

*For the information and guidance of  
Railway Officers and Railway Staff only*

**SECTION "U"**

**BRITISH RAILWAYS**

**NORTH EASTERN OPERATING AREA**  
**WORKING TIME TABLE**

**8th JUNE to 20th SEPTEMBER 1953**

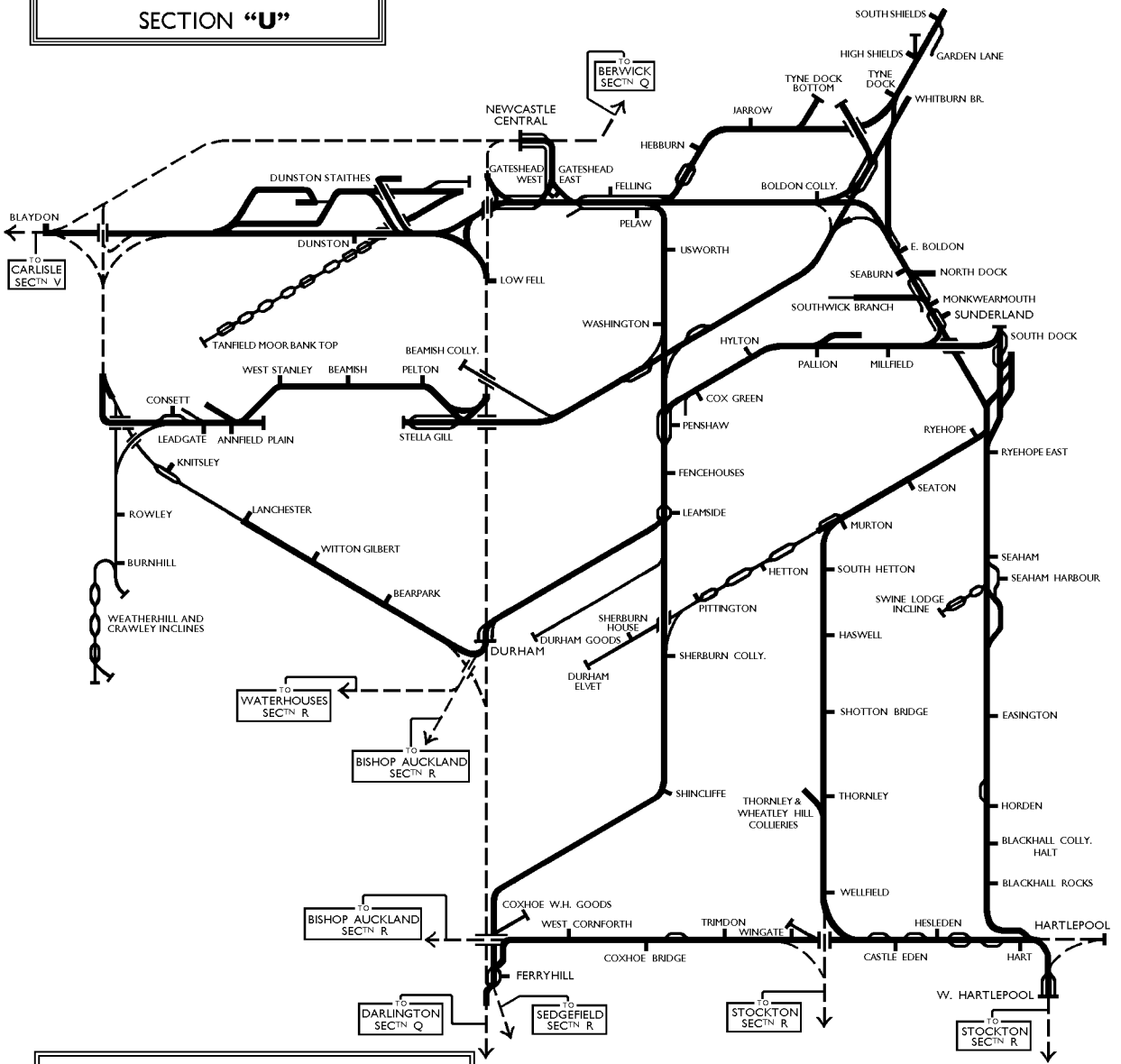
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**SUNDERLAND DISTRICT**

**A. P. HUNTER**  
**DIVISIONAL OPERATING SUPERINTENDENT**  
**YORK**

# NORTH EASTERN REGION

## DIAGRAM OF LINES INCLUDED IN WORKING TIME TABLE SECTION "U"



LINES INCLUDED IN SECTION "U" SHOWN THUS:-

SINGLE LINES WITH STATION	ROWLEY
SINGLE LINES WITH STATION AND PASSING LOOP	KNITSLEY
DOUBLE LINES WITH STATION	BEAMISH
DOUBLE LINES WITH STATION AND RUNNING INDEPENDENT	CASTLE EDEN
QUADRUPLE LINES WITH STATION	PELAW
LINES NOT INCLUDED IN SECTION "U" SHOWN	---

## SECTION "U"

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## EXPLANATION OF REFERENCES

**B**—Extra allowance to recover delays. A figure placed immediately below the letter "**B**" indicates the number of minutes recovery included in the Section

where the note appears, e.g.

<b>B</b>
3

**Bkd**—Braked.

**b**—Stops to drop or take up wagon brakes.

**C**—Collect Tickets.

**D**—Stops only to set down.

**DD**—Stops only to set down and detach.

**E**—Examine Tickets.

**ECS**—Empty Coaching Stock Train.

**E & V**—Engine and Brake Van.

**G**—Runs via Goods Line.

**HC**—Horse Boxes, Carriage Trucks and additional non-passenger carrying vehicles are not conveyed by this train.

**HX**—"HC" to and from intermediate stations.

**L**—Stops to change engines.

**LS**—Stops to attach or detach Live Stock.

**N**—Does not attach or detach.

**n**—Arrives 2 minutes earlier.

**P & P**—Push and Pull Unit.

**P**—Attaches or detaches Pilot or Assisting Engines.

**Q**—Runs when required.

**q**—Arrives 3 minutes earlier.

**R**—Allowance for refreshments or lavatory purposes.

**r**—Arrives 4 minutes earlier.

**T**—Through Line.

**U**—Stops only to take up or attach.

**UB**—Unbraked.

**W**—Engine booked to take water.

**WQ**—Stops only for engine to take water, if required.

**x**—Freight Trains to be examined.

©—Single Line Section: no token provided.

Ⓢ—Electric Staff Station.

Ⓣ—Electric Tablet Station.

Ⓚ—Electric Key Token Station.

Ⓢ—Staff or Staff and Ticket Station.

\*—Stops when required.

†—Empty Train.

§—Light Engine.

— (Underline) Stand for other trains to pass.

\* \*—Stops for specific purposes—(see note).

▼—Stops for Enginemen and/or Guards to change trains or be relieved.

♠—Train timed to exceed 60 m.p.h.—must not convey 4-wheeled vehicles with a wheelbase of less than 15 ft.

‡—"Halt". No staff on duty.

◇—Electrically operated unit.

Trains which run on certain days of the week only are indicated by the following code:—

**M**—Monday.

**W**—Wednesday.

**F**—Friday.

**T**—Tuesday.

**Th**—Thursday.

**S**—Saturday.

The letter "**O**" where shown indicates "only". The letter "**X**" following one or more of the above letters indicates that the train will not run on that day or days.

When the number of a train at the top of the column is underlined, thus 15—it indicates that there is a footnote or sidenote referring to that train. When the sign ‡ adjoins the number of a train at the top of the column, thus 15‡, it indicates that there is a marshalling or working note applicable to that train.

Small type denotes passing time.

**DURHAM TO CONSETT**

**WEEKDAYS**

**SUNDAYS**

Distance from Baxter Wood	DOWN	No.	1750	1648	1516	1700	1728	1700	1751	1751	1610	1678	1714				
		Class	H	H	H	H	J	H	H	H	H	H	H				
		Description															
		Departs from	St Helens 5.0 am	Newport U			Croft Jct. 8.40 am	St Helens 9.0 am	Croft Jct. 8.40 am	Ferryhill 11.50 am	Ferryhill 1.35 pm	Croft Jct. 2.45 pm	Ferryhill U	Croft 6.45 pm			
Previous Times on Page	R82				R82	R82						R83					
M C		SX			SX		SO	SX	SO								
.....	Baxter Wood	am	am	am	am	am	am	PM	PM	PM	PM	PM					
0 57	Bearpark	5 59	* .....	.....	9 55	10 4	10 37	..	..	..	* ..	8 37					
2 67	Witton Gilbert	..	..	..	..	..	..	..	..	..	..	..					
6 61	Lanchester	6P24	..	..	10P14	10P29	10P56	12P53	2P27	4 P 5	..	8P58					
.....	"	6 34	P	8 30	10 24	10 49	11 16	1 3	2 47	4 25	P	9 18					
9 63	Knitsley	6 55	DD	8 50	10 44	11 15	11 36	1 23	3 7	4 45	DD	9 38					
11 35	Consett South	6 55	DD	8 50	10 44	11 15	11 36	1 23	3 7	4 45	DD	9 38					

**No. 1750**—Consett Station Sidings arr. 7.15 am  
**No. 1648**—Return of 5.30 am Consett—Newport  
**No. 1700**—Return of 5.0 am Consett—Croft. Stop to attach at Baxter Wood when required  
**No. 1610**—Stop to attach at Baxter Wood when required

**No. 1678**—Return of 3.30 pm Consett—Newport  
**No. 1714**—Return of 2.30 pm Consett—Shildon—Croft. Stops to attach at Baxter Wood when required

**CONSETT TO DURHAM**

**WEEKDAYS**

**SUNDAYS**

Distance from Consett	UP	No.	1463	1441	1521	1523	1521	1515	1519	1465	1455	1517				
		Class	H	H	H	G	H	H	G	H	J	H				
		Description				E&V				E&V						
		Arrives at	Dringhouses 4.20 pm SX 5.20 pm SO	Newport DD	Stockton (Oxbridge) 9.25 am		Stockton (Oxbridge) 11.4 am	Shildon 11.8 am	Flass 12.35 pm	Dringhouses 3.55 am MX 3.56 am Su	Newport DD	Croft Jct. 10.15 pm				
Forward Times on Page						R80	R63			R81						
M C		SX			SX		SO									
.....	Consett South	am	am	am	am	am	am	am	am	PM	PM	PM				
1 52	Knitsley	5 0	5 30	7 15	7 50	8 10	9 30	11 45	2 30	3 30	7 15					
4 54	Lanchester	5 17	..	7 32	8 5	8 27	9 47	..	2 47	..	7 32					
..	"	5 25	b	7 40	..	8 35	9 55	12 0	2 55	b	7 40					
8 48	Witton Gilbert	..	..	..	..	..	..	..	..	..	..					
10 58	Bearpark	..	..	..	..	..	..	..	..	..	..					
11 35	Baxter Wood	5 47	pass	8 2	.....	9 0	10 17	12 19	3 17	pass	8 2					

**No. 1521**—Dep. Consett Station Sidings 6.45 am SX  
 7.40 am SO  
**No. 1523**—Dep. Consett Station Sidings 7.35 am  
**No. 1515**—Return of 5.0 am St. Helens—Consett

**No. 1517**—Return of 2.45 pm Croft Jct.—Consett