

For the information and guidance of Railway Officers and Railway Staff only.  
SALVE ALL WASTE PAPER.

# BRITISH RAILWAYS

(NORTH EASTERN OPERATING AREA)

## WORKING OF LOCAL FREIGHT TRAINS AND AUTHORISED PILOT & SHUNTING ENGINES

### DARLINGTON DISTRICT

FROM 8th JUNE, 1953

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The trains shown in this circular include all those whose working is not shown in the W.T.T. In addition to giving details of the working of each train, the circular summarizes the departure times from the more important Marshalling Yards, Works and Sidings.

This circular will be re-issued at irregular intervals as changes make this necessary. It should, therefore, be kept up-to-date and future train advices issued by the District Operating Superintendent will bear reference to it, when applicable.

Engines shown to work to Control Orders are provided to cater for work which is intermittent and cannot be covered by regular workings.

The remaining engines have been given a booked working which should cover all the regular streams of traffic not catered for by W.T.T. trains. The booked paths should be followed as closely as possible as they provide regular services for traffic and clearances from Marshalling Yards and Works. The District Control have authority to vary the booked working where necessary but they should not do so without good and sufficient reason, i.e., because there is no load for the booked train in either direction or to avoid two engines interfering with each other's working, etc. If, however, there is no load for a train in one direction, the engine should convey a load to another point on the line of route if this can be done without upsetting the booked working of other engines.

Train crews working to booked paths need not ask the District Control for orders but should proceed as planned unless they are booked to convey empties or the load is not available as planned. When it is necessary to change the booked working, the District Control should give the necessary instructions before the arrival of the engine at its next loading point.

The booked working of Mineral trains will be subject to alteration by the District Wagon Control or the West Hartlepool Sub-Control according to the needs of the collieries and receiving points. The starting times of these trains will not normally be altered.

Constructive suggestions for the improvement of the working of these trains will be welcome at all times. These should be submitted through the usual channels and will receive sympathetic consideration. This especially applies to suggestions from those directly concerned with the working.

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**A. P. HUNTER,**  
Div. Operating Superintendent,  
York.

## SUMMARY OF DEPARTURE DARLINGTON DISTRICT COLLIERIES AND QUARRIES.

Colliery	Loads Leave at	Engine Working No.	To
Auckland Park ..	1 0 p.m. 9 0 p.m.	WA.5 M.37	All traffic to Shildon. All traffic to Shildon.
Aycliffe .. ..	2 15 p.m.	D.33	All traffic.
Bowburn .. ..	5 0 a.m. <b>MX</b> 7 45 a.m. 3 30 p.m. <b>SX</b> 7 30 p.m. <b>MSXQ</b> 8 45 p.m. <b>SX</b>	M.11 M.13 M.27 H.28 M.35	Cleveland. Sundries. Cleveland or Acklam. Port Clarence traffic. Other Works.
Bearpark .. ..	12 45 p.m. 5 45 p.m. 6 30 p.m.	H.20 M.28 N.66	I.C.I. Sundries to Newport. South traffic to Shildon.
Brancepeth .. ..	7 30 a.m. 11 30 a.m. 5 45 p.m. 7 20 p.m. 8 20 p.m.	D.21 D.37 M.39 D.28 H.17	South and Darlington traffic. Sundries to Shildon. Ayresome, Acklam or Redcar. South and Darlington traffic. I.C.I. and North Tees power.
Blackfield .. ..	9 0 a.m. <b>SX</b>	WA.2	All traffic.
Brandon .. ..	6 50 a.m. 6 30 p.m. 9 35 p.m.	D.21 D.28 H.17	Sundries to Shildon. Sundries to Shildon. I.C.I. and North Tees power.
Butterknowle ..	10 0 a.m. <b>MWFO</b>	WA.5	All traffic.
Cambokeels .. ..	7 0 p.m. <b>SX</b>	WA.10	All traffic.
Chilton .. ..	7 40 a.m. 9 30 a.m. <b>MX</b> 10 45 a.m. <b>MO</b> 1 30 p.m. <b>SX</b>	M.16 S.10 S.10 M.25	Cleveland. Sundries. Sundries. Cleveland or Acklam.
Coxhoe W.H. ..	11 15 a.m. <b>SO</b> 1 30 p.m. <b>SX</b>	N.65 N.65	All traffic. All traffic.
Deaf Hill .. ..	12 0 noon <b>SX</b> Sundries to be sent to West Hartlepool on return 8-30 a.m. ex West Hartlepool	M.32	Cargo Fleet.
Dean & Chapter ..	9 15 a.m. 6 45 p.m. 8 30 p.m.	S.20 S.7 M.34	Sundries. Sundries. Cleveland or Acklam.
East Hedley Hope ..	10 30 a.m. 12 0 noon	WA.4 M.22	Sundries and Crook. South Coal loads. Tees-Side traffic.
East Hetton .. ..	8 0 a.m.	M.19	Sundries to Newport.
Fishburn .. ..	6 0 a.m. 7 30 p.m. 10 15 p.m.	S.11 M.33 N.69	Sundries to Stockton. Normanby or Skinninggrove coke. Sundries to Newport.
Flass .. ..	11 0 a.m. 12 30 p.m.	WA.4 M.22	Crook. Sundries
Langley Park .. ..	2 15 p.m.	S.22	Sundries to Shildon.
Leyburn Quarry ..	2 40 p.m.	M.26	All traffic.
Mainsforth .. ..	6 45 a.m. 10 30 a.m. 12 0 noon 1 0 p.m. <b>MX</b> 3 30 p.m. <b>SX</b>	M.14 M.21 M.20 H.27 M.36	Cleveland. Acklam or Cleveland. Sundries (half load). Port Clarence traffic. Stockton Gas to Stockton, sundries to Newport.

**DARLINGTON ENGINES.****D.34.**

**Driver signs on 8-10 p.m.**  
**Guard signs on 8-40 p.m.**

	arr. p.m.	dep. p.m.	
Shed .. ..		<b>9 10</b>	<b>L.E.</b>
East Yard .. ..	<b>9 20</b>	<b>9 30</b>	H Goods
Up Sidings .. ..	—	<b>A</b>	( <b>9-45 p.m.</b> )
Bank Top .. ..	—	<b>A</b>	† ( <b>10-25 p.m.</b> )
Tees Bridge .. ..	<b>D</b>	—	†
Newport No. 1 Down .. ..	<b>D</b>	—	<b>L.E.</b>
No. 2 Up .. ..	—	<b>A</b>	( <b>12-30 a.m.</b> )
So. Stockton .. ..	—	<b>A</b>	* ( <b>1-15 a.m.</b> )
Geneva .. ..		pass	
Croft .. ..	<b>D</b>	—	*
Up Sidings .. ..	<b>D</b>	—	<b>L.E.</b>
Shed .. ..	—		

† South Stockton traffic to be attached next engine for detaching at Tees Bridge.

\* Richmond daily wagons to be marshalled next engine and on arrival at Croft these to be propelled to Up Sidings.

**D.35. Not Used.****D.36.**

**1st Driver signs on 4-42 a.m.**  
**1st Guard signs on 4-32 a.m.**

**2nd Driver signs on 9-50 a.m.** } Travel passrs.  
**2nd Guard signs on 9-50 a.m.** } per 10-5 a.m.  
Passr.

	arr. a.m.	dep. a.m.	
Shed .. ..		<b>4 57</b>	<b>L.E.</b>
Darlington Croft Yard	<b>5 7</b>	<b>5 20</b>	H Goods
Bd. Castle .. ..	<b>D</b> †	<b>A</b>	( <b>8-5 a.m.</b> )
Midd-in-Tees. .. ..	<b>D</b>	<b>A</b>	( <b>9-35 a.m.</b> )
Mickleton .. ..		*	
Romaldkirk .. ..		*	
Cotherstone .. ..		*	
Bd. Castle .. ..	<b>D</b> †		
Bd. Castle .. ..	—	<b>A</b>	( <b>11-0 a.m.</b> )
Hulands .. ..		*	
Bowes .. ..	<b>D</b>	<b>A</b>	( <b>12-10 pm</b> )
Lartington .. ..		*	
Bd. Castle .. ..	<b>D</b> †		
Bd. Castle .. ..	—	<b>A</b>	( <b>2-30 p.m.</b> )
			H Goods
Fieldons Bdge. .. ..		pass	
Shildon Up Yard	<b>D</b>	<b>A</b>	( <b>4-40 p.m.</b> )
Darlington Croft Up Independent	<b>D</b>	—	<b>L.E.</b>
Shed .. ..	—		

† Shunts as required.

On **Wednesdays**, engine may be retained at Bd. Castle until 4-50 p.m. when required to convey cattle traffic to Darlington, in which case train runs via Winston to Darlington Bank Top.

**D.37.**

**Driver signs on 6-22 a.m.**  
**Guard signs on 6-57 a.m.**

	arr. a.m.	dep. a.m.	
Shed .. ..		<b>7 22</b>	<b>L.E.</b>
Darlington Croft Yard .. ..	<b>7 32</b>	<b>7 45</b>	H Goods
Bp. Auckland Gds. .. ..	<b>D</b>	—	
Willington .. ..	<b>D</b>	—	
Baxter Wood .. ..	<b>D</b>	<b>A</b>	
Broompark .. ..	—	<b>A</b>	( <b>10-45 a.m.</b> )
Dearness .. ..	<b>D</b> †	<b>A</b>	( <b>11-30 a.m.</b> )
Brandon Colly. Station .. ..	<b>D</b>	—	
Brancepeth Stn. .. ..	<b>D</b>	—	
Brancepeth Colly .. ..	<b>D</b>	<b>A</b>	( <b>12-0 noon</b> )
Shildon Up Yard .. ..	<b>D</b>	<b>A</b>	( <b>1-20 p.m.</b> )
Darlington Croft Up Independent	<b>D</b>	—	<b>L.E.</b>
Shed .. ..	—		

† Shunts as required.

**D.38. Not Used.****D.39.**

**Driver signs on 6-0 a.m. MO, 7-30 a.m. MSX.**  
**Guard signs on 6-35 a.m. MO, 8-5 a.m. MSX.**

	arr. a.m.	dep. a.m.	
Shed .. ..		<b>8 30</b>	<b>L.E. SX</b>
Darlington Up Sidings	<b>8 35</b>	<b>8 45</b>	H Goods
Catterick Bridge .. ..	<b>D</b>	<b>A</b>	( <b>10-30 a.m.</b> )
Catterick Camp .. ..	<b>D</b> †	<b>A</b>	( <b>1-0 p.m.</b> )
Catterick Bdge. .. ..	— †	<b>A</b>	
Darlington Croft Yard	<b>D</b>	<b>L.E.</b>	
Shed .. ..	—		

† Shunts as required.

Runs 1½ hours earlier on **Mondays**.

**AUTHORISED PILOT AND SHUNTING ENGINES—continued.**

Station or Yard	Provided by	Number and Description	Period required at Station or Yard	Particulars of Work
<b>STOCKTON</b> South Stockton Goods Yard	Stockton	S.1 P	5-0 a.m. <b>Mon.</b> to 6-0 a.m. <b>Sun.</b>	Shunting Goods Shed and Yard. Also works traffic to and from Tees Bridge and Wharf Branch.
<b>North Shore Branch</b> ..	Stockton	S.2 P	8-30 a.m. to 4-20 p.m. <b>Mon.</b> to <b>Fri.</b> 6-0 a.m. to 2-0 p.m. <b>SO</b>	"Sentinel" Engine. Delivers traffic to works on North Shore Branch.
<b>North Stockton Sidings, North End</b>	Stockton	S.3 P	6-0 a.m. <b>Mon.</b> to 6-0 a.m. <b>Sun.</b>	Propelling over hump and shunting in yard.
<b>North Stockton Sidings, South End</b>	Stockton	S.4 P	6-0 a.m. <b>Mon.</b> to 6-0 a.m. <b>Sun.</b>	Propelling over hump and shunting in yard.
<b>North Stockton Sidings, South End and Local Works</b>	Stockton	S.5 P	10-0 a.m. to 2-0 a.m. <b>SX</b> 7-0 a.m. to 1-0 p.m. <b>SO</b> 6-0 p.m. to 1-30 a.m. <b>SO</b>	Vacuum fitted engine. Preparing trains, collecting and delivering traffic at local works and sidings.
<b>North Shore Group</b> ..	Stockton	S.6 P	6-0 a.m. to 9-0 p.m. <b>EWD</b>	Shunting and preparing trains.
<b>NEWPORT</b> <b>Newport No. 1</b> Down Yard	Newport	N.2 P	5-30 a.m. <b>Mon.</b> to 6-0 a.m. <b>Sun.</b>	Propelling over hump and shunting in yard.
<b>Newport No. 1</b> Down Yard	Newport	N.2A P	1-30 p.m. <b>Mon.</b> to 6-0 a.m. <b>Sun.</b>	Propelling over hump and shunting in yard.
<b>Newport No. 1</b> Down Yard, East End	Newport	N.12 P	7-35 a.m. to 4-50 a.m. <b>daily</b> (Suspended)	Assisting yard working as required.
<b>Newport No. 2</b> Down Yard	Newport	N.3 P	6-0 a.m. <b>Mon.</b> to 6-0 a.m. <b>Sun.</b>	Shunting and preparing trains.
<b>Newport No. 1</b> Up Yard, East End	Newport	N.4 P	6-0 a.m. <b>Mon.</b> to 6-0 a.m. <b>Sun.</b>	Propelling over hump and shunting in yard.