* | VAN. |  | Days <br> Run. |  | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 125 a.m. | Manchester (L. Rd.) | Euston | $\begin{array}{\|c} M X \text { and } \\ \text { Sun. } \\ \text { morn- } \\ \text { ing } \end{array}$ | CBR | London News only |  |
| $\begin{gathered} 215 \text { p.m. } \\ (\mathrm{SX}) \end{gathered}$ | Manchester (Vic.) | Aberdeen ... | SX | CBR | 1 Aberdeen $\ldots$ <br> 2 Dundee   <br> 3 Carlisle   <br> 4.   <br> 4tirring   <br> 5 Perth   |  |
| 1045 p.m. | Manchester (Vic.) | Stoke ... ... | sX | CBR | 1-2 Stoke and transfer <br> 3 Tunstall 4 Burslem 5-6 Hanley 7-8 Stockport and transfer |  |
| 455 p.m. | Merthyr ... | Euston ... | D | CBR | 1 Hereford transfer to G.W. <br> 2. Crewe- <br> Liverpool- <br> Chester-North <br> 3 Hereford transfers to Mid., via Worcester <br> 4 Manchester, Stockport, Leeds- <br> 5 Rugby, <br> L. \& N. E. <br> Bletchley, <br> G.E., M. \& G.N. <br> 6 Salop, <br> Stafford, Birmingham Tamworth <br> 7 London <br> 8 8 <br> Leaving Stafford to be section-ised:- <br> 1 Tamworth <br> 2 Rugby <br> 3 Nuneaton <br> 5 Northampton <br> 6 Willesden <br> $\left.\begin{array}{l}7 \\ 8\end{array}\right\}$ London <br> 8\} | 6.36 p.m. Abergavenny Junction to Hereford. <br> 7.55 p.m. Hereford to Salop; 10.50 p.m. Salop to StafStafford to Euston. |
| 830 p.m. | Northampton | Leeds (Cen.) | sX | CBR | 3 Bradford $4\}$ <br> 5 Chesterfield <br> 6) Sheffield <br> $7\}$ <br> 8 Normanton | ViaMarket Harboro' and Mid. Division, |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-

| Departure Time of Van.* | VAN. |  | Days <br> Run. |  | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 830 p.m. | Northampton | Leicester ... | sX | CBR | $1\}$ Leicester <br> $2\}$ <br> 3 M. \& G.N. <br> 5 Derby <br> 6 Notts. <br> $7\left\{\begin{array}{l}\text { Roadside, } \\ \text { Mkt. Harboro' }\end{array}\right.$ <br> 8 Mt. Parboras | Via Market Harboro' and Mid. Division. |
| 928 p.m. | Northampton | Euston | SX | CBR | $\left.\begin{array}{l}1 \\ 1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 6 \\ 7 \\ 8\end{array}\right\}$London <br> Parcel Post <br> Parcels |  |
| 928 p.m. | Northampton | Willesden (L.S.W. Van) | $s \times$ | CBR | 1-4 Willesden transfer, L.S.W. Traffic 5-8 Bletchley |  |
| 1015 p.m. | Northampton | Bristol ... | $s x$ | CBR | 1-2 G.W., via Bristol <br> 3 Bristol <br> 4 Bath and <br> Cardiff <br> 5 Gloucester 6 Cheltenham and Worcester <br> 7-8 Birmingham Mid. transfers |  |
| 70 p.m. | Oxford -.. | Birmingham | D | CBR | 1 Liverpool <br> 2 HuddersfieldLeeds Traffic <br> 3 Manchester 4 Stafford transfer <br> 5) Wolver6) hampton 8 Birmingham Traffic |  |
| 45 p.m. | Pembroke Dock | Manchester (L. Rd.) | sX | CBR | 1 Manchester 2 Stockport 5) Crewe transfer 6 for North 7 Crewe tranisfer 8\} for South | 7.37 p.m. from Llandilo, 12.40a.m. from Crewe. |
| 513 p.m. | Penrith ... | Manchester (Ex.) | D | CBR | 1 Preston <br> 2) Parcel Post <br> 3 Wigan Fish <br> 4 Liverpool Fish <br> 5 Preston <br> 6 Liverpool <br> Parcels <br> Parcels <br> $8\left\{\begin{array}{c}\text { Manchester } \\ \text { (Ex.) and } \\ \text { vic. Delivery }\end{array}\right.$ | 7.56 p.m. from Lancaster. 10.22 p.m. Wigan to Manchester. |

THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-


THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-


## THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS :-

| Departure Time of Van.* | VAN. ${ }^{\text {- }}$ |  | Days <br> Run. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 85 p.m. | Walsall ... | Birmingham | D | CBR | Mid. Division transfers |  |
| 957 p.m. | Walsall ... | Wolver- | D | CBR | North transfers |  |
| 615 a.m. | Warrington... | hampton Manchester (Ex.) | MX | CBR | $\begin{aligned} & \text { 1-4 Leigh } \\ & 5-8 \text { Tyldesley } \end{aligned}$ | 6.53 a.m. from Kenyon. |
| 120 night | Warrington... | Bangor ... | SX | CBR | 1 Llandudno Jc. <br> 2 Bangor <br> 3 Colwyn Bay <br> 4 Chester <br> 5 Rhyl <br> 6 Chester <br> 7a Penmaenmawr <br> 7b Llanfairfechan <br> 8 Bangor |  |
| 512 p.m. | Whitehaven | Liverpool (Ex.) | D | CBR | 1 Liverpool <br> 2\} Proper <br> 3 Lancaster <br> 4 Preston and <br> 6\} transfer <br> 5 Stations between Preston and Liverpool <br> 7 Liverpool <br> 8\} Proper | 7.12 p.m. from Carlisie, as from Penrith. |
| 713 a.m. | Windermere | Liverpool (L. St.) | D | CBR | 1) Edge Hill .. <br> 2\} <br> 3 Prescot <br> 4 Wigan <br> 5 St. Helens <br> 6 Preston <br> 7 Lime St. <br> 8\} | 8.55 a.m. from Lancaster, 10.27 a.m. Wigan to Lime St. |
| 713 a.m. | Windermere | Liverpool (Ex.) | D | CBR | $\left.\begin{array}{l} 1 \\ 2 \\ 4 \\ 5 \\ 6 \\ 7 \\ 7 \\ 8 \end{array}\right\} \begin{aligned} & \text { Ormskirk } \\ & \text { Liverpool } \\ & \text { (Ex.) } \\ & \text { (Ex.) } \end{aligned}$ | 8.55 a.m. from Lancaster, 9.49 a.m. Preston to Liverpool (Ex.). |
| 40 p.m. | Windermere | Manchester (Vic.) | TThO (Winter) (Spring and Sum- mer) | CBR |  |  |
| 625 p.m. | Windermere | Liverpool (L. St.) | D | CBR | $\begin{aligned} & 1 \\ & 2 \\ & 2 \\ & 3 \end{aligned} \text { Edge Hill }^{\text {Edescot }} \text {... } \begin{aligned} & \text { Wigan } \\ & 5 \text { St. Helens } \\ & 6 \text { Preston } \\ & 7\} \text { Lime St. } \\ & 8 \end{aligned}$ | 9.22 (SX), 9.40 p.m. (SO), Preston to Leyland; 9.51 p.m. Leyland to Wigan; 10.45 p.m. Wigan to Lime St. |

## THROUGH VANS FOR PARCELS, \&c., TRAFFIC ARE RUN AS FOLLOWS ON PRINCIPAL PASSENGER TRAINS:

| Departure Time of Van.* | VAN. |  | Days <br> Run. | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and forward services. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |  |
| 625 p.m. | Windermere | Euston | D | CBR | 1-2 Euston 3 Wigan and Warrington <br> 3a Preston <br> 4 Crewe <br> 5 Bletchley <br> 6 Rugby <br> 7 Watford <br> 8 Southern Line |  |
| 124 p.m. | Wolverhampton | Euston | sX | CBR | ```1 Birmingham and Mid., via Birmingham 2 Rugby 3 M. G. N. -4 G.E. \& G.N. 5 Bletchley 6 Northampton 7 Willesden 8 Euston``` | 5.12 p.m. from |
| 734 p.m. | Wolverhampton | Bradford <br> Leeds (Cen.) | sX so | CBR | $\left.\begin{array}{l} 1 \\ 2 \\ 3 \\ 3 \\ 4 \\ 5 \end{array}\right\} \text { Deeds... }$ | 10.55 p.m. Mid. from Birmingham. |
| 96 p.m. | Wolverhampton | Leeds (Cen.) | SX | CBR | 1) Leeds... <br> $2\}$ <br> 3 Derby <br> 4 \} <br> 5 Sheffield <br> 6 <br> 7 Normanton $8\}$ | 11.28 p.m. Mid. from Birmingham. |
| 843 p.m. | Wolverhampton | Euston ... | sX | CBR | Euston Deliveries only | 10.48 p.m. Parcels from Birmingham to Euston. |
| 940 p.m. | Wolverhampton | Euston ... | sX | CBR | 1-2 Euston <br> 3 Coventry <br> 4 Rugby <br> 5 Northampton <br> 6 Bletchley <br> 7 Willesden <br> 8 Southern | 12.20 a.m. Birmingham to Euston. |

"SUNDAYS ONLY" VANS (over and above those already shown as running Sundays included).

| Time of Departure. | VAN. . |  |  | Sections in Van. | Remarks and Forward Services. |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |
| 1215 a.m. | Birmingham ... | Euston ... | CBR | Euston delivery only | 4.0 a.m. from Rugby. |
| 1215 a.m. | Birmingham ... | Euston for Southern Rly. | CBR | $\left.\begin{array}{l} 1 \\ 2 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 7 \\ 7 \\ 8 \end{array}\right\} \begin{aligned} & \text { Cannon St. } \\ & \text { Holborn \& } \end{aligned} \text { (S.E.) } \begin{aligned} & \text { S.E. \& } \text { \& C.) } \end{aligned}$ | 4.0 a.m. from Rugby. |
| 1215 a.m. | Birmingham ... | Willesden ... | CBR | 1-4 Kensington <br> 5-8 Willesden and transfer | 4.0 a.m. from Rugby. |
| 1215 a.m. | Birmingham ... | Euston... ... | CBR | Letters and Parcels Post, London | 2.22 a.m. from Rugby. |
| 1215 a.m. | Birmingham ... | Cambridge ... | CBR | 1 Cambridge $\qquad$ 2\} <br> 3 Watford <br> 4 Bletchley <br> 7 G.E. Line and Parcel Post 8 G.E. Line and Parcels | 2.57 a.m. from Rugby. |
| 835 a.m. | Birmingham ... | Euston ... ... | CBR | Empty balance ... |  |
| 835 a.m. | Birmingham ... | Euston ... ... | . CBR | Empty balance ... |  |
| 840 a.m. | Birmingham ... | Carlisle ... | CBR |  | $\cdots$ |
| $840 \mathrm{a} . \mathrm{m}$. | Birmingham ... | Dudley... ... | .. CBR | 1 Dudley Port ... 2 Dudley and transfer | 10.15 a.m. from. Dudley Port. |
| 940 a.m. | Birmingham ... | Walsall ... | ... CBR | Parcels ... ... |  |
| 115 p.m. | Birmingham ... | Shrewsbury ... | ... CBR | 1-2 Stafford transfer 3-8 Shrewsbury and transfer |  |
| 1015 p.m. | Birmingham ... | Crewe ... .. | .. CBR | $\left.\begin{array}{l}1 \\ 2\end{array}\right\}$ Crewe Mail ... <br> 3 Edinburgh <br> 4 Glasgow <br> 6 Far Scotch <br> 7 Preston and transfer <br> 8 Carlisle and transfer |  |

"SUNDAYS ONLY" VANS (over and above those already shown as running Sundays included).

| Time of Departure. | VAN. |  |  | Sections in Van. | Remarks and Forward Services. |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |
| 1015 p.m. | Birmingham ... | Holyhead ... | CBR | 1 Manchester <br> Parcel Post <br> 2 Liverpool Parcel Post <br> 3 Wolverhampton <br> 4 Stafford <br> 7 Crewe <br> 8 <br> (Made up Crewe) | . |
| 1015 p.m. | Birmingham ... | Holyhead ... | CBR | Letter Mails ... |  |
| $\begin{gathered} 1230 \text { a.m. } \\ \text { (Winter) } \end{gathered}$ | Carlisle ... | Euston... | Steel CBR | $\left\{\begin{array}{l} 1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 7 \\ 8 \end{array}\right\} \text { Crewe ... }$ | : |
| $\begin{aligned} & 1247 \text { a.m. } \\ & \text { from. } \\ & \text { Carlisle } \end{aligned}$ | Greenock ... | Euston... ... | CBR | $\left.\begin{array}{l}1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 7 \\ 7 \\ 8\end{array}\right\}$ Crewe and $\quad$ transfer |  |
| $\begin{aligned} & 1255 \text { a.m. } \\ & \text { from. } \\ & \text { Carlisle } \end{aligned}$ | Greenock ... | Birmingham ... | CBR | 1 Bristol $\qquad$ <br> 2 Crewe and North Wales 3-4 Rugby 5 Bristol Mid. <br> 6 Wolverhampton <br> 7 Birmingham Parcels <br> 8 Birmingham <br> Mails |  |
| $\begin{aligned} & 1255 \text { a.m. } \\ & \text { from } \\ & \text { Carlisle } \end{aligned}$ | Glasgow ... | Euston ... | CBR | 1-4 London Parcel <br> 5-8 Luggage as $\underset{\text { required }}{ }$ | . |
| $\begin{aligned} & 137 \text { a.m. } \\ & \text { from } \\ & \text { Carlisle } \end{aligned}$ | Aberdeen ... | Euston ... ... | CBR |  |  |

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| Time of Departure. | VAN. |  | $\begin{gathered} \text { Type } \\ \text { of } \\ \text { Vehicle. } \end{gathered}$ | Sections in Van. | Remarks and Forward Services. |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |
| $\begin{aligned} & 830 \text { p.m. } \\ & \text { from } \\ & \text { Carlisle } \end{aligned}$ | $\underset{(5.30 \text { p.m. })}{\text { Glasgow }} \quad \cdots$ | Euston... ... | Steel CBR | 1 Crewe <br> 2a Wigan <br> 2b Warrington <br> 3a Lancaster <br> 3b Carnforth <br> 4 Preston <br> 5a Stafford <br> 5b Nuneaton <br> 6 Rugby, Bletchley <br> 7 Willesden <br> 8 London |  |
| $\begin{aligned} & 830 \text { p.m. } \\ & \text { from } \\ & \text { Carlisle } \end{aligned}$ | $\underset{(1.20 \text { p.m. })}{\text { Aberdeen }}$ | Euston... ... | CBR | 1. Crewe <br> 2a Wigan <br> 2b Warrington <br> 3a Lancaster <br> 3b Carnforth <br> 4 Preston <br> 5 Stafford, Nuneaton <br> 6 Rugby, Bletchley <br> 7 Willesden <br> 8 London | . |
| 442 p.m. | Crewe ... ... | $\begin{aligned} & \text { Manchester } \text { (L. Rd.) } \end{aligned}$ | CBR | 1 London Road ... <br> $2\}$ <br> 3 Stockport <br> $4\}$ <br> 5 Stockport <br> 6 transfer <br> 7 London Road <br> $8\}$ |  |
| 1240 am . | Euston ... | Nuneaton ... | CBR | Nuneaton News ... |  |
| 10 a.m. | Euston ... | Birmingham ... | 9 CBR | News . ... ... |  |
| 10 a.m. | Euston ... | Birmingham ... | CBR | Ice Cream and ... Perishables |  |
| 630 a.m. | Euston ... | Carlisle ... | CBR | Roadside ... ... |  |
| 1015 a.m. | Euston Summe | Birmingham ... $r$ only. | CBR | Ise Cream Traffic... |  |
| 1155 a.m. | Euston... ... | Workington ... | CBR | 1 Wigan ... ... 2 Carnforth 3 Warrington 4 Lancaster 5 Furness Line to Workington 6 Crewe 7 Stafford 8 Rugby |  |

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| Time of Departure. | VAN. |  |  | Sections in Van. | Remarks and Forward Services. |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | From | To |  |  |  |
| $1145 \mathrm{p} . \mathrm{m}$. | Euston... ... | Glasgow (Cen.) | CBR | Glasgow Luggage ... |  |
| 1145 p.m. | Euston ... | Glasgow (Cen.) | CBR |  | - . . . |
| 1145 p.m. | Euston... ... | Manchester ... (L. Rd.) | CBR | London Rd. News ... |  |
| 815 a.m. | Heysham ... | Euston , ... | RB | Euston ... ... |  |
| 815 a.m. | Heysham ... | Euston ... | RB | $\left.\begin{array}{l} 1 \\ 2 \\ 2 \end{array}\right\} \text { Rugby ... }$ | , |
| 815 a.m. | Heysham ... | Euston . ... | RB | Euston ... ... |  |
| 930 p.m. | Euston ... | Glasgow ... | CBR | 1-4 Glasgow <br> 5a Wigan <br> 5b Lancaster <br> 6 Wigan <br> 7 Carlisle <br> 8 Preston | . |
| 830 arm. | Heysham ... | Manchester (Vic.) | CBR | Manchester (Vic.) and transfer traffic |  |
| 750 p.m. | Holyhead ... | Crewe ... ... | CBR | $\left.\begin{array}{l}1 \\ 2 \\ 5 \\ 6 \\ 7 \\ 8\end{array}\right\}$ Crewe ... ... |  |
| $645 \mathrm{a} . \mathrm{m}$. | Leeds (City) ... | Crewe ... ... | CBR | Stockport ... Crewe transfers | 8.50 a.m. from Stalybridge. |
| 1245 a.m. | Liverpool (L. St.) | Glasgow ... | Steel CBR | 1) Glasgow $2\}$ <br> 3 Motherwell <br> 4 Carstairs <br> 5) Carlisle <br> $6\}$ transfers <br> 7 Glasgow <br> 8 ) | 2.1 a.m. Wigan to Carlisle. |
| 1035 p.m. | Liverpool ... | Leeds ... | CBR |  |  |

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S. E. PARKHOUSE.


[^0]:    * Total restriction applies except where otherwise stated.

[^1]:    * Total restriction applies except where otherwise stated.

[^2]:    $\dagger$ Summer only.
    $*$ R.F.

