

# BRITISH RAILWAYS

## NORTH EASTERN OPERATING AREA PASSENGER LOCOMOTIVE WORKING

# MAIN LINE

30th JUNE to 14th SEPTEMBER, 1952, inclusive

### INDEX.

	Code	Commences at Page
SCOTTISH REGION	SC	3
TWEEDMOUTH	TW	7
GATESHEAD	GD	11
HEATON	HN	27
WEST HARTLEPOOL	WP	39
DARLINGTON	DA	36
STOCKTON	ST	39
STARBECK	SB	41
LEEDS	LS	40
YORK	YK	42
EASTERN REGION	ER	55
THROUGH WORKING		
KING'S CROSS—EDINBURGH		61

### EXPLANATION OF REFERENCES.

* ...	Special arrangement.	L.E. ...	Light Engine
† ...	Engine utilised for shunting	L.E. & G. ...	Light Engine and Guard
‡ ...	Engine to be liberated	L ...	Local Diagram
◆ ...	Change Enginemen.	M ...	Main Line Diagram
(A) ...	Train engine attached on rear	P ...	Reliefmen prepare engine
C ...	Coal	R ...	Reliefmen
D ...	Reliefmen stable engine	R.P.S. ...	Reliefmen prepare engine and attach to set in H.C.S.
(E) ...	Attached to rear of train	T ...	Engine to be turned
Ety. ...	Empty train	Wby. ...	Via Wetherby
E. & V. ...	Engine and Van	W. ...	Workers' Train
G.E.W. ...	Goods Engine Working		

All other references are as shown in W.T.T.

**A. P. HUNTER,**

Divisional Operating Superintendent,  
York.

D1/2005/O.

## MAIN LINE PASSENGER LOCOMOTIVE WORKING.

### GATESHEAD—WEEKDAYS—continued.

**GD.17M. Class A.3 engine and Men. FO.**

	Shed	...	R	a.m.	L.E.	
	S.B.S.	...		9 41	Ety.	
10 38	Newcastle	...	◆	10 58		
1 20	Edinburgh	...		4 55		
7 38 R	Newcastle	...		7 48	Ety.	
8 0	S.B.S.	...		—	L.E.	
	Shed D	...				

R Reliefmen work to 10-55 a.m. and 7-38 p.m.

**FO**

Driver sign on	...	10 30	a.m.
Driver sign off	...	8 8	p.m.

Hours	...	9 38
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**GD.18M. Class A.2 engine. SO.**

P.	Shed	...	...	10 43	L.E.	Men.
	Newcastle	...	...	10 58		GD.59
1 20 R	Edinburgh	...	...	—	L.E.	Sc.Rif.
	Haymarket	Shed	...	—	L.E.	HN.46/
	Edinburgh	...	...	4 55		LRX
7 33 R	Newcastle	...	...	7 41	L.E. (A)	GD.Rif.
7 51	Shed	...	...			

(A) Departs 7-45 p.m. L.E. from 31st August.

**GD.19M. Class A.3 engine and Men. SO.**  
 (To 23rd August).

P.	Shed	...	...	11 11	L.E.
	Newcastle	...	...	11 26	
1 51	Edinburgh	...	...		

Return as required.

**SO**

Driver sign on	...	10 56	a.m.
Driver sign off	...	—	

Hours	...	—
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**No. 20. NOT USED.**

**GD.21M. Class A.3 engine and Men. SO.**  
 (To 23rd August).

P.	Shed	...	...	2 35	L.E.
	Newcastle	...	...	2 50	
5 20 R	Edinburgh	...	...	5 30	Ety.
6 4	Craigtynny	...	...	6 15	L.E.
6 35	Shed	...	...		

R Sc. Reliefmen.

Return as required.

**SO**

Driver sign on	...	2 20	p.m.
Driver sign off	...	—	

Hours	...	—
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**GD.22M. Class A.3 engine. SO.**

P.	Shed	...	...	a.m.	L.E.	(A) Men.
	Newcastle	...	...	12 29		GD.Rif.
3 14	Edinburgh	...	...	12 44		Sc.22

Return as required.

(A) Sc.22 men work L.E. from Shed on 6th and 13th September.

**GD.23M. Class A.4 engine.**

	Shed	...	...	a.m.	L.E.	Men.
	Newcastle	...	...	1 27		GD.69
3 9 ◆	York (Y.194)	...	...	1 42		} MO E.R.88 } MX E.R.81
	York	...	...	3 12		
5 28	Peterboro'	...	...			
	Peterboro'	...	...	a.m.		
1 49 ◆	York	...	...	11 38		E.R.83
3 39 ◆	Newcastle	...	...	1 55		HN.28
3 50	Shed	...	...	3 40	L.E.	GD.Rif.

**GD.24M. Class A.4 engine.**

	Shed	...	...	p.m.	L.E.	Men.
	Newcastle	...	...	12 21		GD.73
3 35	Grantham	...	...	12 36		
3 46	Loco.	...	...	3 36	L.E.	
	Loco.	...	...	p.m.	L.E.	
	Grantham	...	...	7 30		E.R.49
9 22 ◆	York	...	...	7 45		HN.38
11 9 (A)	Newcastle	...	...	9 28		
11 36	H.C.S.	...	...	11 26	Ety.	
11 46	Heaton Shed	...	...	—	L.E.	

Reliefmen to work to Gateshead Shed.

(A) Arrives 11-15 p.m. SO.

**GD.25M. Class A.1 engine. SO.**

	Shed	...	...	p.m.	L.E.	Men.
	Newcastle	...	...	1 0		GD.91
3 4	York	...	...	1 15		
4 51	Grantham	...	...	3 10		YK.43
	Grantham	...	...	p.m.		
11 10 ◆	York	...	...	9 26		E.R.50
12 50	Newcastle	...	...	11 20		HN.39
12 58	Heaton Shed	...	...	12 51	L.E.	

As required to Gateshead Shed.

**GD.26M. Class A.1 engine. FSO.**

	Shed	...	...	p.m.	L.E. (A)	Men.
	Newcastle	...	...	4 3		GD.76
5 59 ◆	York	...	...	4 18		SO E.R.45
	York	...	...	6 4		} FO E.R.47 } SO E.R.45
7 42	Grantham	...	...			
	Grantham	...	...	a.m.		
	Grantham	...	...	12 35		} SO { SO E.R.40 } SuO { SuO E.R.67 } SuO { SO GD.87 } SuO { SuO YK.117
2 15 ◆	York (Y.200)	...	...	2 18		
3 48	Newcastle	...	...	3 49	LE	
3 59	Shed	...	...			Aug.

Return as required Sat. 6th and 13th September.

(A) GD. Reliefmen work L.E. to Central SO.

# MAIN LINE PASSENGER LOCOMOTIVE WORKING.

## HEATON—WEEKDAYS—continued.

### HN.34M. Men.

P.	Shed	...	...	p.m.	12 5	L.E.	Engine.
—	H.C.S.	...	...		12 15	Ety.	HN.17
12 25	Newcastle	...	...		12 45		
2 18	York	...	...		2 19	L.E.	
2 24	York Shed	...	...		4 5	L.E.	
—	York	...	...		4 20		
Via Coast and K.E.B.							
6 36 R	Newcastle	...	...		6 37	L.E.	SX
6 36	Newcastle	...	...		6 44	Ety.	} SO
6 54	H.C.S.	...	...		—	L.E.	
7 4	Shed	...	...				

R Relieved **SX** by GD. Reliefman and home passengers per 6-55 p.m. ex Newcastle.

Driver sign on ... 11 50 a.m.  
Driver sign off ... 7 50 p.m.

Hours ... 8 0

### HN.35M. Men. SO. To 30th August.

—	Shed	...	...	a.m.	10 21	L.E.	Engine.
—	H.C.S.	...	...		10 31	Ety.	WP.3
10 41	Newcastle	...	...		11 0		
12 1	Darlington	...	...		12 5		

Relieved by DA.16 men.

Relieve YK.83 men.

12 47	Darlington	...	...	p.m.	12 50		YK.22
1 44	Newcastle	...	...		1 45	L.E.	
1 52	Shed	...	...				

Prepare engine and after 1-52 p.m., work as required at Shed.

**SO**  
Driver sign on ... 9 21 a.m.  
Driver sign off ... 5 21 p.m.

Hours ... 8 0

### HN.36M. Men.

R.P.S.	H.C.S.	...	...	a.m.	10 45	Ety.	Engine.
10 55	Newcastle	...	...		11 10		HN.19
1 21	York	...	...		1 30		

Relieved by YK.72 men.

Relieve YK.35 men **MO**, E.R.47 men **FO**. }

3 50	York (Y.200)	...	...	p.m.	3 52		} <b>MO</b> HN.57 <b>FO</b> DA.2/ <b>MFO</b> E.R.33
5 28	Newcastle	...	...		5 40	Ety.	
5 50	H.C.S.	...	...		—	L.E.	

—	York Shed	...	...	p.m.	3 45	L.E.	} <b>SO</b> GD.35
—	York	...	...		4 0		

Via Coast and K.E.B.

6 21	Newcastle	...	...		6 36	Ety.	} <b>SO</b> 12 July to 30th Aug.
6 46	H.C.S.	...	...		—	L.E.	
6 56	Shed	...	...				

Return as required **MFSX** and on **Sats.**, 5th July, 6th and 13th September.

**SX**                      **SO**  
Driver sign on ... 10 35 a.m. 10 35 a.m.  
Driver sign off ... 6 35 p.m. 7 6 p.m.

Hours ... 8 0                      8 31

### HN.37M. Men. FO to 29th August.

P.	Shed	...	...	a.m.	11 35	L.E.	Engine.
—	H.C.S.	...	...		11 45	Ety.	E.R.27
11 55	Newcastle	...	...		12 25		
1 52	York	...	...		2 4		

Relieved by YK.42 men.

Return as required.

Prepare own engine.

**FO**  
Driver sign on ... 10 35 a.m.  
Driver sign off ... —

Hours ... —

### HN.38M. Men.

P.	Shed	...	...	p.m.	4 50	L.E.	Engine.
—	H.C.S.	...	...		5 0	Ety.	HN.15
5 10	Newcastle	...	...		5 30		
8 12 R	York	...	...		—	L.E.	

Relieved by YK. Reliefmen.

Relieve E.R.49 men.

9 22	York	...	...		9 28		} GD.24
11 9	Newcastle	...	...		11 26	Ety. <b>SX</b>	
11 15	Newcastle	...	...		11 26	Ety. <b>SO</b>	} <b>SO</b>
11 36	H.C.S.	...	...		—	L.E.	
11 46 D	Shed	...	...				

Driver sign on ... 4 35 p.m.  
Driver sign off ... 12 35 a.m.

Hours ... 8 0

### HN.39M. Men.

—	Shed	...	...	p.m.	6 42	L.E.	Engine.
—	H.C.S.	...	...		6 52	Ety.	HN.7
7 2	Newcastle	...	...		7 25		
9 33	York	...	...		9 34	L.E.	
9 39	Shed	...	...				

Relieve E.R.50 men.

11 10	York	...	...	p.m.	11 20		} <b>SO</b> GD.25 <b>SX</b> E.R.35
12 50	Newcastle	...	...		12 51	L.E.	
12 58 D	Shed	...	...				

Prepare engine.

Driver sign on ... 5 42 p.m.  
Driver sign off ... 1 42 a.m.

Hours ... 8 0