



(NORTH EASTERN OPERATING AREA)

G3/11956

135-Ton STATOR

Messrs. Parsons Heaton Works
TO
Dartford, S.R.

SUNDAYS

22nd July, 1951—HEATON to NORTHALLERTON.

29th July, 1951—NORTHALLERTON to YORK.

12th August, 1951—YORK to DONCASTER.

IT IS ESSENTIAL THAT THE STATOR SPECIAL HAS A PUNCTUAL RUN AND ALL
CONCERNED SHOULD CO-OPERATE TO THE FULLEST EXTENT SO AS TO ENSURE
THAT ANY TRAIN LIKELY TO INTERFERE WITH THE SPECIAL IS SHUNTED,
DIVERTED, OR CANCELLED.

ACKNOWLEDGE RECEIPT TO YOUR DISTRICT SUPERINTENDENT BY WIRE THUS:
"STATOR."

A. P. HUNTER,
Divisional Operating Superintendent.

BRITISH RAILWAYS

Working Time Table Reprints

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BRITISH RAILWAYS
(NORTH EASTERN OPERATING AREA).

DIVISIONAL OPERATING SUPERINTENDENT'S OFFICE,
YORK.

SUNDAY, 22ND JULY, 1951.

SUNDAY, 29TH JULY, 1951.

SUNDAY, 12TH AUGUST, 1951.

Out of gauge Special Messrs. Parsons, Heaton to Dartford S.R.

CONVEYS:Stator: 20 ft. 11 ins. long.
12 ft. 10 ins. wide.
135 tons.

LOADED:On Flatrol AA. with cantilever arrangement in operation when
the extreme height will be 13 ft. 3 $\frac{1}{8}$ ins. above rail.

MARSHALLING:Guard's Van (Engineer's and S. & T. staff).
Stator Set Staff Car No. DE 320051.
Stator on Flatrol AA.
Plate Wagon (Firm's Gear).
Mess Van No. 900096.
Guards Van.
Length of train—140 yards.
Approximate weight of train—450 tons.

CONSIGNEES:British Electricity Authority, Littlebrook Power Station, Dartford.

ROUTE:King Edward Bridge, Team Valley, Ferryhill Yard, Sedgfield,
Castle Eden Branch Junction, Bowesfield, Hartburn, Eaglescliffe,
Picton, Northallerton Low Gates, Sinderby, Starbeck, York
Yard, Naburn and Shaftholme Jct.

TRAVELLING SPEEDS:	When load in Central position	10 M.P.H.
	When load 3 ins. out of centre	7 M.P.H.
	When load 6 ins. out of centre	7 M.P.H.
	When load 9 ins. out of centre	5 M.P.H.
	When load 12 ins. out of centre	5 M.P.H.

TIME ALLOWED FOR		
MOVING LOAD:	Move up to 3 inches	10 minutes.
	Move up to 6 inches	10 minutes.
	Move up to 12 inches	15 minutes.
	Move up to 24 inches	30 minutes.

POSITION OF LOAD

WHEN STORED:During the time the Special is stored at Northallerton and York
the load must be in the Central position.

TIMINGS.**Sunday, 22nd July, 1951.**

	arr. am	pass. am	dep. am	NOTES.—See pages 7, 8, 9 and 10 for full restrictions.
Heaton East, Mineral			3 45	
Heaton East	4 0		4 5	L.E. for W.L.O.
Riverside	4 15		4 20	L.E. with W.L.O.
Heaton East	4 25		4 30	Special on Down Tynemouth Line.
Riverside		4 52		Up Tynemouth Line.
Argyle Street	5 0		5 20	MOVE LOAD—Spl. via Up Main Line.
Manors		5 25		
Central Yard	5 35	W	5 45	MOVE LOAD. Via No. 3 Goods Road & Up South Line.
K.E.B.		5 50		
Low Fell		6 14		Via Up Main Line.
Birtley		6 50		
Ouston			<u>7 10</u>	
Newton Hall	8 23		8 33	MOVE LOAD. Via Up Main Line.
Durham		8 49		
Relly Mill	8 58†		9 35	†To Down Conssett Line. SUN- DERLAND No. 5 Passr. Engine to immediately follow the Out of Gauge Special Durham to RELLY MILL for the purpose of drawing back the Out of Gauge Special on to the Up. main line.
Tursdale		10 30		Via Up Slow Line.
Ferryhill No. 1		10 49		
Ferryhill Yard	10 55		11 30	Re-engine and Re-man.
Ferryhill No. 3		11 40		
Bridge No. 27	11 57		pm 12 7	MOVE LOAD.
Sedgefield		pm 12 20		
Bridge No. 22	pm 12 40		12 43	Extreme Caution.
Bridge No. 21	12 49		12 52	Extreme Caution.
Bridge No. 20	12 55		12 58	Extreme Caution.
Bridge No. 18	1 6		1 21	After passing MOVE LOAD.
Stillington North		1 51		
Redmarshall South		2 36		
Bridge No. 8				Caution.
Bowesfield West	2 57		3 7	MOVE LOAD.

TIMINGS—continued.**Sunday, 22nd July, 1951—continued.**

	arr. pm	pass pm	dep. pm	NOTES.—See pages 7, 8, 9 and 10 for full restrictions.
Bowesfield	3 17		3 50	*Draw forward on to Down Goods Indep. line and attach Fresh Engine. Train Engine to remain attached. Run to Hartburn on Down Main Line.
Hartburn	4 0		4 5	Detach Front Engine.
Eaglescliffe North	4 25		4 28	Caution Bridge No. 144 via No. 2 Up Goods Line.
Eaglescliffe South	4 33	W	4 45	MOVE LOAD. Run via No. 2 Points Up Goods Line to Up Main Line.
Yarm	4 58		5 1	Caution through Tunnel.
Picton	5 46		<u>9 20</u>	
Welbury		10 10		
Brompton		10 52		
Northallerton Low Gates	11 15			Siding No. 41.
	pm	pm	pm	
*Bowesfield			3 20	Light Engine.
Hartburn	3 25		3 38	Obtain W.L.O.
Bowesfield	3 43			

TIMINGS—continued.**Sunday, 29th July, 1951.**NOTES.—See pages 7, 8, 9 and 10
for full restrictions.

	arr. am	pass. am	dep. am	
Starbeck Shed			8 0	L.E. and Guard.
Ripon		8 25		
Melmerby		8 32		
Cordio		8 55		
Northallerton	9 0		9 25	Turning Engine.
Northallerton Low Gates	9 35			
Northallerton Low Gates Sdg. 41			10 0	Special.
Northallerton Low Gates		10 3		
Boroughbridge Road		10 10		
Cordio		10 24		
	pm	pm	pm	
Melmerby North	12 30		<u>1 30</u>	
Ripon	2 8	W	2 16	
Wormald Green Tunnel		3 16		
Bilton		4 8		
Starbeck North	4 25		<u>4 30</u>	Reman.
Knaresboro' Goods		4 50		
York (Skelton)	<u>8 5</u>			Load to be stored in Siding No. 1447.

ROUTE AND RESTRICTIONS FROM YORK (SKELTON) TO SIDING 1447.

Load to pass UP Harrogate to Up Main then:—

Via Line R.420 to R.121 (Up Goods).

Propel through R.419 crossover 128 to *T10, T7, 97, 72 and 71.

Forward through R.509, R.512 Siding 1455 to Siding 1469.

Propel from Siding 1469 via Siding 1462 to Siding 1447, with Siding 1444
adjoining 1447 clear.

The lines at both sides of the special to be clear during these movements.

All hand points over which the Special passes to be clamped.

The points leading to Sidings 1447 and 1444 to be clamped during the time
the Special is stored in Siding 1447.

The Siding Nos. referred to are W.P. Nos. 259 and * 259A.

TIMINGS—continued.**Sunday, 12th August, 1951**

Light Engine to leave York Shed at 3.35 a.m. for Sidings 1447

	arr. am	pass. am	dep. am	NOTES.—See pages 7, 8, 9 and 10 for full restrictions.
York, Skelton (Siding 1447).			4 15	Special to run via Sidings 1462, 1469, 1244, 1590, and R.411 to Up Goods Line. All hand points to be clamped. The lines at both sides of the Special to be kept clear during these movements.
York Yard North		4 35		Via Up Goods Line.
York Yard South	4 45		4 48	Via Up Doncaster Line.
York Yard Loco.		4 55		
Bridge No. 37				MOVE LOAD before and after passing. 2 M.P.H. over Naburn Swing Bridge.
Selby		7 45		2 M.P.H. over Selby Swing Bridge.
Selby Canal	7 55	W	8 5	Re-man.
Bridge No. 14	9 5		9 35	MOVE LOAD before and after passing.
Heck		9 49		40 minutes allowed Heck to Shaft-holme Jct. for cautions and moving Load at Bridge No. 2.
Shaftholme Jct.		11 32		
Doncaster	12 12			

The Siding Nos. referred to are W.P. No. 259.

RESTRICTIONS, ETC., POSITION OF LOAD, SPEED OF TRAIN, TIMES ALLOWED FOR MOVING LOAD.

MAIN LINES ONLY EXCEPT WHERE STATED OTHERWISE.

ADJACENT LINE ON RIGHT HAND SIDE OF LOAD LOOKING IN THE DIRECTION OF TRAVEL TO BE CLEAR THROUGHOUT FROM HEATON MINERAL TO SHAFTHOLME JCT.

ADJACENT LINE AND SIDINGS ON LEFT HAND SIDE OF LOAD LOOKING IN DIRECTION OF TRAVEL TO BE CLEAR, HEATON MINERAL TO SHAFTHOLME JCT. EXCEPT FROM STOCKTON CUT TO EAGLESLIFFE NORTH.

CARE TO BE EXERCISED IN PASSING ALL STATION PLATFORMS.

ALL CONCERNED TO SATISFY THEMSELVES AS TO CLEARANCES.

Section or Point.	Restrictions, etc. (In addition to those shown above.)	Position of load. Centre to :—			Speed. MPH.	Time allowed to move load Mins.
		Sixfoot.	Centre.	Platform.		
Heaton Min. to Heaton East.....	To run to Up Tynemouth Line and back to Down Tynemouth Line at Heaton East.	Ins. 9	..	Ins. ..	5	..
Heaton East to Riverside.....	Must travel via Down Tynemouth Line (facing). Points at Heaton East and Heaton South to be clamped for facing line working. Care to be exercised in passing pillars of Bridge No. 24, Heaton.	9	..	..	5	..
Riverside to Argyle Street.....	Must travel via Up Tynemouth Line. Points at Riverside to be clamped for facing line working. Care to be exercised in passing Bridge No. 20. Care to be exercised in passing Red Barns Tunnel. Care to be exercised in passing Electric Poles at Argyle Street.	9	..	..	5	..
ARGYLE STREET	MOVE LOAD. Thence to Up Main via No. 25 points Up Tynemouth Line to Down Tynemouth Line and slip from Down Tynemouth Line to Up Main Line via No. 21 points. All facing points to be clamped. The Stator load may pass Signal at Manors Station on Up Tynemouth Line at caution.	12	..	..	5	10
Argyle Street to Manors.....	Must travel via Up Main Line. Care to be exercised passing Manors Up Main Platform.	12	..	..	5	..

Restrictions, Etc., Position of Load, Speed of Train, Times Allowed for Moving Load.—Continued.

Section or Point.	Restrictions, etc. (In addition to those shewn at head of page 7.)	Position of load. Centre to :—			Speed. MPH.	Time allowed to move load Mins.
		Sixfoot.	Centre.	Platform.		
Manors to Newcastle No. 1.....	Must travel via Up Tynemouth Line. Care to be exercised in passing signals and stays, etc., near Dean St.	ins 12	..	ins ..	5	..
Newcastle No. 1 to Newcastle No. 3	MOVE LOAD. Via No. 3 Goods Road Central Yard. Care to be exercised in passing Cable hangers opposite Newcastle No. 3 Box.	9	..	..	5	10
Newcastle No. 3 to Newton Hall ..	Must travel via Up South Line over K.E.B. Care to be exercised in passing Bridge No. 244 $\frac{1}{4}$ mile North of Lamesley Station. Care to be exercised in passing Bridge No. 243 at Lamesley Station. Proceed at Caution at Bridge No. 229 at 73 $\frac{1}{2}$ mp $\frac{1}{4}$ mile North of Ouston Junction. Proceed at Caution at Bridge No. 227 at 73 $\frac{1}{4}$ mp at Ouston Junction. Care to be exercised in passing Bridge No. 212 at Plawsworth Station.	9	..	..	5	..
Newton Hall	MOVE LOAD	6	..	..	7	10
Newton Hall to Ferryhill No. 1	Relly Mill. Trap Points on Down Conssett Line to be clamped. Care to be exercised in passing Bridge No. 183 at Littleburn Colliery. Care to be exercised in passing Bridge No. 178 (Burnigill Bridge) North of Croxdale. Must travel via Up Slow Line from Tursdale to Ferryhill No. 1. Care to be exercised passing Coxhoe Junction S B.	6	..	..	7	..
Ferryhill No. 1 to Ferryhill Yard ...	Must travel via Ferryhill Goods Yard, Up Goods Line and join Down Passenger Line to Stockton at No. 37 points at Ferryhill No. 3. Facing points to be clamped : Nos. 23 and 15 at Ferryhill No. 1; No. 71 at Ground Frame; and Nos. 68 and 54 at Ferryhill No. 3.	6	..	..	7	..

BRIDGE No. 27	MOVE LOAD.	10½	..	..	..	10
Bridge No. 27 to Bridge No. 18	Proceed at extreme Caution, Bridges Nos. 22, 21, 20 and 18. (Ferryhill and Stockton Branch).	10½	..	..	5	..
BRIDGE No. 18 (after passing)	MOVE LOAD.	..	X	..	10	15
Bridge No. 18 to Bowesfield West ..	Caution Bridge No. 8. (Castle Eden Branch).	..	X	..	10	..
BOWESFIELD WEST	MOVE LOAD.	6	..	..	7	10
Bowesfield West to Bowesfield	At Bowesfield Junction. Inward Facing points to be clamped : Nos. 28, 53, 80 and 86. Outward Facing points to be clamped : Nos. 71, 51 and 43. Draw forward on to Down Goods Line and await L.E. from Hartburn with W.L.O.—Forward on facing line.	6	..	..	..	..
Bowesfield to Hartburn	To be drawn on Down Main Line—Train engine to remain attached.	6	..	..	7	..
Hartburn	To run on to Up Main. Facing Points to be clamped : No. 13 at Hartburn Junction	6	..	..	7	..
Hartburn to Eaglescliffe South	Caution Bridge No. 144, Eaglescliffe North. To run on to No. 2 UP Goods Independent via points 57, 74, 75 and 76. Facing points to be clamped : Nos. 75 and 76 at Eaglescliffe North.	6	..	..	7	..
EAGLESLIFFE SOUTH	MOVE LOAD. Facing points to be clamped : Nos. 55 and 2 at Eaglescliffe South.	10½	..	..	5	10
Eaglescliffe South to Yarm	To run to Up Main line Eaglescliffe South via No. 2 Points—Proceed at caution through YARM Tunnel.	10½	..	..	5	..
YARM Tunnel (after passing)	MOVE LOAD. (NOTE.—This move may be made if shunted whilst standing at Picton.)	7½	..	..	5	10
Yarm to Northallerton Low Gates... (See note in Timings Section <i>re</i> storing of special at Northallerton.)		7½	..	..	5	..
Northallerton Low Gates to Bridge No. 2 Shelton (Harrogate Line) ..		10½	..	..	5	..
Bridge No. 2	MOVE LOAD.	9	..	..	5	10

Restrictions, Etc., Position of Load, Speed of Train, Times Allowed for Moving Load.—Continued.

Section or Point.	Restrictions, etc. (In addition to those shewn at head of page 7.)	Position of load. Centre to :—			Speed. MPH.	Time allowed to move load Mins.
		Sixfoot.	Centre.	Platform.		
Bridge No. 2 to York (Skelton). (See note in Timings Section re storing of Special at Skelton)		9	..	..	5	..
York (Skelton) to York Yard North	To Travel via Sidings 1462, 1469, 1244, 1590 and R411.	..	..	..	..	..
York Yard North to York Yard South	Must travel via Up Goods Line.	10½	..	..	5	..
York Yard South to Holgate	Must travel via Up Doncaster Line	10½	..	..	5	..
Holgate to Bridge No. 37 Naburn ..	MOVE LOAD (before passing).	7½	..	..	5	10
Bridge No. 37 (after passing)	MOVE LOAD	10½	..	..	5	10
BRIDGE No. 37 TO BRIDGE No. 14 (BETWEEN TEMPLE HIRST AND HECK).	NABURN SWING BRIDGE. } SELBY SWING BRIDGE. } When passing over these bridges speed not to exceed 2 MPH.	10½	..	..	5	..
BRIDGE No. 14 (before passing).	MOVE LOAD.	..	..	4½	..	30
BRIDGE No. 14 (after passing) ...	MOVE LOAD.	6	..	..	..	15
Bridge No. 11	Stop and proceed at Caution ; Speed over Bridge not to exceed 2 MPH.	6	..	..	7	..
Bridge No. 10	Stop and proceed at Caution ; Speed over Bridge not to exceed 2 MPH.	6	..	..	7	..
HECK STATION	Stop and proceed at Caution ; Speed past platform not to exceed 2 MPH	6	..	..	7	..
HECK TO BALNE Bridge No. 5	Stop and proceed at Caution : Speed over Bridge not to exceed 2 MPH.	6	..	..	7	..
Bridge No. 2	Stop and proceed at Caution : Speed over Bridge not to exceed 2 MPH.	6	..	..	..	..
Bridge No. 2 (after passing) to Shaftholme	MOVE LOAD.	9	..	..	5	10

SIGNAL ALTERATIONS.

Following disc signals, etc., to be dismantled to allow Special to pass :—
Signal and Telegraph Engineer to arrange.

Newcastle District.

ARGYLE STREET SIGNAL BOX.

Up Tynemouth Backing—Position Light.
Down Tynemouth to Up Tynemouth—Position Light.
Down Tynemouth to Up Main—Position Light.
Backing Up Main to Down Tynemouth and Sidings—Position Light.
Up Main to Down Main—Disc (also Position Light not in use).

MANORS SIGNAL BOX.

Backing Up Tynemouth No. 7—Position Light.
Remove lid off C.P. Unit No. 14A Points.
Remove lid off C.P. Unit No. 14B Points.

NEWCASTLE NO. 1 SIGNAL BOX.

Remove lids off C.P. Units 63A, 193A, 193B, 190A, and 60A Points.
Backing Up Goods to Hole—Discs.

NEWCASTLE NO. 3.

Remove lid off C.P. Unit—43 Points.
No. 65 Backing Up East to Down East—Position Light.
No. 70 Backing Down South—Position Light.
No. 126 Signal Down South—Colour Light.
2 Low Fell Station.
1 South of Birtley.
1 Ouston Junction (24).
1 Chester-le-Street.
1 Chester Moor.
1 Newton Hall.
1 Durham.
2 Relly Mill Viaduct.

Darlington District.

2 Chilton.	4 Picton.
3 Stillington North (remove lids).	2 Welbury.
1 Redmarshall South (remove lid).	3 Brompton.
1 Bowesfield (remove lid).	6 Northallerton Low Gates.
1 Hartburn.	1 Northallerton East.
3 Yarm.	2 Boroughbridge Road.

York District.

2 Newby Wiske.	2 Marston Moor.
1 Pickhill.	3 York Yard North.
4 Sinderby.	4 York Yard South.
3 Melmerby North.	4 Holgate (Subs).
2 Melmerby South.	1 York South Points.
7 Ripon.	3 Dringhouses.
2 Littlethorpe.	2 Chaloner's Whin.
3 Wormald Green.	2 Escrick.
2 Nidd Bridge.	2 Riccall.
2 Ripley Junction.	2 Barlby North.
6 Bilton Junction.	2 Selby North.
1 Starbeck North.	3 Selby Canal.
2 Starbeck South.	2 Brayton Jct.
1 East End Knaresboro' Tunnel.	2 Henwick Hall.
3 Knaresboro' Goods.	3 Temple Hirst.
1 Goldborough.	3 Heck.
1 Hammerton.	1 Moss.

Position Light Signal
Lamps to remove.

2 York (Skelton).
2 Holgate.
2 York (South Points).
1 Dringhouses.
2 York Yard South.
1 Holgate (436B).

C.P. Valve Case to remove

2 York Yard South.
1 Holgate (436B).

STRUCTURAL ALTERATIONS.

York (Skelton Junction)—Speed Restriction Sign (25MPH.), opposite Cottage—to remove.
(D.E. York to arrange.)

York (Holgate Junction)—Speed Restriction Sign (15 MPH.)—to remove.

SIGNALLING OF SPECIAL.

The Special to be signalled 3 pause 3 pause 3 throughout and the regulations for signalling out of gauge loads must be carried out in accordance with the instructions in Superintendent's leaflet dated 15th October, 1946.

For this purpose the Sections will be:—

SUNDAY, 22ND JULY, 1951.

Heaton East	to	Riverside.
Riverside	to	Argyle Street.
Argyle Street	to	Manors.
Manors	to	Newcastle No. 1.
Newcastle No. 1	to	Newcastle No. 3.
Newcastle No. 3		K.E.B.
K.E.B.	to	Low Fell.
Low Fell	to	Birtley.
Birtley	to	Ouston.
Ouston	to	Chester-le-Street.
Chester-le-Street	to	Kimbleworth
Kimbleworth	to	Newton Hall.
Newton Hall	to	Durham North.
Durham North	to	Durham South.
Durham South	to	Relly Mill.
Relly Mill	to	Hett Mill.
Hett Mill.	to	Tursdale.
Tursdale	to	Coxhoe.
Coxhoe	to	Ferryhill No. 1.
Ferryhill No. 1	to	Ferryhill Sidings.
Ferryhill Sidings.	to	Ferryhill No. 3.
Ferryhill No. 3	to	Sedgefield.
Sedgefield	to	Stillington North.
Stillington North	to	Bowesfield.
Bowesfield.	to	Hartburn.
Hartburn.	to	Eaglescliffe North.
Eaglescliffe North.	to	Eaglescliffe South.
Eaglescliffe South	to	Picton.
Picton	to	Welbury.
Welbury	to	Northallerton Low Gates.

SUNDAY, 29TH JULY, 1951.

Northallerton Low Gates	to	Boroughbridge Road.
Boroughbridge Road	to	Northallerton Station (Cordio).
Northallerton Station (Cordio)	to	Melmerby North.
Melmerby North	to	Bilton.
Bilton	to	Starbeck North.
Starbeck North	to	Starbeck South.
Starbeck South	to	Knaresborough Goods.
Knaresborough Goods	to	York (Skelton).

SUNDAY, 12TH AUGUST, 1951.

York (Skelton)	to	York Yard North.
York Yard North	to	York Yard South.
York Yard South	to	York Box.
York Box	to	Escrick South.
Escrick South	to	Riccall North.
Riccall North	to	Barlby North.
Barlby North	to	Barlby.
Barlby	to	Selby North.
Selby North	to	Selby South.
Selby South	to	Selby Canal.
Selby Canal	to	Henwick Hall.
Henwick Hall	to	Shaftholme Jct.

SIGNALLING ARRANGEMENTS.

SUNDAY, 29TH JULY, 1951.

Between Northallerton Station (Cordio) and Newby Wiske ordinary block working must be put into operation for the passage of the out-of-gauge special.

SUNDAY, 12TH AUGUST, 1951.

No. 1 DOWN SIGNAL BOX, YORK MARSHALLING YARD.

Before the out-of-gauge special is expected the Down Main Line at this Box must be cleared and the box then switched out for Main Line working until after the Special has been cleared back from York Yard South.

SIGNAL BOXES.

The following Signal-Boxes (in addition to those rostered to be open) to open specially to pass the special:—

SUNDAY, 22ND JULY, 1951.

Birtley.	Chester-le-Street.	Kimbleworth.	Ferryhill Sidings.	Coxhoe.
Sedgefield.		Stillington North.		Redmarshall Station.

SUNDAY, 29TH JULY, 1951.

Northallerton East.	Romanby Gate Box.	Boroughbridge Road.
Starbeck North.	Hopperton.	Marston Moor.
Knaresborough Station.	Cattal.	Poppleton.
Knaresborough Goods.	Hammerton.	
Goldsborough.		

Necessary signal boxes between Northallerton and Starbeck North which normally close for certain periods at week-ends must be open for the passage of the Special.

SUNDAY, 12TH AUGUST, 1951.

(Gate Boxes to be open and Crossing Keepers to be on duty as necessary.)

SUNDAY, 22ND JULY, 1951.

THIRD RAIL.

Sections Nos. 22, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9—To be made "dead" from 4-20 a.m. until passing of Special.

Sections Nos. 7 and 8 to be made "dead" before Special leaves Argyle Street.

PASSENGER TRAIN ALTERATIONS.

SUNDAY, 22ND JULY, 1951.

No train to be allowed to leave Newcastle Central which cannot clear Argyle Street before the out-of-gauge special is ready to cross from Down Tynemouth Line to Up Main Line.

11-45 p.m. (Sat.) King's Cross-Newcastle to run via Frankland and Usworth.

3-0 a.m. Pcls. York-Newcastle to run via Slow Line Ouston to Low Fell, if necessary.

9-0 a.m. York-Edinburgh to run via Shildon and Willington.

9-45 a.m. Newcastle-Liverpool to run via Willington and Shildon.

6-55 a.m. Newcastle-Doncaster to run via Slow Line Low Fell to Ouston.

5-5 a.m. ECS Newcastle to Low Fell to follow out-of-gauge special.

8-45 a.m. Bishop Auckland-Sunderland must run punctually to Durham.

PASSENGER TRAIN ALTERATIONS—continued.

SUNDAY, 29TH JULY, 1951.

Nil.

SUNDAY, 12TH AUGUST, 1951.

See separate passenger train alteration advice.

FREIGHT TRAIN ALTERATIONS.

SUNDAY, 22ND JULY, 1951.

Newcastle and Sunderland District Controls to regulate the working of the Local Traffic Engines so as to ensure that all lines affected are clear for the passing of the Stator Special. Between the hours of 3-0 a.m. and 5-50 a.m. the permission of the Newcastle District Control must be obtained before any local traffic trip requiring to pass through the Area concerned is allowed to leave Heaton, Trafalgar, Forth, Blaydon, Low Fell or Park Lane.

Any Down Main Line Freight Train likely to interfere with passage of Stator Special to be diverted to Down Slow Line at Ouston and be held at Low Fell until the Out-of-gauge Special has passed.

UP.

W.T.T.

Trains Cancelled:—

5-45 a.m. E. Heaton-Dringhouses	1227	Q68
6-0 a.m. H. Heaton-Newport	1267	Q69
6-30 a.m. E. Heaton-York	1205	Q69
(Special to be arranged to run via Leamside if required).		

Trains Altered:—

12-55 a.m. C. Niddrie—Whitemoor to be staged at Heaton and run forward Mon.—same path	251	Q67
12-40 a.m. C. Inverkeithing-King's Cross to be staged at Heaton and run forward Mon.—same path	273	Q67

FREIGHT TRAIN ALTERATIONS—continued.

SUNDAY, 22ND JULY, 1951.

DOWN.

W.T.T. Page.

Trains Cancelled:—

11.5 p.m. E (Saty.) York-Heaton	1892	Q41
1.45 a.m. H Newport-Heaton	1688	Q43
5.40 a.m. E York-Forth	1838	Q45
(Special to run forward Mon.—same path).		

Trains Altered:—

4.0 a.m. E York-Heaton to be diverted via Shincliffe and Usworth ...	1862	Q44
4.15 a.m. C Dringhouses-New Bridge Street Slow Line Ouston to Low Fell for passing out of gauge Special	1926	Q44
5.30 a.m. H Stockton-Park Lane to be diverted via Shincliffe and Usworth	1692	R60
5.25 a.m. C Dringhouses-Heaton to be diverted via Shincliffe and Usworth	1930	Q44
1.15 a.m. D King's Cross-Heaton to be diverted via Shildon and Willington	520	Q45
6.0 a.m. J Newport-Coxhoe W.H. to start at 4.0 a.m. and run correspondingly earlier	1737	R60
6.5 a.m. E York-Park Lane to be diverted via Shincliffe and Usworth	1850	Q45
3.10 a.m. D Whitemoor-Heaton to be diverted via Shildon and Willington	676	Q45
8.40 p.m. C (Saty.) Whitemoor-Niddrie to depart Skelton N.S. 3.10 a.m. and run correspondingly later via Shincliffe and Usworth	270	Q43
12.30 a.m. C King's Cross to Heaton if running late to be diverted via Shincliffe and Usworth	728	FTC8

ATTENTION IS DRAWN TO THE FACT THAT FROM 6-10 AM TO 7-10 AM THE UP AND DOWN MAIN LINES BETWEEN LOW FELL AND OUSTON JUNCTION ARE BLOCKED BY THE SPECIAL TRAIN, AND ALL OTHER TRAINS MUST BE DIVERTED TO THE UP AND DOWN SLOW LINES.

AFTER THE OUT-OF-GAUGE SPECIAL HAS LEFT OUSTON NO TRAIN CAN PASS IT IN THE UP OR DOWN DIRECTIONS UNTIL THE SPECIAL IS ON SLOW LINE AT TURSDALE EXCEPT—

On Down Slow Line between Durham South and Newton Hall, and when Special is shunted at Relly Mill.

T.C. Sunderland to arrange accordingly.

SUNDAY, 29TH JULY, 1951.

NIL

FREIGHT TRAIN ALTERATIONS—continued.

SUNDAY, 12TH AUGUST, 1951.

UP.

Trains Altered:—

	W.T.T.	Page
4.5 a.m. H York-Doncaster must run punctually	479	Q21
10.30 p.m. (Saty.) H Newport-Colwick diverted via Askern	475	Q22
2.30 a.m. C Stockton-Decoy diverted via Askern	523	Q22
1.0 a.m. H Newport-Gascoigne Wood diverted via Church Fenton ...	1611	Q22
6.40 p.m. (Saty.) C Fish Aberdeen-King's Cross diverted via Askern	269	Q22
1.15 a.m. H Croft Junction-Decoy diverted via Askern	491	Q22
12.40 a.m. C Inverkeithing-King's Cross diverted via Askern	273	Q22
2.15 a.m. E Bkd. Heaton-Decoy diverted via Askern	505	Q21
3.35 a.m. E Bkd. York-Whitemoor must run punctually	493	Q21

DOWN.

Trains Altered:—

		FTC8
12.30 a.m. C King's Cross-Heaton diverted via Askern	728	
9.55 p.m. (Saty.) E Bkd. Whitemoor-Stockton diverted via Askern ...	656	Q11
12.45 a.m. D Westwood-York diverted via Askern	484	Q11
11.30 p.m. (Saty.) D King's Cross-York diverted via Askern	524	Q12
1.15 a.m. D King's Cross-Heaton diverted via Askern	520	Q12
3.10 a.m. D Whitemoor-Heaton diverted via Askern	676	Q12
8.48 a.m. H Decoy-York diverted via Askern	664	Q12

MESS VANS.

Mess Van No. 900096 will be provided for the use of Messrs. Parson's men travelling with the special. The van should work through to destination.

Guard's Van—for use of Engineers' Staff. The van should work through to destination.

ENGINES AND TRAINMEN.

Class Q.6 Engines with Screw Couplings to be provided.

- 22nd July, 1951 Heaton Engine and Trainmen ... Heaton to Ferryhill Yard.
 (Engine to be at Heaton Mineral Sidings at 3.0 a.m. L.S.M. Heaton to arrange Shed Set of Enginemen to work until relieved by trainmen at Heaton East at 4.20 a.m.)
 (Heaton Enginemen to sign on 4.15 a.m., walk to Heaton East and work Special to Ferryhill. Return home Light Engine and Guard.)
 (T.C., Newcastle, to arrange.)
 Newport Engine Ferryhill to Hartburn.
 L.E. & G. to depart Newport Loco. 9.45 a.m. and be at Ferryhill at 10.45 a.m.
 (T.C., Darlington, to arrange.)
 Newport Engine and men Hartburn to Northallerton.
 L.E. & G. to depart Newport Loco. 2.45 pm, Bowesfield arrive 3.0 pm.
 (T.C., Darlington, to arrange and provide relief for guard at Bowesfield. Enginemen of Out-of-Gauge Special to change over with men on L.E. at Bowesfield who will work to Northallerton and return L.E. and guard to Newport.)
- 29th July, 1951 Starbeck Engine Northallerton to York.
 Starbeck Trainmen Northallerton to Starbeck North.
 (T.C., York, to arrange.) L.E. & G. to depart Starbeck Shed 8 a.m.
 Northallerton Low Gates arrive 9.35 a.m.
 Starbeck Trainmen Starbeck North to York.
 (T.C., York, to arrange.)
 (Starbeck Trainmen on arrival at York to travel home passenger per West Yorks bus from Toft Green.)
- 12th August, 1951 York Engine York to Doncaster.
 York Trainmen York to Selby.
 Selby Trainmen Selby to Doncaster.
 (T.C. York to arrange.)

INSPECTORS.

- 22nd July, 1951 Newcastle Inspector Heaton Min. Sidings to Ferryhill.
 Newcastle Motive Power Insp. Heaton Min. Sidings to Ferryhill.
 Middlesbrough M. Power Insp. Ferryhill to Northallerton.
 Darlington Inspector Ferryhill to Northallerton.
- 29th July, 1951 York Inspector Northallerton to York.
 Darlington Motive Power Insp. Northallerton to York.
- 12th August, 1951 York Motive Power Insp. York to Doncaster.
 York Inspector York to Doncaster.

Those concerned must see that the Goods Guard, the Enginemen working the train and the Inspector in charge are supplied with a copy of this notice, and they must be instructed to keep a sharp lookout throughout the journey, also to observe carefully the instructions contained herein.