

BRITISH RAILWAYS

(NORTH EASTERN REGION)

WORKING TIME TABLE OF LOCAL TRAINS

SUNDERLAND DISTRICT

FROM 25th SEPTEMBER, 1950.

The trains shown in this circular include:—

- (a) All pick-up and local goods trains worked by Sunderland District Engines, which are not included in W.T.T. Section U.
- (b) All booked mineral and ore trains.
- (c) Summary of departure of goods services from principal Marshalling Yards in Sunderland District.

See separate pamphlet for Tyneside Local Traffic Engine Working—Newcastle and Sunderland Districts.

All concerned must keep this Circular up-to-date and future train advices issued by the District Officers 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 or Tyneside Local Traffic Engines. The booked paths should be followed as closely as possible as they provide regular services for traffic and clearances from Marshalling Yards. 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 working of Mineral trains will be subject to alteration by the Mineral Control or District 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 careful consideration.

A. P. HUNTER,

Div. Operating Superintendent
York.

SUNDERLAND DISTRICT.

| PL.1. | | (BB5A) | |
|------------------------------|-------------|------------|---------------------|
| Driver signs on | 3 40 a.m. | | |
| Guard signs on | 4 25 a.m. | | |
| | arr. a.m. | dep. a.m. | |
| Shed | 4 40 | G | |
| Park Lane (St. James Bridge) | 4 50 | 5 0 | H. Goods (WTT 1419) |
| Dearnass | * | | |
| Brandon Colliery | * | | |
| Brancepeth | * | | |
| Brancepeth Colly. | * | | |
| Willington | * | | |
| Hunwick | * | | |
| Bishop Auckland | D | A | K. Goods (WTT 1650) |
| Hunwick | * | | |
| Willington | * | | |
| Brancepeth Colly. | * | | |
| Brancepeth | * | | |
| Brandon Colliery | * | | |
| Dearnass | * | | |
| Fencehouses | * | | |
| Penshaw | * | | |
| Washington | D | A | |
| Usworth | * | | |
| Usworth Colliery | * | | |
| Park Lane | D | | |

Runs Class **K** from Durham outwards.

Runs Class **H** from Durham on return.

On return detach load at Washington and attach all available Park Lane traffic also traffic for Usworth and Usworth Colliery.

Class of Engine—**Q.5.**

| PL.2. | | (BB20A) | |
|----------------------------------|--------------|-------------|------------------|
| Driver signs on | 4 45 a.m. | | |
| Guard signs on | 5 15 a.m. | | |
| | arr. a.m. | dep. a.m. | |
| Shed | 5 30 | G | |
| Park Lane | 5 35 | 5 45 | H. Goods |
| Jarrow | D | — | |
| High Shields | D | — | G & V |
| Park Lane | —(a) | A | K. Goods |
| Felling | D (b) | — | |
| Pelaw | D (c) | A | |
| Felling | * | | |
| International Paint Co's Sidings | * | | |
| Pelaw | D (c) | A | |
| Park Lane | D | | |

Pelaw Shunter assists at Pelaw and Felling.

(a) Marshalled:—

Rowntrees,
Aitchison & Fullerton
Pelaw, etc. traffic

(b) Detach traffic for Rowntrees and Aitchison & Fullerton.

(c) Shunts as required. Works Heworth Colliery and Sidings and Springwell Brick Works when required.

When necessary make special trip to Park Lane for traffic received after 8-0 a.m.

Class of Engine—**J.25.**

| PL.3. | | (BB10A) | |
|-------------------------|--------------|-------------|---------------------|
| Driver signs on | 4 35 a.m. | | |
| Guard signs on | 5 20 a.m. | | |
| | arr. a.m. | dep. a.m. | |
| Shed | 5 35 | G | |
| Hawks Yard | 5 45 | 5 55 | K. Goods (WTT 1421) |
| Lamesley | * | | |
| Birtley North | * | (SO) | |
| Birtley | * | (a) | |
| Chester-le-Street | * | | |
| Plawsworth | * | | |
| Kimblesworth | D (b) | A | K. Goods (WTT 1400) |
| Chester Moor | * | | |
| Chester-le-Street | * | | |
| Union Brick Wks. | * | | |
| Park Lane | D | | |

(a) At Birtley places Warehouse Road and other traffic as required (except Union Brick Works traffic which is detached Chester-le-Street on outward journey and worked on return).

(b) Works trip from Kimblesworth Jct. to Kimblesworth Colliery when required.

Class of Engine—**Q.5.**

| PL.4. | | (BB12A) | |
|--------------------------|--------------|------------|------------------------------|
| Driver signs on | 4 45 a.m. | | |
| Guard signs on | 5 30 a.m. | | |
| | arr. a.m. | dep. a.m. | |
| Shed | 5 45 | | |
| Park Lane | 5 50 | 6 0 | H. Goods (6.38 a.m.) |
| Hebburn | D | A | |
| Hebburn Colliery Sidings | D | — | (6.55 a.m.) G & V |
| Tyne Dock Bottom | — | A | (7.25 a.m.) H. Goods |
| Hebburn | D | A | (8.16 a.m.) |
| Hebburn Colliery Sidings | D (a) | — | (8.50 a.m.) G & V |
| Park Lane | — | A | (9.45 a.m.) H. Goods |
| Jarrow | D | A | (10.50 a.m.) |
| Tyne Dock Bottom | D | A | (11.30 a.m.) |
| Boldon Colliery | Pass | | |
| Park Lane | A | | |

(a) Places traffic for each consignee into individual sidings.

Class of Engine—**J.39.**

| PL.5. | | (BB13A) | |
|------------------------|----------------------|-------------|--------------------|
| 1st Driver signs on | 5 30 a.m. | | |
| 2nd Driver signs on | 11 30 a.m. (Norwood) | | |
| 1st Guard signs on | 5 55 a.m. | | |
| 2nd Guard signs on | 1 15 p.m. (Norwood) | | |
| | arr. a.m. | dep. a.m. | |
| Shed | 6 5 | 5 45 | G |
| Norwood Van Line | 6 5 | — | Dunston Area Pilot |

SUNDERLAND DISTRICT.

TY. 14.—continued.

- (a) Detaches traffic for Hilda Colliery, etc., at High Shields.
- (b) Conveys extra Guard's Van.
- (c) Shunts at Hilda Hole, Hilda Colliery and South Shields Passenger Station. MWFO Shunts Laygate Sidings and attaches at High Shields on return. To convey from High Shields section of Norths and Wests next engine, with Van between sections.

Class of Engine—**J.25.**

TY. 15. (TD2A)

Driver signs on 11 35 a.m.

Guard signs on 12 25 p.m.

arr. dep.

p.m. p.m.

Shed 12 35 **G**
 Tyne Dock Bottom 12 50 1 0 Consett Ore or Mineral

Class of Engine—**Q.7.**

TY. 16. (TD3A)

Driver signs on 1 35 p.m.

Guard signs on 2 25 p.m.

arr. dep.

p.m. p.m.

Shed 2 35 **G**
 Tyne Dock Bottom 2 50 3 0 Consett Ore or Mineral

Class of Engine—**Q.7.**

TY. 17. (TD7A)

Driver signs on 3 35 p.m.

Guard signs on 4 25 p.m.

arr. dep.

p.m. p.m.

Shed 4 35 **G**
 Tyne Dock Bottom 4 50 5 0 Consett Ore or Mineral

Class of Engine—**Q.7.**

TY. 18. (TD6A)

Driver signs on 4 25 p.m. **SX**Guard signs on 5 10 p.m. **SX**

SX arr. dep.
 p.m. p.m.

Shed 5 10 **G**
 Van Line .. 5 20 — Mineral or Control Order

Class of Engine—**J.25.**

TY. 19. (TD8A)

Driver signs on 4 25 p.m.

Guard signs on 5 25 p.m.

arr. dep.

p.m. p.m.

Shed 5 25 **G**
 Van Line .. 5 35 — Mineral or Control Order

Class of Engine—**Q.7.**

TY. 20. (TD10A)

Driver signs on 5 35 p.m.

Guard signs on 6 25 p.m.

arr. dep.

p.m. p.m.

Shed 6 35 **G**
 Tyne Dock Bottom 6 50 7 0 Consett Ore or Mineral

Class of Engine—**Q.7.**

TY. 21. (TD13A)

Driver signs on 7 35 p.m. **SX**Guard signs on 8 25 p.m. **SX**

SX arr. dep.
 p.m. p.m.

Shed 8 35 **G**
 Tyne Dock Bottom 8 50 9 0 Consett Ore or Mineral

Class of Engine—**Q.7.**