

For use of the Company's Staff only.

LONDON & NORTH EASTERN RAILWAY.

Routes, Running Powers,

Working Arrangements

AND

Jointly Owned Railways.

December 1930.

N.S. 6/5308—2000—4/10/30

J. D. Taylor

WILLINGTON QUAY, L.M.E.R.

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LONDON & NORTH EASTERN RAILWAY.

KING'S CROSS STATION,
LONDON, N.1, 1st December 1930.

- 1.—Routes and Routing of Traffic.
- 2.—Running Powers, Working Arrangements, and Jointly-owned Railways.

This revised pamphlet has been prepared for the use of the Company's staff in order to show the general arrangements under the above heads throughout the whole of the London and North Eastern Railway system, and is primarily intended for members of the staff who are studying for the Company's secondary examinations in the undermentioned subjects :—

Goods Station Work and Accounts.
Passenger Station Work and Accounts.
Railway Operating.
Railway Economics.
Railway and Commercial Geography.

It is hoped that this pamphlet will serve a useful purpose to students from this point of view, but in studying the detailed arrangements set out in the pamphlet, it is essential that a map of the London and North Eastern system should be consulted freely. References are made to several official publications and other instructions which are in operation throughout the system, and readers should acquaint themselves with these documents. If any member of the staff requires assistance upon any point, he should communicate with his District Officer through his immediate superior.

R. L. WEDGWOOD,
Chief General Manager.

SECTION I.

CHAPTER I.

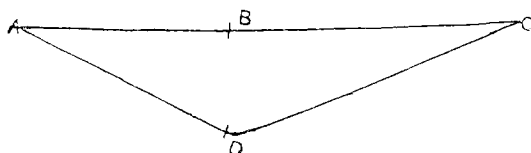
ROUTES FOR GOODS, LIVE STOCK, AND MINERAL TRAFFIC.

In the early days of railways instances of alternative routes available for the forwarding of traffic were quite the exception. As the railway system grew in extent alternative routes were constructed, and definite instructions as to routing became necessary.

PRINCIPLES ON WHICH ROUTES ARE FIXED.

We will deal first with the principles which obtain in regard to fixing routes for Goods traffic. As soon as a Company has a choice of two routes, it immediately has to consider which route will yield the better results. At first glance it would appear as though the route yielding the larger proportion of receipts would be the more advantageous, but circumstances may arise when this is not the case.

For example :

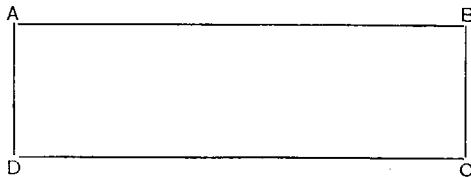


Between the points A and C there are two alternative routes, A B C and A D C, the exchange points between the two Companies

being B and D. The Company forwarding traffic from A secures a larger mileage proportion of receipts out of the route A D C than out of the route A B C, but owing to the greater distance of the route A D C, the receipts per ton per mile must be appreciably lower than the receipts per ton per mile by the alternative route, and the working costs will probably be greater. It is conceivable, therefore, that the net revenue to the Company forwarding from A might be more satisfactory when the traffic is hauled over the shorter route. It should also be borne in mind that net revenue might be affected by the physical disadvantages of one route, such as heavy gradients, adding considerably to the cost of working traffic by that route.

If these considerations were the only ones which had to be borne in mind, the question would not be difficult to solve, but the result would probably not be satisfactory, because we should not secure the exchange of traffic to and from given areas at the same point.

For instance, in the following diagram the distance from A to C is the same by either route, B and D being the exchange points between the two systems.



Obviously the Company forwarding from A would wish to exchange all the traffic at B, and the Company forwarding from C would naturally wish to exchange all at D, in order that each Company might obtain the longest possible haul over its own line. This would lead to very unsatisfactory working, and such an arrangement would not be to the ultimate advantage of either Company.

In addition to revenue considerations the question of train service has to be taken into account, because it is much more economical to have traffic handed over at a point to and from which there is a frequent and regular train service.

The question, therefore, ultimately resolves itself into one of bargaining between the Companies. The principles referred to above are kept in mind, but there has to be a certain amount of give and take in order to avoid wasteful expenditure, and also to afford the public an adequate service. Eventually, as a result of this process of bargaining, exchange points are agreed between the Companies.

It must be observed that the existence of exchange points does not throw every alternative physical route open, because, obviously, there comes a point when an alternative route ceases to be reasonable. For example: there is a physical route from Newcastle to Bristol, via Edinburgh and Glasgow, but clearly this is too circuitous to be reasonable.

Traffic consigned via a particular route by traders must be so forwarded provided it is a route authorised in the "Routing Instructions." Failing such authority, it is necessary for the Station Agent to apply to the District Officer for instructions so as to avoid the risk of delay to the traffic and trouble with other Companies about the division of receipts.

DETERMINATION OF ROUTES FOR GOODS TRAFFIC IN PRACTICE.

L. & N.E. POINTS OF EXCHANGE.

The London and North Eastern Company has direct exchange sectionally at more than one point with the Companies named in the following table :—

London & North Eastern.		With London Midland & Scottish.		With Other Railways.	
Section.		Section.		Name.	Section.
Great North of Scotland	...	Highland.			
North British	...	Caledonian.			
"	...	Glasgow & South Western.			
North Eastern	...	Dearne Valley			
"	...	London & North Western.			
"	...	Lancashire & Yorkshire			
"	...	Midland.			
Great Central	...	London & North Western.		Great Western Metropolitan.	Great Western.
"	...	Lancashire & Yorkshire			
"	...	Midland.			
Great Eastern	...	London & North Western.			
"	...	Midland			
Great Northern	...	London & North Western.		Southern ...	South Eastern & Chatham.
"	...	Lancashire & Yorkshire			
"	...	Midland.			
"	...	North Staffordshire.			

and there are various alternative routes by which traffic can be physically exchanged.

Between the London and North Eastern Sections and the Sections of the other Railways named below there is only one point of direct exchange, viz. :—

London & North Eastern.	With Great Western.			With London Midland & Scottish.	With Southern.
Section.	Section.			Section.	Section.
Great North of Scotland	Caledonian.	
North British	Highland.	
„	London & North Western.	
„	Maryport & Carlisle.	
„	Midland.	
North Eastern	Caledonian.	
„	Glasgow & South Western.	
„	Maryport & Carlisle.	
Great Central ...	Cambrian	...	...	North Staffordshire	London & South Western.
„	Stratford-upon-Avon & Midland Jct.	
„	Wirral.	
Great Eastern	London, Brighton & South Coast.
„	South Eastern & Chatham.
Great Northern	London & South Western.
„	London, Brighton & South Coast.

In addition to having several points of exchange with some Companies (for example there are eleven between the North Eastern and the Midland Sections, viz., at Carlisle, Appleby, Hawes, Ilkley, Leeds, Otley, Pontefract, Normanton, Ferrybridge, Cudworth, and York) the London and North Eastern Company has many routes by which traffic can be forwarded to Stations on Sections of other Companies' Railways not contiguous to the L.N.E. Line, *e.g.*, traffic between the L.N.E. (N.E. Section) and

the G. W. (Barry Section) can be forwarded by routes using the following lines :—

1. L.N.E. (G.C.) and G.W. (G.W.) Railways.
2. L.N.E. (G.C.) C.L.C. and G.W. (Cam., B. & M. and Rhy.) Railways.
3. L.M.S. (L. & Y.) and G.W. (G.W.) Railways.
4. L.M.S. (L. & N.W.) and G.W. (G.W. & Rhy.) Railways.
5. L.M.S. (L. & N.W.) and G.W. (Cam., B. & M. and Rhy.) Railways.
6. L.M.S. (Mid.) and G.W. (G.W.) Railways.
7. L.M.S. (Mid.) and G.W. (Cam., B. & M. and Rhy.) Railways.

Similarly, routes over the following lines are available for traffic between the L.N.E. (N.B. Section) and the G.W. (Rhy. Section), viz. :—

1. L.M.S. (Mid.), G.W. (G.W.), L.M.S. (Mid.) and G.W. (Cam. and B. & M.) Railways.
2. L.M.S. (Mid.), L.N.E. (G.C.), C.L.C., L.N.E. (G.C.) and G.W. (Cam. and B. & M.) Railways.
3. L.M.S. (Mid.) and G.W. (G.W.) Railways.
4. L.M.S. (Mid. and L. & N.W.) and G.W. (G.W.) Railways.
5. L.M.S. (Mid.), L.N.E. (G.C.) and G.W. (G.W.) Railways.
6. L.M.S. (L. & N.W.) and G.W. (G.W.) Railways.
7. L.M.S. (L. & N.W.), S. & H. Joint, G.W. (G.W.) and L.M.S. (L. & N.W.) Railways.
8. L.N.E. (N.E.), S. & K. Joint, L.N.E. (G.C.) and G.W. (G.W.) Railways.

To give a further instance, for traffic between the L.N.E. (G.E. Section) and the G.W. (Cambrian Section), there are routes *via* the lines of the following Companies, viz :—

1. L.N.E. (G.N.), L.M.S. (N.S.), L.N.E. (G.N.), L.M.S. (L. & N.W.), S. & W'ton Joint, and S. & W'pl. Joint.
2. L.M.S. (N.L., L. & N.W. and N. & S.W. Junction) and G.W. (G.W.).
3. L.M.S. (L. & N.W.), S. & W'ton Joint, and S. & W'pl. Joint.
4. L.M.S. (Mid. and L. & N.W.), S. & W'ton Joint, and S. & W'pl. Joint.

A list of the principal points of exchange is given in Appendix "A," pages 25 to 31. An examination of this list will show that several points which are not physical junctions with other Companies are exchange points for traffic, *e.g.*, York, Manchester (Philips Park).

The Railway Junction Diagram Book, published by the Railway Clearing House, shows all the physical junctions between Companies, but it is not possible, for various reasons, always to effect exchanges at junctions. One example will suffice :—

EXAMPLE.

The L.M.S. (Mid.) Company work to York from Sheffield under running powers, and traffic for Sheffield and beyond is handed to them at York, although the N.E. Section of the L.N.E. system extends to Ferrybridge Junction, and the L.N.E. Company, in addition to being joint owners with the L.M.S. Company of the S. & K. Line, which extends from Ferrybridge Junction to Wath Road Junction, have running powers from Wath Road Junction as far as Sheffield. There are no exchange sidings at either Ferrybridge Junction or Wath Road Junction.

ROUTING INSTRUCTIONS FOR GOODS TRAFFIC.

When a trader tenders Goods traffic to a Railway Company for conveyance he must, at the same time, hand in a consignment note giving the point to which he desires the traffic to be forwarded. If there are competing routes and the traffic is not ordered to travel by any particular line, nor to any particular Railway Company's Station, it is termed "not specially consigned" or "unconsigned."

The arrangements with other Companies only imply that traffic shall be exchanged at the agreed exchange points, but do not place any obligation upon the Company forwarding the traffic to send it to the station of a particular Company or by a particular route, if the trader has not specified how he desires the traffic to be forwarded. It is, therefore, necessary to provide the staff with instructions for dealing with both "specially consigned" and "unconsigned" traffic.

Routes to stations on Foreign Railways are contained in instructions issued by Area Headquarters.

A few examples showing how the routes for specially consigned and unconsigned traffic intended for Foreign Stations are arrived at will lead to a better understanding of the Routing Instructions.

From	To	Routing Instructions on Consignment Note.	Reference to Book, Circular or Route Order.	Route.
Craigellachie (G.N.S. Sect.)	Portpatrick, L.M.S. (P.P. & W. Sect.)	" Per Cal. Rly. from Aberdeen "	Circular G.O. 18/85 of 13th August 1921	<i>Via</i> Aberdeen & Caledonian Rly.
"	"	Unconsigned	"	<i>Via</i> Boat of Gar- ten, Perth, N.B. and College.
Inverurie (G.N.S. Sect.)	Penrith, L.M.S.	" Per L.M.S. Rly. from Aberdeen "	"	<i>Via</i> Aberdeen, Caledonian, Car- lisle & L. & N.W.
"	"	Unconsigned	"	<i>Via</i> Aberdeen, N.B., Tay and Forth Bridges, Carlisle & L. & N.W.

From	To	Routing Instructions on Consignment Note.	Reference to Book, Circular or Route Order.	Route.
Parkhead (N.B. Sect.)	Congleton, L.M.S. (N.S. Sect.) ...	" Per L. & N.E. Rly."	Pages 33 and 39 of Route List issued Dec., 1922	<i>Via</i> Berwick, N.E., York, Doncaster, G.N., and Egglinton.
"	"	Unconsigned	"	<i>Via</i> Carlisle, Mid., Settle and Willington.
Scarborough (N.E. Sect.)	Dowlais, Top G.W. (B. & M. Sect.)	" Per Mid-land Route "	Page 73, Col. 11, N. E. Area Route Book dated June 1925.	<i>Via</i> York, Ferry-bridge, Mid., Worcester, Hereford and Talylyn.
"	"	Unconsigned	Page 73, Col. 6, N.E. Area Route Book dated June 1925.	<i>Via</i> Knottingley, Swinton, G. C., Banbury, G. W., and Maesycwmmer.
Barnsley (G.C. Sect.)	Crynant, G.W. (N. & B. Sect.)	" Per L. & N.W. Rly."	Route Order No. 10 issued Oct., 1911 ...	<i>Via</i> Guide Bridge, L. & N. W., Shrewsbury and Bulth Road.
"	"	Unconsigned	"	<i>Via</i> Wrexham, Cam., Talylyn and Brecon.
Ipswich (G.E. Sect.) ...	Barrow, L.M.S. (Fur. Sect.)	" Per G. N. Rly."	P.2 F.38,434, 12th May, 1911 ...	<i>Via</i> Joint Line, Lincoln, G.C., Ardwick, L. & N.W., & Carnforth.
"	"	Unconsigned	Route Book issued 1st March 1911	<i>Via</i> Peterboro', L. & N.W., and Carnforth.
Grantham (G.N. Sect.)	Dunblane, L.M.S. (Cal. Sect.) ...	" Per L. & N.W. Rly."	Route Order of 1st Aug. 1884 ...	<i>Via</i> Retford, G.C. Ardwick and Carlisle.
"	"	Unconsigned	Scotch Route List of June 1925.	<i>Via</i> Berwick, N.B. Forth Bridge & Stirling.

The foregoing examples illustrate the application of the instructions to the forwarding and routing of Goods traffic. Traffic may, however, be handed in for Stations not provided for in the Routing Instructions. In that event, the matter should be referred to the District Officer.

The instructions to Stations with regard to unconsigned traffic are of a confidential nature. The routing of such traffic

is clearly in the hands of the Forwarding Company, and is often used in connection with questions of high policy.

ROUTES FOR LIVE STOCK TRAFFIC.

The remarks which have been made in connection with the routing of Goods traffic will generally apply in the case of Live Stock traffic, but such traffic, when not specially consigned, is usually forwarded by the recognised route giving the most expeditious service.

ROUTES FOR MINERAL TRAFFIC.

The instructions governing the routing of Goods traffic arising at Stations in the G.N. of S. and N.B. Sections apply to Mineral traffic also, but in the other Sections of the L.N.E. system instructions are not issued to the Stations generally in connection with routes for traffic dealt with purely by the Mineral Department, *e.g.*, Coal and Coke, as both the charging and the routing of such traffic are outside the duties of the ordinary Station Staff in the English Sections.

As regards the exchange of Mineral traffic with Foreign Companies, the same considerations arise as in the case of Goods traffic, and negotiations take place between the Companies concerned which lead to the agreement of rates and also as a rule to the method of apportioning such rates.

The division of receipts on Coal and Coke traffic is made privately between the Companies, and not through Clearing House settlements.

Where necessary, Headquarters advise the Colliery Owners of the routes by which the rates operate. The Colliery Company label the wagons to destination, generally showing on the ticket the route by which the traffic is to travel, and furnish a consignment note which is forwarded to the Accountant's Office or other proper quarter to be used for the purpose of raising the charges.

CHAPTER II.

ROUTES FOR PASSENGER TRAIN TRAFFIC.

PASSENGERS.

All passenger fares affecting two or more Railway Companies, and the routes by which they are to apply, are agreed between the Railway Companies interested, and both the fares and the available routes are recorded at the Stations between which the fares are agreed. The fact of there being agreed routes by which through fares apply does not, however, prevent a passenger travelling by any route he may select, as he is at liberty to book to the junction and re-book there. The issue of tickets in which two or more Companies are interested is accounted for on a monthly return to the Clearing House, which is their authority for the apportionment of the receipts between the Companies concerned.

PARCELS AND MISCELLANEOUS PASSENGER TRAIN TRAFFIC.

The following paragraphs cover the undermentioned traffics :—

- (a) “ Parcels ” (Consignments weighing under 2 cwts.).
- (b) “ Miscellaneous,” *i.e.*, Other Merchandise by Passenger Train (Consignments weighing 2 cwts. and upwards, and traffics charged at a rate per mile such as Milk, Horses, Carriages, &c.).

The available routes for Parcels and Miscellaneous traffic are practically the same as the routes by which through Passenger tickets may be issued. The principal routes by which the Passenger train services are worked are well known, and generally are not so numerous as the available routes for Goods traffic. It has, therefore, not been found necessary to provide such elaborate instructions for the routing of Parcels and Miscellaneous traffic conveyed by Passenger train as in the case of Goods Train traffic.

Appendix "A" pages 25 to 31, shows the agreed points for the exchange of Passenger train traffic between the London and North Eastern and other Companies. For the guidance of the staff a list of the Companies with which the London and North Eastern Railway has arrangements for the through booking of Passenger train traffic is given in Departmental Instructions to Station Masters and others.

Consignment Notes are not usually handed in for Parcels conveyed by Passenger train at ordinary rates, and the practice of traders consigning Parcels traffic by a particular route does not prevail to the same extent as in the case of Goods train traffic.

Combined Consignment and Risk Notes are, however, required for certain descriptions of traffic, *e.g.*, Live Stock, Bullion and Specie, Milk, Damageable Goods not properly protected by packing, Dangerous Goods, Wild Animals, and traffic carried at reduced Owners' Risk rates.

BOOKING OF PARCELS AND MISCELLANEOUS TRAFFIC—STAMPED PARCELS.

By arrangement between the Railway Companies the carriage charges for Parcels traffic (under 2 cwts.) are raised by means of stamps affixed to the consignments or by numbered Waybills, the receipts from foreign traffic being credited to a "Parcels Pool," and divided on agreed principles based on data formerly accruing from actual mileage settlements. Miscellaneous traffic, *i.e.*, traffic in consignments of 2 cwts. and upwards, and traffic charged at a rate per mile, is stamped or way-billed, and in the case of Foreign traffic the charges are returned to the Railway Clearing House for settlement on an actual mileage basis.

UNCONSIGNEED PARCELS TRAFFIC.

The Departmental Instructions issued from time to time provide for the routing of "unconsigned" Parcels traffic to places on other Companies' systems, to which there are recognised alternative routes. The Departmental Instructions, however, provide that Live Stock and Perishable traffic is not to be sent

by a particular route if to do so would result in delay involving detention overnight, or loss of market.

In the case of "unconsigned" Parcels traffic forwarded from Stations on Joint Lines, the parent Companies each take alternately one month's unconsigned traffic, and send by their own routes.

To assist the guards of trains and the parcels staff at Junction Stations, Parcels Route Labels, each of a distinctive colour, are provided. The labels are affixed at the forwarding station, and by this means the staff concerned are able to see at a glance in what direction the parcel is intended to be conveyed. For example, a parcel forwarded from Newcastle to Liverpool, L.M.S. (L. & N.W.), *via* Leeds, will bear a special label indicating the route by which the parcel is to be conveyed. Particulars of the route labels are set out in Departmental Instructions.

CHAPTER III.

ROUTES BETWEEN LONDON AND NORTH EASTERN STATIONS.

When forwarding Goods or Passenger train traffic from one Station to another within a particular section of the L.N.E. Line it is not, as a general rule, necessary to insert any route in the invoices, waybills, labels or abstracts. The receipts do not require to be divided : all go into the L.N.E. Company's coffers, and the traffic is worked by the Operating Department so as to give a reasonable service at the lowest possible cost. Traffic, therefore, between local stations in a particular section may not always be sent by the same route, as it is economical to take full advantage of trains which must run by certain routes in order to afford a good service to all parts of the system.

Where, however, another Company's line is used intermediately in the working of traffic between two stations in one Section, it is necessary to show the route, *e.g.*, from Sheffield (G.C.) to Wrexham

(G.C.), the route would be shown *via* Godley and Chester, and from Alloa (N.B.) to Whiteinch (N.B.), *via* Alloa Bridge and Greenhill (N.B.), the traffic passing over the line of the C.L.C. in the one case and of the L.M.S. Company in the other. In such cases the traffic should, except where instructions are given to the contrary, be accounted for as "Foreign" traffic so that the other Company may obtain a proportion of the receipts in respect of the use of their line.

In the case of the Leeds (N.E.) Stations, *i.e.*, Marsh Lane, Wellington Street, and Hunslet, Goods traffic from North Eastern Area Stations should be routed in accordance with Appendix "C," page 315, N.E. Area Route Book, in order to avoid making use of a small portion of a Foreign Company's line in the neighbourhood of Leeds.

In dealing with traffic from a station in one Section to a station in another Section of the L.N.E. system the Routing Instructions require to be as carefully observed as in the case of traffic for other Companies' lines. This is necessary because in many instances several routes are available between L.N.E. Sections, and while certain of these are purely local, others involve the use of the line of a Foreign Company, and the consequent outpayment of a proportion of the receipts to the Foreign Company.

It is important, therefore, in order to ensure the proper working of inter-sectional traffic that the route by which it is intended to be conveyed should be entered in full on the wagon labels. The route requires to be shown on the invoices and waybills also, so that the traffic may be correctly abstracted and accounted for in the "Foreign" or "Local Group" summaries according to whether it has or has not passed over another Company's line in the course of transit.

As regards the booking of Passengers between Local Stations in one Section there is usually no need to insert a route on the tickets, but exceptions arise where differential fares are in operation by two or more alternative routes. For example,

between West Hartlepool and Sunderland the journey can be made by three different routes, and the third class single fare varies according to the route by which the passenger travels, viz. :—

1. *Via* Horden.
2. *Via* Castle Eden and Wellfield.
3. *Via* Castle Eden, Ferryhill, and Cox Green.

Also between Liverpool Street and Hadleigh the journey can be made by two different routes, the third class single fare varying according to the route used, viz. :—

1. *Via* Bentley.
2. *Via* Ipswich.

When tickets are issued from a station in one Section to a station in another Section of the L.N.E. system, it is necessary to insert the route where differential fares are in operation to assist the passenger, and the staff at stations where tickets are examined.

ROUTES FOR FOREIGN STOCK WHEN SENT “HOME” EMPTY.

COACHING STOCK.

Companies may deliver Coaching stock empty at such Junctions with the Parent Lines as may be mutually agreed from time to time between the Companies concerned, such arrangements being jointly advised to the Railway Clearing House, but stock sent homeward by any Company in the direction of one of the agreed Junctions of the Parent Line must be delivered at that Junction.

Stock which on the outward loaded journey is conveyed by an intermediate Company must, when sent home empty, be labelled and returned *via* the same intermediate Company's Line.

The agreed arrangements for the return of empty Coaching stock which has been exchanged loaded direct between the Companies are as follows :—

G.W. Railway and L. & N.E. Railway.

Coaching stock belonging to either Company must, when sent home empty, be returned at the nearest or most convenient Junction.

Southern Railway and L. & N.E. Railway.

Coaching stock belonging to either Company must, when sent home empty, be returned at the nearest or most convenient Junction.

L. M. & S. Railway and L. & N. E. Railway.

- (i.) Horse boxes, Carriage trucks, special cattle boxes, calf vans, hounds vans and covered vans lettered "Fruit" belonging to either Company must when sent home empty, be returned at the nearest or most convenient Junction with the Owning Company.
- (ii.) Passenger carrying stock, brake vans and fish trucks belonging to either Company, which have been exchanged loaded at a Junction in Scotland or at Carlisle must, when sent home empty, be returned at the nearest or most convenient Junction in Scotland or at Carlisle. Such vehicles which have been exchanged loaded at a Junction South of Carlisle must, when sent home empty be returned at the nearest or most convenient Junction in England (including Carlisle).

MERCHANDISE STOCK.

"Common User" wagons, irrespective of ownership, are treated as local stock, and must not be returned empty to the owning or any other Company at any Junction without instructions from the District Officers. (For list of vehicles in "Common

User ” see circulars having reference to the “ Common User ” arrangements.)

Foreign non-common user wagons received loaded *via* an intermediate Company's Line may, if returned empty, be labelled and sent *via* the same intermediate Company's Line or direct to the owning Company.

Foreign non-common user wagons which on the loaded journey were exchanged **direct** to the L.N.E. Company by the owning Company, may be returned home at agreed Junctions.

With the object of giving the utmost facilities for the return of empty non-common user wagons exchanged loaded **direct** between the Companies, the following arrangements have been mutually agreed :—

G.W. Railway and L. & N.E. Railway.

Wagons belonging to either Company must, when sent home empty, be returned at the nearest or most convenient Junction.

Southern Railway and L. & N.E. Railway.

Wagons loaded to or from the Eastern Area of the Southern Railway (old L.B. and S.C. and S.E. & C. Railways) must, when sent home empty, be returned at the nearest or most convenient of any of the Junctions within that Area.

Wagons loaded to or from the Western Area of the Southern Railway (old L. & S.W. Railway) must, when sent home empty, be returned at the nearest or most convenient of any of the Junctions within that Area.

L.M. & S. Railway and L. & N.E. Railway.

Wagons belonging to either Company, which have been exchanged loaded at a Junction in Scotland or at Carlisle must, when sent home empty, be returned at the nearest or most convenient Junction in Scotland or at Carlisle.

Wagons belonging to either Company, which have been exchanged loaded at Junctions south of Carlisle must, when sent home empty, be returned at the most convenient Junction in England or Scotland.

The subject of routes having been dealt with, a brief explanation showing how the instructions should be carried out may be useful.

CHAPTER IV.

OPERATION OF ROUTING TRAFFIC.

The instructions as to routes are given effect to by the forwarding stations inserting on the invoices and waybills the routes by which the consignments are intended to travel. These routes are entered on the abstracts sent to the Railway Clearing House, which serve as a basis for the division of receipts. (See R.C.H. Instruction G.74 (e), Ed. 1926, and Regulation 172, Ed. 1926.) For the guidance of all who handle the traffic, the routes are also shown on the labels attached to the Rolling Stock.

When wagon loads of traffic are forwarded from one station to another, it is necessary that labels should be placed upon them. Railway Clearing House Regulation No. 275 (Ed. 1926) stipulates that all wagons (other than those containing mineral traffic in train loads not involving marshalling during or on completion of a journey) are to have a label affixed on each side, giving, among other particulars, the following information :—

- (a) Name of invoicing station or siding ;
- (b) Destination in full and initials of the railway on which situated ;
- (c) ROUTE, showing all junctions with other Companies' lines, and when two or more Companies have lines between the same junctions, the initials of the Companies whose lines are intended to be used.

The third clause is the one which directly concerns the subject under consideration. As illustrating what this means—it is not sufficient to label a wagon, say—

from a G.N. of S. Section station to a L.M.S. (Midland Section) station simply *via* Aberdeen,

or from a N.B. Section station to a Southern (S.E. & C. Section) station simply *via* Carlisle,

or from a N.E. Section station to a G.W. station simply *via* Leeds,

as there are various ways by which the traffic might travel after leaving the exchange points named, and the operating staff in the Aberdeen, Carlisle or Leeds Marshalling Yard would be at a loss to know how to deal with the wagon and by what route to send it forward. The same difficulty would be experienced at other junctions in dealing with incompletely routed wagons, and in view of the large number of trucks transferred from one Company to another at the different junctions, it is essential that full routes should be inserted on the wagon labels. The routes also require to be given in the case of non-common user vehicles, to enable the empty stock to be returned “Home” by the proper route.

INCORRECT AND INSUFFICIENT ROUTING— SOME RESULTS.

The consequences of incomplete or incorrect routing are sometimes of a serious nature, and the undermentioned cases show that defective routing has far-reaching effects and consequently is to be most carefully avoided.

EXAMPLE No. 1.

Traffic is consigned at Huntly (G.N. of S.) to Appleby, *via* L.M.S. Railway from Aberdeen, and is accordingly invoiced *via* Aberdeen, Caledonian, Carlisle and Midland. On the wagon labels, however, the route is shown as simply “*via* Aberdeen,” with the result that the truck is exchanged to the N.B. Section at Aberdeen and is conveyed *via* N.B., Tay and Forth Bridges to

Carlisle. The traffic having been consigned by the L.M.S. Railway from Aberdeen, the L.N.E. Company have to allow the Clearing House to divide the receipts over that route, which means that the latter Company receive no payment for carrying the traffic between Aberdeen and Carlisle.

EXAMPLE No. 2.

A consignment railed at Bo'ness (N.B.) for Dawlish (G.W.) is specially consigned *via* Carlisle, L. & N.W., and Warrington. The traffic is invoiced by that route, but the wagon is incorrectly labelled *via* Carlisle, Midland and Bristol, by which route it is conveyed. The G.W. Company claim division of receipts as if the traffic had been exchanged to them, in accordance with the invoice, at Warrington, and as the traffic was so consigned, this has eventually to be allowed. The L.N.E. Company, have, however, to make up, at their own expense, the L.M.S. Company's proportion of the receipts to that which they would have obtained had the division been made over the route by which the traffic travelled, viz., *via* L.M.S. (Mid.) from Carlisle to Bristol.

EXAMPLE No. 3.

Newcastle L.N.E. (N.E.) have traffic for Nottingham, which is not consigned to a particular station in Nottingham or *via* a particular route. The traffic is invoiced correctly to Nottingham, L.N.E. (G.N.) *via* Doncaster, but in mistake, the wagon is labelled to Nottingham, L.M.S. (Mid.) at which point the traffic is received. As the L.N.E. Company is responsible for the diversion, the L.M.S. Company is entitled to re-entry on Nottingham Mid. routed *via* York and Ferrybridge, which means that through the wrong labelling the L.N.E. Company lose revenue.

EXAMPLE No. 4.

Traffic is handed in at Middlesbrough L.N.E. (N.E.) for Bristol (L.M.S.—Midland Section), to which point it is properly invoiced *via* York and Ferrybridge (Midland). The wagon, however, is incorrectly ticketed *via* Knottingley, Swinton (G.C.), and Banbury, and reaches Bristol (G.W.). The consignees require the traffic at the L.M.S. (Midland) Station, and if we assume the G.W.

Company decline to transfer the traffic to the L.M.S. (Mid.) Company until some guarantee is received that they will be paid for their services, and the L.M.S. Company object to pass the invoice to the G.W. Company for adoption, delay takes place, and the consignees may ultimately refuse the traffic. Lengthy negotiations follow, and in some instances a claim results.

ADVANTAGES OF ROUTING.

The general advantages of routing may be briefly summarised as under :—

- (1) The operating staff, and more especially those employed in the marshalling yards, and at exchange points, are assisted in the shunting and making up of trains, and the correct transfer of vehicles at junctions to the different Companies is practically assured.
- (2) Clearing House and Audit Offices are enabled to credit the various Railway Companies over whose lines traffic passes with the proper proportion of receipts due to them for the use of their lines.
- (3) The accurate compilation of ton-mile and other statistics is rendered possible.
- (4) The forwarding of non-common user vehicles belonging to other Companies in an unauthorised direction is obviated and charges for wrong sending are avoided.
- (5) Traffic receives the advantage of the proper train service.

APPENDIX "A."

**LIST OF PRINCIPAL POINTS OF EXCHANGE BETWEEN
THE AREAS OF THE LONDON AND NORTH EASTERN
RAILWAY AND FOREIGN RAILWAYS.**

Exchange Point.	COMPANY.		Description of Traffic Exchanged.
	Name.	Section.	
With London & North Eastern (Southern Area).			
Amberswood ...	London Midland & Scottish	London and North Western	Coal and Goods.
Ancoats ...	"	Lancashire & Yorkshire	Coaching.
Ardwick ...	"	London and North Western	Coal, Goods and Coaching.
" ...	"	Midland ...	Coal and Goods.
Ashton Moss ...	"	Lancashire & Yorkshire	Coal and Goods.
Banbury ...	Great Western ...	Great Western ...	Coal, Goods and Coaching.
Barnsley ...	London Midland & Scottish	Lancashire & Yorkshire	Coal and Goods.
" ...	"	Midland ...	Coal, Goods and Coaching.
Batley ...	"	London and North Western	Coal, Goods and Coaching.
Battersea Wharf	Southern ...	London, Brighton & South Coast	Coal and Goods.
Bidston ...	London Midland & Scottish	Wirral ...	Coal, Goods and Coaching.
Blackfriars ...	Southern ...	South Eastern & Chatham	Coaching.
Bourne ...	Midland and Great Northern Joint	... ..	Coal, Goods and Coaching.
Bradford ...	London Midland & Scottish	Lancashire & Yorkshire	Coaching.
Bricklayers Arms	Southern ...	South Eastern & Chatham.	Coal and Goods.
Burton ...	London Midland & Scottish	London and North Western	Coal, Goods and Coaching.
" ...	"	Midland ...	Coal, Goods and Coaching.
Cambridge ...	"	London and North Western	Coal, Goods and Coaching.
" ...	"	Midland ...	Coal, Goods and Coaching.

Exchange Point.	COMPANY.		Description of Traffic Exchanged.
	Name.	Section.	
With London & North Eastern (Southern Area)—Continued.			
Cannon Street ...	Southern ...	South Eastern & Chatham	Coaching.
Canonbury ...	London Midland & Scottish	London and North Western	Coaching.
Chester	Cheshire Lines ...	... ..	Coal, Goods and Coaching.
Clapham Jct. ...	Southern ...	London and South Western	Coaching.
Colwick ...	London Midland & Scottish	London and North Western	Coal and Goods.
Connah's Quay	"	"	Coal and Goods.
Doncaster ...	"	Lancashire & Yorkshire	Coal, Goods and Coaching.
" ...	}	Midland	Coal & Coaching.
" (Bessacar)		Lancashire & Yorkshire	Coal.
" (Loversall Carr)			
Dunstable ...	"	London and North Western	Coal, Goods and Coaching
Eckington ...	"	Midland	Coal and Goods.
Egginton ...	"	North Staffordshire	Coal, Goods and Coaching.
Feltham ...	Southern ...	London and South Western	Goods.
Glazebrook ...	Cheshire Lines ...	... ..	Coal, Goods and Coaching.
Godley ... ..	"	... ..	Coal, Goods and Coaching.
Godmanchester	London Midland & Scottish	Midland	Goods and Coaching.
Guide Bridge ...	"	London and North Western	Coal, Goods and Coaching.
" ...	"	Midland	Coal and Goods.
" ...	Cheshire Lines ...	... ..	Coal and Goods.
Halifax	London Midland & Scottish	Lancashire & Yorkshire	Coal, Goods and Coaching.
Harby and Stathern	"	London and North Western	Coal, Goods and Coaching.
Harrow-on-the-Hill	Metropolitan ...	... ..	Coal, Goods and Coaching.
Herne Hill ...	Southern ...	South Eastern and Chatham	Coal and Goods.
High Wycombe	Great Western ...	Great Western ...	Coaching.
Hitchin ...	London Midland & Scottish	Midland	Coal, Goods and Coaching.
Hither Green ...	Southern ...	South Eastern and Chatham	Coal and Goods.
Holborn ...	"	"	Coaching.
Hope	London Midland & Scottish	London and North Western	Coal, Goods and Coaching.
Keighley ...	"	Midland	Coal, Goods and Coaching.

Exchange Point.	COMPANY.		Description of Traffic Exchanged.
	Name.	Section.	
With London & North Eastern (Southern Area)—Continued.			
Kentish Town ...	London Midland & Scottish	London and North Western	Coaching.
Kingsland ...	"	"	Coal and Goods for Gt. Western Rly., and Coal for Southern Rly. (L. and S.W. Section).
King's Lynn ...	Midland and Great Northern Joint	... ..	Coal, Goods and Coaching.
Laisterdyke ...	London Midland & Scottish	Lancashire & Yorkshire	Coal and Goods.
Leeds	"	Midland	Coal, Goods and Coaching.
"	"	Lancashire & Yorkshire	Coaching.
Lincoln	"	Midland	Coal, Goods and Coaching.
Little Ilford ...	"	" (Tilbury)	Coal and Goods.
Ludgate Hill ...	Southern ...	South Eastern and Chatham.	Coaching.
Macclesfield ...	London Midland & Scottish	North Staffordshire	Coal, Goods and Coaching.
Manchester (Cen.)	"	Midland	Coaching.
" " "	Cheshire Lines	... ..	Coaching.
" (Liverpool Rd.)	Great Western ...	Great Western ...	Coal and Goods.
" (London Rd.)	London Midland & Scottish	London and North Western	Coaching.
Meadow Hall ...	"	Midland	Coal and Goods.
(Blackburn Vy)	"	"	"
Millwall Junction	"	London and North Western	Coal and Goods, via G.E. for G.N. Section.
Neasden ...	Southern ...	London and South Western	Coal and Goods.
" ...	London Midland & Scottish.	Midland	Coal.
Newark ...	"	"	Coal, Goods and Coaching.
New Cross ...	Southern ...	London Brighton & South Coast	Coal, Goods and Coaching.
" ...	"	South Eastern and Chatham	Coaching.
New Mills ...	London Midland & Scottish	Midland	Coaching.
Nottingham ...	"	"	Coal, Goods and Coaching.
Nottingham (Clifton Colliery)	"	"	Coal and Goods.

Exchange Point.	COMPANY.		Description of Traffic Exchanged.
	Name.	Section.	
With London & North Eastern (Southern Area)—Continued.			
Oldham ...	London Midland & Scottish	London and North Western	Coaching.
" ...	"	Lancashire & York- shire	Coaching.
Penistone ...	"	"	Coal, Goods and Coaching.
Peterboro' ...	"	Midland	Coal, Goods and Coaching.
" ...	"	London and North Western	Coal, Goods and Coaching.
" ...	Midland and Great Northern Joint	... ..	Coal, Goods and Coaching.
Philips Park ...	London Midland & Scottish	Lancashire & York- shire	Coal and Goods.
Princes Risboro'	Great Western ...	Great Western ...	Goods and Coaching.
Quainton Road	Metropolitan ...	... ..	Coal and Goods.
St Albans ...	London Midland & Scottish	London and North Western	Coal, Goods and Coaching.
St Pancras ...	"	"	Goods to and from G.W. Line.
" ...	"	Midland	Goods.
" ...	"	Midland (L.T. & S.)	Coal.
" ...	"	North London ...	Coal.
Sandy ...	"	London and North Western	Coal, Goods and Coaching.
Sheffield ...	"	Midland	Coal, Goods and Coaching.
" ...	"	London and North Western	Goods.
Shipley ...	"	Midland	Coal and Goods.
Shirebrook ...	"	"	Coal, Goods and Coaching.
South Elmsall ...	Swinton and Knot- tingley Jt.	... ..	Coaching.
Spalding ...	Midland and Great Northern Joint	... ..	Coal, Goods and Coaching.
Stafford ...	London Midland & Scottish	London and North Western	Coal, Goods and Coaching.
Stalybridge ...	"	Lancashire & York- shire	Coaching.
" ...	"	London and North Western	Coaching.
Stamford ...	"	Midland	Coal, Goods and Coaching.
Stourton ...	"	"	Coal and Goods.
Swinton ...	"	"	Coal, Goods and Coaching.

Exchange Point.	COMPANY.		Description of Traffic Exchanged.
	Name.	Section.	
With London & North Eastern (Southern Area)—Continued.			
Temple Mills ...	London Midland & Scottish	Midland	Goods.
„ ...	„	London and North Western	Coal and Goods to and from G.W., L. & N.W. and L. & S.W. Lines.
Thames Wharf	„	Midland	Coal and Goods.
Uttoxeter ...	„	North Staffordshire	Coaching.
Verney Junction	„	London and North Western	Coaching.
Victoria ...	Southern ...	South Eastern and Chatham and Lon- don Brighton & South Coast	Coaching.
Victoria Park ...	London Midland & Scottish	London and North Western	Coaching.
Wakefield ...	„	Lancashire & York- shire	Coal, Goods and Coaching.
Woodford and Hinton	„	Stratford-on-Avon and Midland Jct.	Coal, Goods and Coaching.
Worksop ...	„	Midland	Coal, Goods and Coaching.
Wrexham ...	Great Western ...	Great Western ...	Coal, Goods and Coaching.
„ ...	„	Cambrian	Coal, Goods and Coaching.
Yarmouth (Vauxhall) ...	Midland and Great Northern Joint	... ..	Coal and Goods.

Exchange Point.	COMPANY.			Description of Traffic Exchanged.
	Name.		Section.	
With London & North Eastern (North Eastern Area).				
Appleby ...	London Midland & Scottish	Midland ...	...	Coal, Goods and Coaching.
Bradford ...	"	" ...	...	Coaching.
Brierley ...	"	Dearne Valley ...	...	Coal and Goods.
" ...	"	Lancashire & York- shire	...	Coal and Goods.
Carlisle ...	"	Glasgow & South Western	...	All.
" ...	"	Caledonian ...	...	All.
" ...	"	London and North Western	...	All.
" ...	"	Maryport & Carlisle	...	All.
" ...	"	Midland ...	...	All.
Cudworth ...	"	" ...	...	Coal, Goods and Coaching.
Doncaster ...	"	London and North Western	...	Coaching.
Ferrybridge ...	"	Midland ...	...	Goods.
Goole ...	"	Lancashire & York- shire	...	All.
Harrogate ...	"	Midland ...	...	Coaching.
Hawes ...	"	" ...	...	All.
Hensall ...	"	Lancashire & York- shire	...	Coal and Goods.
Houghton Colliery Sidings	"	Dearne Valley ...	...	Coal and Goods.
Ilkley ...	"	Midland ...	...	Goods and Coaching.
Knottingley ...	"	Lancashire & York- shire	...	Coal and Goods.
Leeds ...	"	London and North Western	...	All.
" ...	"	Lancashire & York- shire	...	Merchandise.
" ...	"	Midland ...	...	All.
Normanton ...	"	Lancashire & York- shire	...	All.
" ...	"	Midland ...	...	All.
Otley ...	"	" ...	...	Goods and Live Stock.
Penrith ...	"	London and North Western	...	All.
Pontefract (S. & K.)	"	Lancashire & York- shire	...	Coal and Goods.
" ...	"	Midland ...	...	Goods.
Tebay ...	"	London and North Western	...	All.
York ...	"	Lancashire & York- shire	...	Coaching & Live Stock.
" ...	"	Midland ...	...	Goods and Coaching.

Exchange Point.	COMPANY.		Description of Traffic Exchanged.
	Name.	Section.	

With London & North Eastern (Southern Scottish Area).

Abbeyholme ...	London Midland & Scottish	Caledonian ...	Coal and Goods.
Arbroath ...	"	" ...	All.
Broomfield ...	"	" ...	All.
(Montrose)			
Camps ...	"	" ...	Coal and Goods.
Carlisle ...	"	" ...	All.
" ...	"	Glasgow and South Western	All.
" ...	"	London and North Western	All.
" ...	"	Maryport & Carlisle	All.
" ...	"	Midland ...	All.
Crianlarich ...	"	Caledonian ...	All.
Dolphinton ...	"	" ...	All.
Dumbarton ...	"	" ...	Coal and Goods.
Dundee ...	"	" ...	All.
(Buckingham)			
Gartsherrie ...	"	" ...	Coal and Goods.
Glasgow (College)	"	Glasgow and South Western	Coal, Goods and Coaching.
Glasgow ...	"	Caledonian ...	Coal and Goods.
(Sighthill)			
Granton ...	"	" ...	Coal, Goods and Empty Coaching.
Greenhill ...	"	" ...	Coal, Goods and Empty Coaching.
Haymarket West	"	" ...	Coaching.— By special arrangement.
Kinnaber ...	"	" ...	Coal and Goods.
Larbert ...	"	" ...	All.
Morningside ...	"	" ...	All.
Peebles ...	"	" ...	All.
Perth ...	"	" ...	All.
" ...	"	Highland ...	All.
Stirling ...	"	Caledonian ...	All.
Whifflet ...	"	" ...	All.

With London & North Eastern (Northern Scottish Area).

Aberdeen ...	London Midland & Scottish	Caledonian ...	All.
Boat of Garten	"	Highland ...	All.
Elgin ...	"	" ...	All.
Keith ...	"	" ...	All.

NOTE.—The term "Goods" covers "Other Mineral" traffic.

SECTION II.

RUNNING POWERS, WORKING ARRANGEMENTS, AND JOINTLY OWNED RAILWAYS.

CHAPTER I.

RUNNING POWERS.

A Railway Company can enter into agreements or obtain powers by Act of Parliament under which it obtains the right to run over other Companies' lines, or it may be placed under an obligation by Act of Parliament or by agreement to allow another Company to run over its lines of railway. The authority under which one Railway Company runs over the lines of another Railway Company is termed "Running Powers."

Running powers are generally obtained with one or more of the following objects :—

- (1) To avoid the construction of a duplicate line of railway ;
- (2) In order to compete more effectively with another Company ;
- (3) To ensure proper facilities being given to traffic in a certain district on another Company's railway ;
- (4) To give better facilities in the form of through train services between important points.

The following cases illustrate each of the above-mentioned reasons :—

- (1) The L.N.E. (N.B.) Company work passenger traffic over a small portion of the L.M.S. (Cal.) Company's line from Hilton Junction to Perth, the construction of a duplicate line being avoided.
- (2) The L.N.E. (G.N.) Company work passenger traffic over the Metropolitan line between King's Cross and Moorgate and merchandise traffic between King's Cross and their own Goods Depot at Farringdon Street, competing with the L.M.S. (Mid.) Company, who also work passenger traffic over the Metropolitan line between St Pancras and Moorgate and merchandise traffic between St Pancras and their own Goods Depot at Whitecross Street.
- (3) The L.M.S. (L. & N.W.) Company have contingent running powers for merchandise and mineral traffic over the L.N.E. (G.C.) Railway between Tuxford Junction and Beighton Junction and between Langwith Junction and Chesterfield (Market Place), also over the junctions at Duckmanton and Killamarsh, which they may exercise if their traffic is not efficiently conducted by the L.N.E. Company.
- (4) The L.M.S. (L. & Y.) Company, by agreement with the L.N.E. (N.E.) Company, run a service of through trains between Manchester and York, thus affording better facilities between Lancashire and the North Eastern area than would be given were passengers compelled to change trains at Normanton, where the physical connection between the two Companies' systems is made.

The majority of Railway Companies possess running powers over some portion of the line of another Company.

The Railway Clearing House Junction Diagram Book gives a list of running powers exercised by the various Companies, and some of the unexercised powers are also shown.

The running powers exercised by the L.N.E. Company over other Companies' lines, and by other Companies over the L.N.E. Railway are set out in Appendix "B." pages 57 to 72.

In some cases running powers are **Statutory**, *i.e.*, included in an Act of Parliament, and are therefore not terminable by the owning Company, and in other cases they are simply granted by Agreement, and are terminable or otherwise according to the terms of the Agreement.

Often questions of high railway policy are involved in running power negotiations, and this will probably be more readily understood from a concrete case.

For example, take the railway position at Hull. About 1861 the following lines did not exist, *viz.* :—

Driffield and Beverley.

Market Weighton and Beverley.

York and Doncaster.

Thorne and Staddlethorpe.

Hull and Barnsley.

The chief access to Hull was *via* Milford Junction. The time occupied in working by this route, however, was excessive, and the service not sufficient to supply adequately the requirements of the Port of Hull.

The old South Yorkshire Railway Company (now L.N.E.) and L. and Y. Railway Company (now L.M.S.) both wished to get rail access to Hull, and the N.E. Company (now L.N.E.) also desired a shorter route. Accordingly, in 1862, separate Bills were introduced into Parliament by these Companies all seeking power to construct a new railway providing for the better working of traffic to and from Hull. None of these proposals received Parliamentary sanction. In October of the same year (1862), in order to save further Parliamentary contests respecting the proposed railways, the three Companies agreed that the N.E. Company should promote a Bill seeking powers

to construct a railway between Staddlethorpe and Thorne. The Act was obtained in 1863.

The G.C. (the successors of the South Yorkshire Railway Company) and L. & Y. Companies obtained access to Hull by means of running powers between Thorne and Hull, and between Goole and Hull respectively, whilst the N.E. Company were granted powers to run over the G.C. line between Thorne and Doncaster.

Running powers have sometimes to be conceded in order to secure the withdrawal of opposition to a Bill promoted in Parliament. For example : in 1874 the N.E. Company deposited a Bill to amalgamate the Blyth and Tyne Railway. This was opposed by the N.B. Company, who, by connection with the Blyth and Tyne at Morpeth, had access into Newcastle independently of the N.E. Company. The opposition of the N.B. Company was withdrawn upon contingent running powers being granted to them between Morpeth and Newcastle-on-Tyne *via* Backworth.

Contingent running powers do not give a Company the absolute right to work traffic, but can only be exercised under certain contingencies, *e.g.*, the failure of the Owing Company to afford proper facilities for the traffic of the other Company.

Parliamentary sanction is not necessary in the case of running powers granted by one Railway Company to another under mutual agreement. For example, by agreement between the N.E. and Midland Companies, dated 1874, powers were granted the Midland Company to work over the N.E. line from Ferrybridge to York and from Leeds to Harrogate, whilst the N.E. Company were, under the same agreement, granted running powers over the Midland line to Sheffield.

It sometimes is to the interest of the owning Company to grant running powers to another Company in order to give that Company a stronger inducement to develop traffic over the Owing Company's route. The N.E. Company, for instance, granted the G.C. Company running powers from Ferrybridge to York for passenger traffic, and also to Milford Junction for goods traffic,

thus giving the G.C. a greater inducement to endeavour to secure Scotch traffic to the East Coast route.

The agreements between Companies as to running powers always provide for the descriptions of traffic to be worked by the Running Power Company, and usually the remuneration to be paid to the Owning Company by the Running Company as toll for the use of the line of railway. The Agreements also frequently contain clauses fixing the liability for accidents between respective Companies unless it is intended to let this be governed by R. C. H. Regulations.

Companies obtaining running powers usually have the right to perform their own clerkage and cartage at the stations on the railway over which they run, the remuneration for such services being paid by the Company owning the line out of the terminal allowances which are usually reserved to the Owning Company.

CHAPTER II.

WORKING ARRANGEMENTS.

Working arrangements between Railway Companies are frequently entered into by agreement for the sake of economy, convenience, and expedition in working.

The physical junction of one Company's system with another is frequently some distance from a station, and at a point where there are neither exchange sidings nor facilities of any description. In such cases it is essential to have some working arrangement whereby a Company may work wagons or passenger vehicles to a convenient point of exchange. The working and exchange of traffic between Company and Company would be in a state of chaos without working arrangements, as each Company would endeavour to carry traffic as far as possible over its own lines, thus rendering the operating work at the various junctions both uncertain and expensive.

For example, traffic exchanged between the London Midland and Scottish (Mid.) and the London and North Eastern (G.C.) *via* Shireoaks is worked by the London Midland and Scottish Company between Shireoaks (East) and Worksop.

Again, the actual physical junction between the L.M.S. (L. & Y.) and the L.N.E. Company's G.N. line near Doncaster is 4 miles 29 chains to the north of Doncaster Station, but, under agreement to facilitate the exchange of traffic, the L.M.S. (L. & Y.) Company work as far as Decoy Exchange Sidings, which are 6 miles 20 chains from Askern Junction.

THROUGH TRAINS AND CARRIAGES.

The running of through passenger trains or through carriages over the lines of two or more Companies is another common working arrangement.

An examination of the time table will show that there are many cases where carriages are run through for long distances over other Companies' lines. For example, it is possible to travel without changing from London (King's Cross) to Inverness, from Aberdeen to Penzance, from Newcastle to Bristol and Bournemouth. The number of through trains and carriages is greatly increased in summer.

It may be remarked that for convenience between the Companies the locomotives of one Company will frequently work excursion trains throughout to another Company's line.

CHAPTER III.

JOINTLY OWNED RAILWAYS.

Various reasons of policy and finance influence the construction of railways at the joint cost of two or more Companies.

Several Companies may wish to have access to a hitherto undeveloped district, and, as a compromise, one line is made at joint cost so as to obviate the construction of unnecessary lines. On the other hand, the district to be developed may be a poor

one, and the prospects of a direct return on the capital invested in the new railway may not be good. In these circumstances it is not unusual for the capital to be found jointly by the Companies who are likely to benefit by the proposed line acting as a feeder.

The railways jointly owned by the L.N.E. with other Companies in the three Areas are shown below :—

Southern Area.

Cheshire Lines.
 East London.
 Great Central and Midland.
 Great Central and North Staffordshire.
 Great Central, Hull & Barnsley and Midland.
 Great Northern and London & North Western.
 Great Western and Great Central.
 Halifax and Ovenden.
 Halifax High Level.
 Manchester, South Junction and Altrincham.
 Methley.
 Metropolitan and Great Central.
 Metropolitan and London & North Eastern (Watford Extension).
 Midland and Great Northern.
 Norfolk and Suffolk.
 Oldham, Ashton, and Guide Bridge Junction.
 South Yorkshire.
 Tottenham and Hampstead.

North Eastern Area.

Axholme.
 Otley and Ilkley.
 Swinton and Knottingley.

Southern Scottish Area.

Dumbarton and Balloch.
 Dundee and Arbroath.
 Princes Dock.
 Rothesay Dock.
 Stobcross (Low Level) and Kelvinhaugh.

The management of the Joint Railways is undertaken by Committees of Directors of the parent Companies.

Whilst there is a separate Joint Committee for the Cheshire Lines, the other Railways jointly owned by the London and North Eastern and London Midland and Scottish Companies have been formed into four Groups, each being administered by a Joint Committee, *e.g.*, the Axholme ; Otley and Ilkley ; Swinton and Knottingley and the South Yorkshire Joint Railways are under the management of Group Committee No. 3.

The following is a brief description of each of the jointly owned railways :—

SOUTHERN AREA.

CHESHIRE LINES COMMITTEE.

This is a Committee of the L.N.E. and L.M.S. (formerly Great Central, Great Northern and Midland) Companies which was incorporated by the Cheshire Lines Act, 1867, and controls several short railways previously authorised either as separate undertakings or as part of the former M.S. & L. Railway. The main lines of the railway of the Committee extend from Manchester to Liverpool, from a junction with the L.N.E. (G.C.) main line at Godley to Glazebrook and from a junction with the M.S.J. & A. Railway at Altrincham to Chester, where connections are again formed with the L.N.E. (G.C.) Line. There is a line from Halewood to Aintree, where a connection is formed with the Southport and Cheshire Lines Extension Railway, which is worked and maintained by the Cheshire Lines Committee. There is also a short line from Mouldsworth to Helsby, where a connection is formed with the London & North Western and Great Western Joint Railway.

In addition there are short branches to Winsford and to Winnington ; three branches serving Salt Works at Northwich ; a connection with the L.M.S. (L. & N.W.) line at Broadheath ; with the L.M.S. (Mid.) and with the L.N.E. (G.C.) lines at Chorlton Junction ; with the M.S.J. & A. Railway at Cornbrook ; with the L.N.E. (G.C.) line to Wigan at Glazebrook ; a loop line

into Warrington ; a connection with the L.M.S. (L. & N.W.) line to Edge Hill at Allerton ; a spur to the Brunswick Goods Depot at Liverpool ; a branch to Huskisson Goods Depot ; and a connection with the L.M.S. (L. & Y.) Railway at Aintree.

At Egerton Street Junction, near Brunswick, a connection is formed with the Mersey Docks and Harbour Board Dock Lines.

In addition to the Goods Stations at Huskisson and Brunswick the Committee also owns a Goods Station at Wavertree, which is reached by running over the L.M.S. (L. & N.W.) Edge Hill Line from Allerton Junction. The Committee also owns depots at Shore Road and East and West Float, Birkenhead.

At Manchester the Committee obtains access to the Manchester Ship Canal Dock Lines by means of a connection with the Trafford Park Estate Railways at Bridgewater Junction.

There are junctions with the L.M.S. (L. & N.W.) Line at Northenden, Northwich, and Hartford, and with the L.M.S. (Mid.) Line at Cheadle Heath, also with the Great Central and Midland Joint Line at Brinnington Junction near Stockport, and at Bredbury, Woodley and Apethorne.

The total length of the line, including the Southport extension, is 143 miles 17 chains, upon which there are 75 Goods and Passenger stations, and two halts.

This railway is worked as a separate undertaking with its own Manager, Secretary and Accountant, whose offices are at Liverpool Central Station. The line is maintained by the L. M. & S. Co.'s Engineer.

The Committee owns Passenger rolling stock, which is maintained by the London and North Eastern Company. The engine power is supplied by the Parent Companies, that for the local services being supplied by the London and North Eastern Company.

The Parent Companies work their own through Goods and Passenger trains over the line.

EAST LONDON RAILWAY.

This line extends from junctions with the Southern (L.B. & S.C. and S.E. & C.) Railway at New Cross to a junction with the L.N.E. (G.E.) at East London Junction, near Shoreditch. There is also a physical connection with the L.N.E. (G.E.) Line at Spitalfields effected by means of a hoist. There is a junction with the Metropolitan and Metropolitan District Joint Railway at Whitechapel.

There are six stations on the line, which, in addition to forming a connection between the railways north and south of the Thames, serves the Districts of New Cross, Deptford, Rotherhithe, Wapping, Limehouse, Stepney, Whitechapel, &c.

The railway was originally owned by the East London Railway Company, and under the East London Railway Act, 1882, it was leased in perpetuity to the following Companies :—

Great Eastern Railway.

London, Brighton and South Coast Railway.

London, Chatham and Dover Railway.

Metropolitan Railway.

Metropolitan District Railway.

South Eastern Railway.

The Act provided for the constitution of a Joint Committee of those Companies for the management and control of the line.

Under the Southern Railway Act, 1925, the East London Railway Company was dissolved, and the undertaking was transferred to and vested in the Southern Railway Company as from 1st January 1925. The lease of the undertaking remains in full force, and all the powers of the Joint Committee are continued.

The Committee is composed of six representatives of the Southern Company and two representatives of each of the remaining Lessee Companies, viz., Metropolitan, Metropolitan District, and London and North Eastern.

In 1913 the railway, with the exception of the loop from Deptford Road Junction to the Up Junction with the London, Brighton and South Coast line and the Up Junction with the South Eastern and Chatham Line at New Cross, was electrified. The current is supplied by the District and London Electric Railway Companies.

The Line is supervised, managed and maintained on behalf of the Joint Committee by the Metropolitan Company.

The regular through and local Passenger train service is electrically worked by the Metropolitan Company, but the L.N.E. (G.E.) Railway work a steam train service for horse box and parcels traffic, also occasional special Passenger trains over the line from and to Liverpool Street. All Goods trains over the East London line are worked by the L.N.E. (G.E.) to or from New Cross (L.B. & S.C.), Hither Green (S.E. & C.), or New Cross (G.E.) Depots.

GREAT CENTRAL AND MIDLAND JOINT LINE,

consisting of the following railways :—

Hyde Junction and Ashburys Junction to Hayfield.

Widnes Branch.

Shireoaks and Laughton.

Rotherham, Maltby and Laughton.

HYDE JUNCTION AND ASHBURYS JUNCTION TO HAYFIELD.

This line extends from Hyde Junction and Ashburys Junction, where it connects with the L.N.E. (G.C.) Railway, to Hayfield, a total distance of nearly 18 miles. There are also two short branches forming connections with the Cheshire Lines, one from Romiley Junction to Bredbury Junction, and the other from Reddish Junction to Brinnington Junction near Stockport.

Junctions are formed with the L.M.S. (Mid.) Railway at New Mills; with the Great Central and North Staffordshire

Joint Line at Marple, and with the Cheshire Lines at Woodley Junction and Apethorne Junction, between which points—a distance of 29 chains—the Cheshire Lines Committee's trains run over the joint line.

There are 12 stations on this section of the line.

WIDNES BRANCH.

This line, 5 miles 2 chains in length, is a loop from the Cheshire Lines Committee's railway, commencing at Widnes Junction, running south to Widnes, then west and north, terminating at Hough Green Junction. There is a short line called the Marsh Branch, running out of the loop at Moor Lane Junction to the Ditton Brook Ironworks and a connection therefrom with Hutchinson's Trustees' line, a privately owned line to the West Bank Dock, wharves and works on the estate. There is also a short length of line to the Widnes and Ditton Land Company called the Landowners' Branch.

There are two stations on the branch.

SHIREOAKS AND LAUGHTON LINE.

This portion of the Joint Line—4 miles 49 chains in length—extends from Branccliffe Junction with the L.N.E. (G.C.) Railway to Dinnington Junction with the South Yorkshire Joint Line and to Laughton Southern Junction with the Great Central, Hull and Barnsley, and Midland Joint Line.

There is only one station on the line, viz., Anston.

ROTHERHAM, MALTBY AND LAUGHTON LINE.

This line—5 miles 52 chains in length—runs from Braithwell Junction with the Great Central, Hull and Barnsley and Midland Joint Line to Thrybergh Junction with the L.N.E. (G.C.) Railway and Roundwood Junction with the L.M.S. (Mid.) Railway.

There are no stations on this length of line, but it is connected with Silverwood Colliery.

GREAT CENTRAL AND NORTH STAFFORDSHIRE JOINT LINE.

This line is 11 miles in length and runs from a junction with the L.M.S. (N.S.) Railway at Macclesfield to a junction with the Great Central and Midland Joint Line at Marple. A junction is also formed with the L.M.S. (L. & N.W.) Railway at Middlewood.

There are six stations on the line.

The local Passenger service is worked by the London and North Eastern Company. The L.N.E. Company work the Goods traffic to and from the L.N.E. (G.C.) system. The L.M.S. Company work Goods trains to and from Middlewood.

GREAT CENTRAL AND NORTH WESTERN JOINT LINES.

The railways vested in the Great Central and North Western Railways Joint Committee are :—

Manchester, South Junction, and Altrincham.

Oldham, Ashton and Guide Bridge Junction.

MANCHESTER, SOUTH JUNCTION AND ALTRINCHAM RAILWAY.

This line—about $9\frac{1}{2}$ miles in length—commences with a junction with the L.M.S. (L. & N.W.) Railway at Manchester, London Road, runs in a westerly direction to Castlefield Junction, then south-west to Altrincham and Bowdon, where it terminates by a junction with the Cheshire Lines. From Castlefield Junction a short spur line runs to a junction with the L.M.S. (L. & N.W.) Railway at Liverpool Road, Ordsall Lane. In addition to the terminal junctions mentioned there are two junctions with the Cheshire Lines at Cornbrook and one at Timperley (Deansgate Junction) and a junction with the L.M.S. (L. & N.W.) Railway at Timperley.

There are 10 stations on the line.

OLDHAM, ASHTON AND GUIDE BRIDGE JUNCTION RAILWAY.

This line—6 miles 15 chains in length—commences at Guide Bridge, where there are east and west junctions (Audenshaw Junction and Stockport Junction respectively) with the L.N.E. (G.C.) Railway main line, and runs in a northerly direction to Ashton, where it joins the L.M.S. (L. & Y.) Railway branch to Stalybridge, four chains of which form a link with the remaining portion of the O.A. & G.B. line, which from that point continues its northerly course to Oldham, terminating by an end-on junction with the L.M.S. (L. & N.W.) Railway to Huddersfield.

The L.M.S. (L. & N.W.) Company obtain access to the Joint Line at the southern end by means of a junction at Crowthorn, and also by a junction with the L.N.E. (G.C.) Line near the point of the East Junction. At Ashton there are junctions with the L.N.E. (G.C.) Ashton Moss Curve, connecting with the L.M.S. (L. & Y.) Line, and with the L.M.S. (L. & N.W.) branch to Oldham Road Goods Station. At Oldham there are junctions with the L.N.E. (G.C.) branch to the Scottfield Goods Station; with the L.M.S. (L. & Y.) Line; and with the Joint Committee's branch to the Parent Companies' own Goods Stations at Clegg Street.

There are three stations on the line.

The two sections of joint railway are managed by the Parent Companies alternately for periods of five years, one Company taking the M.S.J. & A. Railway, while the other takes the O.A. & G.B. Railway. The M.S.J. & A. Railway has been managed by the London Midland and Scottish Company since July 1st, 1929, and the O.A. & G.B. Railway by the L. & N.E. Company from the same date.

Both Companies work the Local Trains over the Manchester, South Junction and Altrincham Railway on the principle of equation of mileage. The L.M.S. Company work through trains from the Liverpool district to London Road and *vice versa*. Cheshire Lines trains also run between Old Trafford Junction and Altrincham. The L.N.E. and L.M.S. Companies work local Goods trains over the line. Both Companies work Passenger and Goods trains over the O.A. & G.B. Railway.

GREAT CENTRAL, HULL AND BARNSELEY, AND MIDLAND JOINT LINE.

This line—4 miles 79 chains—extends from Laughton (Southern Junction) to Braithwell (Northern Junction) and forms a connecting link between the Shireoaks and Laughton and Braithwell to Thrybergh and Roundwood sections of the Great Central and Midland Joint Railway. There is a branch, 28 chains in length, to Thurcroft Colliery and one of 21 chains to Hellaby Goods.

In addition to the junctions with the Great Central and Midland Joint Line at the extremities, there are junctions with the L.N.E. Railway at Braithwell, and with the South Yorkshire Joint Line at Laughton West.

The line is worked solely by the L.N.E. Company.

There is no Passenger service on the line.

There are two Goods stations on the line, one at Hellaby and the other at Thurcroft.

GREAT NORTHERN AND LONDON AND NORTH WESTERN JOINT LINE.

This line—45 miles in length—which was owned jointly by the former Great Northern and London and North Western Companies, extends from Welham Junction with the L.M.S. (L. & N.W.) Railway near Market Harboro' to Bottesford Junction with the L.N.E. (G.N.) line running between Nottingham and Grantham, with a branch line from Harby and Stathern to Saxondale Junction with the L.N.E. (G.N.) line. The management is in the hands of a Joint Committee (Group No. 1) of the two Companies.

There are North and South junctions with the L.N.E. (G.N.) Line to Leicester at Marefield and a junction with the L.N.E. (G.N.) branch to Waltham-on-the-Wold at Scalford.

There are 13 stations on this line, but one (Medbourne) is now closed.

The line from and including Melton Mowbray northwards is supervised by the L.N.E. Company and south of that point by the L.M.S. Company. Both Companies work trains over the Line.

GREAT WESTERN AND GREAT CENTRAL JOINT LINE.

The Great Western and Great Central Joint Line, 41 miles in length, extends from Northolt Junction with the Great Western line from Paddington and the L.N.E. (G.C.) Railway from Marylebone to Ashendon Junction, from which point the Great Western Railway runs to Birmingham and beyond and the L.N.E. (G.C.) Railway to Grendon Underwood Junction, Leicester, and the North. There is also a branch from Princes Risborough to Aylesbury.

Junctions are formed near Denham with the Great Western Branch to Uxbridge; at High Wycombe with the Great Western line to Maidenhead; and at Princes Risborough with the Great Western branches to Watlington and Oxford.

There are 12 stations and five halts on the Joint Line.

Each Company works its own traffic over the Joint Line.

HALIFAX AND OVENDEN JOINT LINE.

This line, which was vested in the former Great Northern and Lancashire & Yorkshire Companies jointly by the Halifax and Ovenden Junction Railway Act, 1870, extends from Holmfild to a junction with the L.M.S. (L. & Y.) Line at Halifax, a distance of $2\frac{3}{4}$ miles. There are stations at Holmfild, Ovenden, and North Bridge.

Both the L.N.E. and the L.M.S. Companies work Goods and Coal over the railway, but the L.N.E. Company work the Passenger traffic.

HALIFAX HIGH LEVEL JOINT LINE.

This line extends from Halifax, St Pauls, to a junction with the Halifax and Ovenden Joint Line, near Holmfield, a distance of $3\frac{1}{4}$ miles.

There are three stations on the line, but during the war the railway was closed for the purposes of passenger traffic and has not since been re-opened, except for occasional excursion trains.

It was worked jointly by the former Great Northern and Lancashire & Yorkshire Companies from the date of its construction until it became vested in those two Companies jointly under powers contained in the Great Northern Railway Act, 1894.

Both the L.N.E. and the L.M.S. Companies work Goods and Coal trains over the line.

METHLEY JOINT LINE.

This line extends from Lofthouse, where North and South junctions are formed with the L.N.E. (G.N.), Wakefield to Leeds line, to Methley, where there are junctions with the L.N.E. (N.E.), and with the L.M.S. (L. & Y.) Lines.

The railway became the property of the former Great Northern, North Eastern and Lancashire & Yorkshire Companies under the Methley Railway Act, 1864, which provided for the constitution of the Methley Railway Joint Committee, now comprised in Joint Committee (Group No. 1).

The line is $5\frac{1}{2}$ miles in length, and there are stations at Lofthouse, Stanley and Methley.

The L.N.E. Company work Goods and Coal trains, and the L.M.S. Company work Coal trains over the line, but the Passenger traffic is worked by the L.N.E. (G.N.) Company.

METROPOLITAN AND GREAT CENTRAL JOINT LINE.

This line extends from Harrow South Junction to Quainton Road Junction with the L.N.E. (G.C.) Railway and to Verney Junction with the L.M.S. (L. & N.W.) Railway. There is a branch about four miles long from Chalfont and Latimer to Chesham. The Brill Tramway, which extends from Quainton Road to Brill, is leased to and worked by the Joint Committee. The total length of the Joint Line is about $51\frac{1}{2}$ miles.

There are 17 stations and two halts on the Joint Line and five stations on the Brill Tramway.

The line is managed by the Parent Companies alternately for periods of five years. Both Companies work their own trains, but the local Goods train service is worked by the Metropolitan Company.

METROPOLITAN AND LONDON & NORTH EASTERN JOINT LINE (WATFORD EXTENSION).

This line is 2 miles in length and extends from junctions with the Metropolitan & Great Central Joint Line south of Rickmansworth to Watford, and was constructed at the joint and equal cost of the London & North Eastern and Metropolitan Companies. There are stations at Croxley Green and Watford.

MIDLAND AND GREAT NORTHERN JOINT LINE.

This line, which was jointly owned by the former Midland and Great Northern Companies, and was originally the Eastern and Midlands Railway, extends from Peterborough and Little Bytham to Cromer, Norwich and Yarmouth, and the management is in the hands of a Joint Committee (Group No. 2) appointed by the two Parent Companies.

At Little Bytham an end-on junction is formed with the L.M.S. (Mid.) Line, and at Peterborough (Wisbech Junction) the line also connects with the L.M.S. (Mid.) Line and a connection is made between the two Parent Companies' lines at Westwood Junction, thereby affording access to Peterborough Station for the trains of the Joint Committee.

There are junctions with the L.N.E. (G.N.) Line at Bourne and Spalding, and with the L.N.E. (G.E.) Line at South Lynn and Yarmouth (North Quay); with the Norfolk and Suffolk Joint Line at West Runton and North Walsham; and a short branch from Yarmouth Beach to Gorleston North forms a connection with the Southern Section of the Norfolk and Suffolk Joint Line.

The total length of the railway is $183\frac{1}{4}$ miles, but of this length 108 miles 77 chains are single track.

There are 58 stations on the line, but the Joint Committee's trains also have access to Peterborough, Spalding, Bourne and Lowestoft.

The Committee has its own Traffic Manager. The civil and mechanical engineering work is carried out under the supervision of the Parent Companies' officers, the L.N.E. Engineer being responsible for the maintenance of the line and the L.M.S. Mechanical Engineer supervising the locomotive work. The accountancy work is undertaken by the L.M.S. Company.

The Joint Committee (Group No. 2) possesses engines and carriages, with which the local services are worked. The Parent Companies also work through trains to and from their own systems.

NORFOLK AND SUFFOLK JOINT LINE.

There are two sections of this railway, which was owned jointly by the Midland and Great Northern Joint Committee and the former Great Eastern Company: (1) from Runton West Junction with the Midland and Great Northern Joint Line to North Walsham, where junctions are formed with the L.N.E. (G.E.) Line, and also with the Midland and Great Northern Joint Line; and (2) from Gorleston North, where there are junctions with the Midland and Great Northern Joint Line and also with the L.N.E. (G.E.) Line to Lowestoft, Coke Ovens Junction, with the L.N.E. (G.E.) Line.

The length of the northern section of the line is 13 miles 30 chains, upon which there are four stations and one halt. The southern portion is 8 miles 71 chains long and has five stations and one halt.

The Cromer and North Walsham Section is managed and maintained by the Midland and Great Northern Joint Committee (Group No. 2), and the Yarmouth and Lowestoft Section is managed and maintained by the London and North Eastern Company.

SOUTH YORKSHIRE JOINT LINE.

Numerous Bills were deposited for powers to construct railways in the South Yorkshire district, but after long negotiations these were withdrawn, and the five Companies (G.C., G.N., L. & Y., Midland, and N.E.) agreed to construct the present line, and an Act was obtained in 1903.

The line, which is over 19 miles long, serves the collieries in South East Yorkshire, and is under the management of a Joint Committee (Group No. 3) with a Resident Inspector.

It commences at Kirk Sandall by a junction with the L.N.E. (G.C.) Line between Doncaster and Barnby Dun, passing south and joining near Dinnington Main Colliery the G.C. and Midland Joint Line, which connects at Branccliffe Junction with the L.N.E. (G.C.) Company's Sheffield to Retford main Line. There are junctions with the L.N.E. (G.N.) main Line at Potteric Carr; with the L.M.S. (L. & Y.) Line, and with the L. & Y. and G.N. Joint Line at St Catherine's and with the Great Central, Hull and Barnsley and Midland Joint Line at Laughton West.

The stations on the line are Tickhill, Maltby and Dinnington.

Each Company works its own Goods and Mineral traffic. There is no Passenger service, but Parcel and other Merchandise traffic is dealt with at the Joint Stations and carried in Goods trains.

TOTTENHAM AND HAMPSTEAD JOINT LINE.

This line is jointly owned by the L.M.S. and L.N.E. Companies (formerly Midland and Great Eastern), and the working and management are in the hands of a Joint Committee (Group No. 2) of the two Companies. It extends from Tottenham North Junction with the L.N.E. (G.E.) Line to an exchange Passenger station with the L.M.S. (L. & N.W.) at Gospel Oak.

There are connections at South Tottenham with the L.M.S. (Mid.) Line to Tilbury and Southend and at Junction Road and Highgate Road with the L.M.S. (Mid.) Line to St Pancras and the North.

The line is 4 miles 53 chains in length and there are nine passenger stations, but one (Highgate Road) is now closed.

Both the L.M.S. and the L.N.E. Companies work over the line. At present the L.N.E. Goods traffic is limited to that to and from their Goods Depot at Tufnell Park, except that L.N.E. through Goods trains are run over the line between Tottenham (West) Junction and South Tottenham Junction.

NORTH EASTERN AREA.

AXHOLME JOINT LINE.

The Isle of Axholme Light Railway was acquired by the former N.E. Company, and subsequently the former L. & Y. Company became joint owners in the undertaking. The line commences at Marshland Junction near Goole, and runs east to Reedness Junction (with a branch further east to Fockerby), and thence southward to Haxey Junction (with a branch running westward from Epworth to Hatfield Moor) a distance of about 28 miles. The working of the line is under the supervision of the L.N.E. (N.E. Area) and L.M.S. (L. & Y. Section) during alternate periods.

There are twelve stations on the Joint Line.

OTLEY AND ILKLEY JOINT LINE.

The L.M.S. and L.N.E. Companies own and work this line, which extends from Otley to Ilkley, a total distance of 6 miles. The four stations on the line account to the L.M.S. Audit for L.M.S. traffic, and to the L.N.E. Audit for L.N.E. traffic. The management is by a Joint Committee (Group No. 3).

At Ilkley the joint line forms a junction with the L.M.S. (Mid.) Line proper, which runs west and connects with their main line to Scotland at Skipton, whilst just east of Otley an

end-on junction is formed with the L.N.E. (N.E.) line to Arthington for Leeds and Harrogate. Between Otley and Burley-in-Wharfedale (Milnerwood Junction) the Joint Line connects with the Midland line to Bradford and Leeds, whilst a connection is also made with the Midland line at Wharfedale Station.

Each Company works its own traffic.

SWINTON AND KNOTTINGLEY JOINT LINE.

In 1874 the Midland and N.E. Companies applied to Parliament for authority to construct a railway from Swinton to Knottingley, and concurrently with this application the M.S. & L. and G.N. Companies were jointly seeking powers to construct the Leeds, Pontefract and Sheffield Junction Railway. Both Bills were referred as competing Bills to the same Committee of the House of Commons and rejected. The Midland and N.E. Companies, by offering running powers over the proposed line to the M.S. & L. and G.N. Companies, induced them to withdraw their opposition. The Bill was recommitted and passed through Parliament in the same year. The line, about 16 miles in length, was then constructed, and is under the management of a Joint Committee (Group No. 3).

There are six stations on the Joint line, and these stations account to the L.N.E. Audit for receipts.

Both Companies run their own trains over the joint line, but the majority of the trains worked by the L.N.E. Company are run under the powers conferred upon the former M.S. & L., subsequently G.C., Company.

SOUTHERN SCOTTISH AREA.

DUMBARTON AND BALLOCH JOINT LINE.

This line is jointly owned by the L.N.E. and L.M.S. Companies (formerly N.B. and Caledonian), the Caledonian Company having acquired, as from 1st October, 1896, a joint and equal interest in the line and in the North British Steam Packet Company's Loch Lomond Steamers by agreement scheduled to the Dumbarton and Balloch Joint Line, &c., Act of 1892.

The joint line, which is over 7 miles in length, serves the Vale of Leven district of Dumbartonshire, and extends from Dumbarton East Junction, where it connects with both L.N.E. and L.M.S. Railways, to Balloch Pier, Loch Lomond.

The management is by a Joint Committee (Group No. 4), and traffic is worked by the Passenger and Merchandise trains of the Parent Companies. The accountancy work is undertaken by the L.M. & S. Company.

DUNDEE AND ARBROATH JOINT LINE.

This line, which is over 23 miles in length, is jointly owned by the L.N.E. and L.M.S. Companies (formerly N.B. and Caledonian), the N.B. Company acquiring a joint interest in the line by virtue of the North British Railway (Dundee and Arbroath Joint Line) Act, 1879.

The line is under the management of a Joint Committee (Group No. 4).

At the Dundee end the joint line connects with the L.N.E. (N.B.) Railway at Camperdown Junction, and at Dundee East there is a connection with the Dundee Harbour Line, over which the L.M.S. Company has access to the joint line. The joint line also forms junctions with the L.N.E. (N.B.) and L.M.S. (Cal.) Lines at St Vigean Junction beyond Arbroath, and with the latter at Broughty Ferry Junction.

The working of traffic and the supply of engine power, plant, &c., is undertaken jointly by the Parent Companies in respect of local traffic, and each of the Companies provides engine power, plant, &c., for traffic beyond the joint line conveyed by their respective routes. The accountancy work is undertaken by the L. & N.E. Company.

PRINCES DOCK JOINT RAILWAY.

The Princes Dock Joint Railway, which has a route mileage of 1 mile 17 chains, is jointly owned by the L.M.S. and L.N.E. Companies in the following proportions, viz. :—L.M.S., $\frac{3}{5}$ ths ; L.N.E., $\frac{2}{5}$ ths ; (formerly Caledonian, $\frac{2}{5}$ ths, N.B., $\frac{2}{5}$ ths, and G. & S.W., $\frac{1}{5}$ th).

The railway, which is purely a goods line, extends from Ibrox Junction on the Glasgow and Paisley Railway to Princes Dock on the south bank of the River Clyde, connecting at the junction named with the L.M.S. (Cal. and G. & S.W.) Railway. It is under the management of a Joint Committee (Group No. 4), and the working is jointly undertaken by the Parent Companies.

ROTHESAY DOCK BRANCH JOINT RAILWAY.

The Rothesay Dock Branch Joint Railway is a short goods line on the north bank of the River Clyde some 17 chains in length, authorised by the North British Railway (General Powers) Acts, 1903 and 1905, and jointly owned by the L.N.E. and L.M.S. Companies (formerly N.B. and Caledonian), who work and manage the line.

The joint line forms junctions with both the L.N.E. (N.B.) and L.M.S. (Cal.) Railways at Clydebank Dock West Junction, from which point it runs south-west to Green Road Junction, connecting there with the Rothesay Dock Lines of the Clyde Navigation Trustees.

STOBCROSS (LOW LEVEL) AND KELVINHAUGH JUNCTION LINE.

The L.N.E. and L.M.S. Companies (formerly N.B. and Caledonian) jointly own this line, which extends from Stobcross (Low Level), where it forms a junction with the L.M.S. (Cal.) Railway, to Kelvinhaugh Goods Station, connecting there with the L.N.E. (N.B.) Railway, having a total route mileage of 39 chains.

The line, which is used for goods traffic only, was opened in March, 1876, and is jointly worked by the Parent Companies.

JOINT STATIONS.

In addition to owning railways jointly with other Companies, it is not an uncommon practice for two or more Railway Companies serving the same town to construct a passenger station, and sometimes a goods station, at joint cost, in order to save capital expenditure and expense in the supervision of duplicate staffs.

The following is a list of the stations jointly owned by the L.N.E. Company with other Companies :—

Station.	Joint Owners.	Class of Traffic.
Southern Area.		
Aylesbury	G.W. & G.C. Jt. Committee and Met. & G.C. Jt. Committee.	All.
Barnsley (Court House)	L.N.E. (G.C.) and L.M.S. (Mid.)	Coaching.
Bradford (Exchange)	L.M.S. (L. & Y.) and L.N.E. (G.N.)	Coaching.
Halifax	L.M.S. (L. & Y.) and L.N.E. (G.N.)	All.
Knottingley	L.M.S. (L. & Y. and L. & N.W.) and L.N.E. (G.N. & N.E.).	All.
Leeds (Central)	L.M.S. (L. & Y.) and L.N.E. (G.N.)	Coaching.
Stalybridge	L.N.E. (G.C.) and L.M.S. (L. & N.W.)	All.
Wakefield (Kirkgate)	L.M.S. (L. & Y.) and L.N.E. (G.N.)	All.
North Eastern Area.		
Hawes	L.M.S. (Mid.) and L.N.E. (N.E.)	All.
Holbeck	L.M.S. (Mid.) and L.N.E. (N.E.)	Coaching.
Leeds (New)	L.M.S. (L. & N.W.) and L.N.E. (N.E.)	Coaching.
Normanton	L.M.S. (L. & Y. & Mid.) and L.N.E. (N.E.)	All.
Penrith	L.M.S. (C.K. & P. & L. & N.W.) and L.N.E. (N.E.).	All.
Tebay	L.M.S. (L. & N.W.) and L.N.E. (N.E.)	All.
Scottish Area.		
Aberdeen (Passenger)	L.M.S. (Cal.) and L.N.E. (G.N. of S.)	Coaching.
Perth (General)	L.M.S. (Cal. & High.) and L.N.E. (N.B.)	Coaching.
Carlisle (Dentonholme)	L.M.S. (G. & S.W. & Mid.) and L.N.E. (N.B.)	Goods.

There are also many stations which, although owned solely by one Company, are extensively used by other Companies, who pay for the privilege either an annual rent or a proportion of the working expenses. For example, the L.M.S. (L. & Y.) Company use Goole Passenger Station, for which they pay an annual rent to the L.N.E. (N.E.) Company. Carlisle is an example of the second method of payment. Carlisle Passenger Station is owned by the L.M.S. (L. & N.W. and Cal.) Company, and the L.N.E. (N.B. and N.E.) Company pay a proportion of the working expenses of the station based on the user thereof.

APPENDIX "B."

RUNNING POWERS EXERCISED BY THE LONDON AND NORTH EASTERN COMPANY OVER OTHER COMPANIES' LINES.

	BETWEEN				Description of Traffic worked.
Southern Area.					
G.C. over G.W. ...	Banbury Junction ...	...	Banbury Station ...	...	Coaching (by arrangement).
G.C. over L.M.S. (L. & Y.).	Line at Ashton Moss ...	...	... ..	...	All.
	Barnsley Junction ...	...	Barnsley Station ...	...	Goods Train.
	Barnsley (L. & Y.) Junction ...	...	Horbury Junction ...	...	Goods and Coal.
	Barnsley Station ...	...	Stanhope Silkstone Branch and Darton Tunnel (South End).	...	Coal and Coke.
	Penistone Junction ...	...	Huddersfield, including L. & N.W. and L. & Y. Joint Line between Springwood Junction and Huddersfield.	...	All.
	Ancoats Junction ...	...	Philips Park Sidings ...	...	All.
G.C. over L.M.S. (L. & N.W.).	Ardwick Junction ...	...	Manchester (London Rd. Jct.)	...	All.
	Allerton Junction ...	...	Wavertree and Edge Hill (C.L.C.) Station Line Junction	...	Goods Train (on account of C.L.C.).
	Amberswood West Junction ...	...	Barnfurlong Exchange Sidings	...	Goods Train.
	Ashton, Oldham Road Goods Branch	...	... ..	...	Coal.
	Oldham Junction ...	...	Oldham, Glodwick Road ...	...	Coaching.
	Manchester, Liverpool Road Jct.	...	Cross Lane ...	...	Live Stock.
	Manchester, Liverpool Road Jct.	...	Ordsall Lane ...	...	Goods Train.
G.C. over L.M.S. (Mid.)	Beighton Junction ...	...	Eckington and Renishaw Station	...	Goods Train.

	BETWEEN					Description of Traffic worked.
Southern Area (<i>contd.</i>)						
G.C. over L.M.S. (Mid.)	Shireoaks, E. and W. Junctions	Mansfield	...	...	...	Shireoaks and Whitwell—All. Whitwell and Shirebrook Junction Excursion. Shirebrook Jet. and Sherwood Colliery Jet.—Excursion and Coal and Coke. Sherwood Colliery Jet. and Mans- field Passenger Stn.—Excursion. Coaching and Live Stock.
	Barnsley, Cockram Road or Court House Junction	Barnsley, Mount Osborne West Junction.				
	Ashburys West Junction ...	Ancoats Junction with L. & Y.				All.
	Beighton Junction ...	Treeton Junction ...				Goods Train.
	Brightside Junction ...	Grimesthorpe Junction ...				Goods Train.
	Connection with Sherwood Colly	... ..				Use of Jet. for Coal and Coke only.
	Connection with Works of Vickers Limited.	... ..				Use of Jet. for Coal and Coke only.
G.C. over L.M.S. (N.S.)	Macclesfield Junction with G.C. & N.S. Joint Line.	Macclesfield Central Station	...			Coaching.
G.C. over L.M.S. (S.M.J.).	Woodford Junction ...	Byfield	...	...	...	Coaching.
G.C. over L.M.S. (Wirral).	Bidston Junction ...	Seacombe and Egremont	...			Coaching.
	Bidston Junction ...	Birkenhead Dock Line Jct.	...			Goods Train
G.C. over S. & K. Joint	Mexboro', West Junction ...	Hickleton Main Colliery Jet.	...			Coal and Coke.
	Mexboro' West and Wath Jct.	Knottingley Ferrybridge Jet.				All except Coal and Coke.
	Wath Junction ...	Hickleton Main Colliery Jet.	...			Coal and Coke.

	BETWEEN		Description of Traffic worked.
Southern Area (contd.)			
G.E. over L.M.S. (Mid.)	Peterboro' Junction with G.E. Forest Gate Junction	Peterboro' Junction with G.N. Tilbury	Passenger. Coaching. Special Trains from Liverpool Street.
	Forest Gate Junction Bow Gas Factory Junction ...	Little Ilford Sidings Bromley, Abbey Mills Lower Jet.	Goods Train. Coaching.
G.E. over Mid. and G.N. Joint.	Runton, West Junction ...	Sheringham	All.
G.E. over L.M.S. (N.L.)	Poplar	Camden Road	Goods Train between Victoria Park Jct. & Hackney Downs (1 m. 29 c.).
G.E. over Southern (L.B. & S.C.).	New Cross, East London Jct.	New Cross Gate Station and G.E. Goods Depot.	All to Station; Goods Train to G.E. Depot.
G.E. over Southern (S.E. & C.).	New Cross, East London Jct.	Hithergreen Sidings	Goods Train (by arrangement).
G.N. over L.M.S. (L. & Y.).	Askeru Junction	Knottingley Junction with N.E.	Coaching and Coal and Coke.
	Knottingley Junction	Wakefield, Ings Road Junction	Coal and Coke.
	Knottingley Junction	Methley Junction with Jt. Line	Coal and Coke.
	Crofton Jct. with W.R. & G. ...	Halifax (via Brighouse) ...	Coaching.
	Thornhill Junction	Wakefield, Ings Road Junction	All.
	Thornhill Junction	Low Moor Jct. (via Cleckheaton)	Coaching.
	Halifax Junction with H. & O. Joint Line	Halifax Junction with G.N. (Goods) Line, South Parade.	Goods Train.
	Halifax	Low Moor Junction with G.N.	Coaching.
	Low Moor Junction with G.N.	Bowling Junction	All.
	Bradford, Mill Lane Junction	Bradford Passenger (Exchange)	Coaching.
	Dewsbury, Headfield Junction	Dewsbury East Junction ...	Goods, Coal and Coke.

	BETWEEN		Description of Traffic worked.
Southern Area (contd.)			
G.N. over L.M.S. (L. & N.W.).	St Albans Junction	St Albans Station	All.
	Dunstable Junction	Dunstable Station (Passenger)	All.
	Dunstable Station (Passenger)	Dunstable, L. & N.W. Goods ...	Goods Train.
	Stafford Junction	Stafford Station (Passenger) ...	All.
	Stafford Station (Passenger)	Stafford Goods	Goods Train.
	Burton, Hawkins Lane Junction	Burton, Horninglow St. Goods	Transfers (Goods Train).
G.N. over L.M.S. (N.L.)	Canonbury Junction	Victoria Park Jct. with G.E. ...	Goods Train and occasional Special Passenger Trains.
	Victoria Park Junction	Poplar Goods	Goods Train.
	Bow, South Junction	Bow Junction with G.E. ...	Goods Train.
G.N. over L.M.S. (Mid.)	Codnor Park Junction with Mid.	Chorlton-cum-Hardy Jct. with C.L.C., <i>via</i> Dore, Chinley and Cheadle Heath.	Goods Train.
	Codnor Park Junction with Ambergate Line.	Chinley South Junction, <i>via</i> Matlock.	Special Goods Working.
	Heaton Mersey East Junction	Heaton Mersey South Junction	Occasional Goods Train.
	Keighley Junction	Keighley Station	Coaching.
	Stamford Junction	Stamford Station	Transfers.
	Peterboro' Crescent Junction ...	Peterboro', Mid. Jn. with G.E.	All.
	Peterboro', Westwood Junction	Peterboro', Wisbech Junction	Transfers (Goods Train).
	Burton Junction with N.S. ...	Burton Passenger	Coaching.
	Burton, Hawkins Lane Junction with N.S.	Burton, Hawkins Lane Junction with L. & N.W.	Transfers (Goods Train).
	Burton, Hawkins Lane Junction with N.S.	Burton, Dixie Sidings	Goods Train.

	BETWEEN				Description of Traffic worked.
Southern Area (contd.)					
G.N. over L.M.S. (N.S.)	Egginton, East Junction ...	Bromshall Junction ...	...	All.
	Burton, Hawkins Lane Junction	Burton, South Junction ...	...	Goods Train.
	Burton, North Junction ...	Burton, Stretton Junction ...	...	Goods Train.
	Burton Junction with Mid. ...	Burton, Stretton Junction ...	...	Coaching.
	Burton, Stretton Junction ...	Dove Junction ...	...	All.
	Dove Junction ...	Marston Junction ...	...	Light Engines of Goods Trains.
G.N. over Southern (S.E. & C.).	West Street Junction ...	Victoria Station ...	...	Coaching.
	West Street Junction ...	Certain points within 15 miles of Earl Street Junction.		Goods Train (by arrangement).	
	Loughboro, Junction ...	Cambria Road Junction with L.B. & S.C. Line.		Coaching.	
	Cow Lane Junction ...	Crystal Palace ...	...	Coaching.
G.N. over Southern (L. & S.W.)	Lavender Hill Junction ...	Feltham ...	...	Goods Train (by arrangement).
G.N. over Southern (L.B. & S.C.)	Cambria Road Junction ...	Cow Lane Junction ...	...	Coaching (by arrangement).
	Factory Junction ...	Battersea Yard ...	...	Goods Train (by arrangement).
G.N. over Metropolitan	King's Cross Junction ...	Moorgate Street ...	...	Coaching.
	King's Cross Junction ...	West Street Junction ...	...	All.
M. & G.N. Joint Com- mittee over L.M.S. (Mid.)	Peterboro', Wisbech Junction	Westwood Junction ...	...	All.
North Eastern Area.					
N.E. over L.M.S. (Dearne Valley).	Hickleton, South Junction ...	Grimethorpe and Houghton Main Collieries.		Goods Train.	

	BETWEEN		Description of Traffic worked.
North Eastern Area (<i>contd.</i>)			
N.E. over L.M.S. (L. & Y.)	Cutsyke Junction	Pontefract, L. & Y. Jet. with S. & K. Line.	Occasional Excursions, Light Engines and Vans.
	Cutsyke Junction	Sharlston Colliery Junction, <i>via</i> Pontefract.	Coal and Coke.
	Goole, Oakhill Junction	Goole, " B " Junction	All.
	Normanton, Gooschill Junction	St John's and Park Hill Collieries	Coal and Coke for Hull only.
	Knottingley Junction	Knottingley Station	All.
	Knottingley Junction	Sharlston Colliery Junction ...	Coal and Coke.
N.E. over L.M.S. (L. & N.W.)	Knottingley, " A " Junction ...	Askern Main Colliery	Coal and Coke.
	Clifton and Lowther Junction	Penrith Station	All.
	Leeds Three Signal Bridge Jet.	Copley Hill	Goods Train (alternate periods).
	Leeds, Farnley Line Jet. with New Station Joint Line.	Copley Hill (<i>via</i> Farnley and Wortley).	Goods Train (alternate periods).
N.E. over L.M.S. (Mid.)	Cudworth Junction	Cudworth Station	Coaching.
	Normanton, Altofts Junction	Normanton Station	All.
	Appleby, North Junction	Appleby, Mid. Station	Goods Train (alternate periods).
	Hawes Joint Station	Hawes Junction Station	Coaching.
	Leeds :—		
	Canal Junction	Bradford	Coaching.
	Canal Junction	Wortley Junction	All.
	Canal Junction	Wellington St. Pass. Station ...	Through Coaching Vehicles.
	Canal Junction	Stourton Sidings near Hunslet	Goods Train (alternate periods).
	Wortley Junction	Stourton Sidings near Hunslet	Goods Train.
	Otley, Milner Wood Junction	Bradford	Coaching.
	Monk Bretton Junction	Monk Bretton Colliery	Coal and Coke (Local H. & B. Section Traffic only).
	Normanton Station	Normanton, Goosehill Junction	Coal and Coke.
	Wath Road Junction, Swinton	Sheffield	Coaching.

	BETWEEN		Description of Traffic worked.
Southern Scottish Area.			
N.B. over L.M.S. (Cal.).	Alloa, Longearse Junction ...	Alloa Branch Junction ...	All.
	Arbroath, St Vigean's Junction	Kirriemuir	Goods Train.
	Bainsford Branch, Bainsford Jn.	Fouldubs Junction	Goods Train.
	Bonnywater Junction	Denny Branch Junction (North)	Coaching.
	Broomfield Junction	Brechin	Goods Train.
	Broomfield Junction Crossover	... ..	All.
	At Camps Junction (7 chains)	... ..	Goods Train.
	Carlisle, Canal Junction ...	Carlisle (Cal.) and Citadel Station Committee Line Junction.	Coaching (Goods Train, by arrange- ment).
	Carlisle, Viaduct Goods Branch and Goods Traffic Committee Line Junction.	Carlisle Viaduct (Goods) ...	Goods Train.
	Carmuir's East Junction ...	Carmuir's West Junction ...	Coaching.
	Dundyvan Basin Junction ...	Dundyvan Basin	Goods Train.
	Dundyvan Basin Junction ...	Coatbridge Tin Plate Works ...	Goods Train.
	Dundyvan Basin Junction ...	Lochrin Iron Works	Goods Train.
	Grangemouth Branch Junction	Grangemouth Station & Harbour	All.
	Greenhill Upper Junction ...	Stirling, S. & D. & F. & C. Jets.	All.
	Hilton Junction	Perth	All.
	Larbert Junction	Alloa, Longearse Junction ...	All.
	Perth Harbour Branch Junction	Perth Harbour	Goods Train.
	Scotland Street Junction ...	Glasgow, General Terminus ...	Goods Train.
	South Leith Junction	South Leith Yard	Goods Train.
N.B. over L.M.S. (M. & C.).	Carlisle, Rome Street	Carlisle, Currock Yard ...	Goods Train.
N.B. over Carlisle, Citadel Station Committee Lines.	Carlisle (Cal.) and Citadel Station Committee Line Junction.	Carlisle, Citadel Station ...	Coaching (Goods Train, by arrange- ment).
	Carlisle, Citadel Station ...	Carlisle (N.E.) and Citadel Stn. Committee Line Junction.	Goods Train (by Arrangement).
	Carlisle, Citadel Station ...	Carlisle (L.N.W.) and Citadel Station Com. Line Junction.	Goods Train (by arrangement).

	BETWEEN		Description of Traffic worked.
Southern Scottish Area	<i>(contd.)</i>		
N.B. over Carlisle Gds. Traffic Com. Lines.	Carlisle, Willow Holme and Cal- dew Junctions.	Carlisle, L. & N.W. and Goods Traffic Committee Line Jet.	Goods Train.
N.B. over Duke of Buccleuch's Line.	Granton, N.B. Junction ...	Granton, Cal. Station ...	Goods Train.
N.B. over Dundee Har- bour Trustees' Line.	Carolina Port Trades Lane	Trades Lane Victoria Dock (E. Wall) ...	All. All.
N.B. over G. & P. Jet.	Ibrox Pollok Jet. and Shields Jet. ...	Princes Dock Rly. Junction with L.M.S. Ibrox	Goods Train. All.
N.B. over L.M.S. (G. & S.W.).	Whole Line—Portion exercised as under— Port Eglinton Junction ... Sydney Street or College E. Jet.	Scotland Street Junction ... Pollok Jet. and Shields Jet. ...	Goods Train. All.
N.B. over L.M.S. (L. & N.W.).	Carlisle (L. & N.W.) and Goods Traffic Com. Line Junction. Carlisle (L. & N.W.) and Citadel Station Com. Line Junction.	Carlisle, Upperby Yard ... Carlisle, Upperby Yard ...	Goods Train. Goods Train (by arrangement).
N.B. over L.M.S. (Mid.).	Carlisle, Petteril Junction ...	Carlisle, Petteril Bridge Sidings and Durran Hill (Mid.) Sidings	Goods Train.
N.E. over Carlisle, Dentonholme Stn. Committee.	Carlisle, Dentonholme South Jt.	Carlisle, Dentonholme Station	Goods Train.
N.E. over L.M.S. (Cal.).	Carlisle (Cal.) and Citadel Stn. Committee Line Junction. Carlisle, Viaduct Goods Branch and Goods Traffic Com. Line Junction.	Kingmoor Yard Carlisle, Viaduct Goods ...	Goods Train (by arrangement) be- tween Cal. & Citadel Stn. Com. Line Junction and Caldew Jet. Goods Train.

	BETWEEN		Description of Traffic worked.
Southern Scottish Area	<i>contd.</i>		
N.E. over Carlisle Citadel Station Committee Lines.	Carlisle (N.E.) and Citadel Stn. Committee Line Junction. Carlisle, Citadel Station ...	Carlisle, Citadel Station ... Carlisle (Cal.) and Citadel Stn. Committee Line Junction.	Coaching (Goods Train, by arrange- ment). Goods Train (by arrangement).
N.E. over Carlisle Goods Traffic Committee Lines.	Carlisle, Rome Street Junction	Carlisle, Caldew Junction ...	Goods Train.
N.E. over L.M.S. (L. & N.W.).	Carlisle, London Road Junction	Carlisle, Upperby Yard ...	Goods Train.
N.E. over L.M.S. (M. & C.).	Carlisle, Maryport Line Junction	Carlisle, Currock Yard ...	Goods Train.
N.E. over L.M.S. (Mid.).	Carlisle, Petteril Junction ...	Carlisle, Petteril Bridge Sidings and Durran Hill Sidings (Mid.).	Goods Train.
Northern Scottish Area.			
G.N. of S. over L.M.S. (Cal.).	Aberdeen, Ferryhill Junction ... Aberdeen Goods Branch Jct. ...	Aberdeen Joint Passenger Stn. and Denburn Junction. Aberdeen, Deeside Goods Branch Junction.	All. Goods Train.
G.N. of S. over L.M.S. (High).	Tullochgorum	Boat of Garten	All.
N.B. over L.M.S. (Cal.).	Aberdeen, Goods Branch Jct. Kinnaber Junction	Aberdeen, Guild Street (Goods). Aberdeen Joint Passenger Stn. and Denburn Junction.	Goods Train. All.

RUNNING POWERS EXERCISED BY OTHER COMPANIES OVER THE LONDON AND NORTH EASTERN RAILWAY.

	BETWEEN				Description of Traffic worked.
Southern Area.					
L.M.S. (L. & Y.) over G.C.	Barnsley L. & Y. Junction ...	Wath Yard ...	Goods Train.		
	Penistone Junction ...	Sheffield, Victoria Station ...	Coaching.		
L.M.S. (L. & N.W.) over G.C.	Ardwick Junction ...	Guide Bridge ...	Goods Train.		
	Guide Bridge Junction ...	Stalybridge Junction ...	All.		
	Annesley Junction ...	Grassmoor ...	Coal.		
	Strangeways East Junction ...	Wigan, Amberswood East Jet.	All except Coal and Coke.		
	Wigan, Amberswood West Jet.	Strangeways Hall Colliery ...	Coal and Coke.		
L.M.S. (Mid.) over G.C.	Lincoln Junction ...	Lincoln, Durham Ox Junction	Goods Train.		
	Swinton Junction ...	Doncaster South Junction ...	All.		
	Ashburys East Junction ...	Ashburys West Junction ...	All.		
	Ashburys West Junction ...	Ardwick Sidings ...	Goods Train.		
	Shireoaks East Junction ...	Worksop ...	All.		
	Shireoaks West Junction ...	Branchcliffe Junction ...	Goods Train.		
	Worksop ...	Manton Wood Colliery Junction	Goods Train.		
	Beighton Junction ...	Langwith Junction ...	Coaching.		
	Hyde Junction ...	Ashburys East Junction ...	Goods Train.		
	Manton Wood Colliery Junction	Retford North Junction ...	Occasional Excursions.		
	Neasden Junction ...	Neasden Sidings ...	Coal and Coke.		
L.M.S. (S.M.J.) over G.C.	Woodford Junction ...	Woodford and Hinton Station	Coaching.		
L.M.S. (L. & N.W., including N.L.) over G.E.	Cambridge Station ...	Cambridge Junction ...	All.		
	Peterboro' East Station ...	Peterboro' Junction ...	All.		
	Peterboro' Loop ...	Midland Line ...	Goods Train.		
	Victoria Park Junction ...	Victoria Docks ...	Goods Train.		

	BETWEEN		Description of Traffic worked.
Southern Area (contd.)			
L.M.S. (L. & N.W., including N.L.) over G.E.	Bow Junction (G.E. & N.L.) ...	Haydon Square Junction ...	Goods Train (except Coal and Coke).
	Victoria Park Junction ...	Stratford, Colchester Siding ...	Goods Train.
	Victoria Park Junction ...	Temple Mills ...	Goods Train.
L.M.S. (Mid.) over G.E.	Bow Gas Factory Junction ...	Mint Street Branch Junction ...	All.
	Mint Street Branch Junction ...	Fenchurch Street Station ...	Coaching.
	Peterboro' Junction ...	Peterboro' East Station ...	All.
	Peterboro' East Station ...	Peterboro' Sidings ...	Goods Train.
	St Ives Junction ...	Cambridge ...	All.
	Tottenham West Junction ...	Mint Street (City Station) ...	Goods Train (except Coal and Coke).
	Tottenham West Junction ...	Poplar ...	Goods Train.
	Tottenham West Junction ...	Thames Wharf ...	Goods Train.
	Tottenham West Junction ...	Victoria Docks ...	Goods Train.
	Forest Gate Junction ...	Liverpool Street Station ...	Special Passenger Trains only.
	Millwall Junction ...	End of Millwall Dock Branch	Goods Train Traffic to Exchange Sidings.
Mid. and G.N. Joint over G.E.	Lowestoft Coke Ovens Junction	Lowestoft Central Station ...	All.
	King's Lynn Junction ...	King's Lynn Station, Goods and Passenger.	All.
	King's Lynn Junction ...	King's Lynn Harbour ...	} Goods Train (Harbour Traffic only).
	King's Lynn Junction ...	King's Lynn Docks ...	
Mid. and G.N. Joint over G.N.	Bourne, East Junction ...	Bourne, West Junction ...	All.
	Peterborough Junction ...	Peterborough North Station ...	All.
	Spalding, Bourne Line Junction	Spalding Station ...	All.
	Spalding, Holbeach Line Jct.	Spalding Station ...	All.
L.M.S. (L. & Y.) over G.N.	Askern Junction ...	Doncaster Central ...	All.
	Doncaster Central ...	Doncaster Decoy Sidings ...	Goods Train (except Coal and Coke).
	Doncaster Central ...	Doncaster Mineral Sidings ...	Coal and Coke.
	Wakefield, Ings Road Junction	Holbeck South Junction ...	Coaching.
	Dewsbury (Headfield Junction)	Beeston South Jct. (via Batley)	Coaching.
	Holbeck Jct. with G.N. & L. & Y. Joint Line.	Wortley Junction ...	Coaching.
	Wakefield Junction (via Ossett)	Dewsbury ...	Occasional Excursions.
	Wortley Junction ...	Bowling Junction ...	All.

	BETWEEN		Description of Traffic worked.
Southern Area (contd.)			
L.M.S. (L. & N.W., including N.L.), over G.N.	Saxondale Junction	Nott ingham Jet. with Exchange Sidings.	All.
	Nottingham Jet. with Exchange Sidings.	Nottingham Jet. with Mid. ...	Goods Train.
	Nottingham Jet. with Exchange Sidings.	Nottingham Low Level ...	Coaching.
	Nottingham, Trent Lane East Junction.	Nottingham Junction with L. & N.W. Goods Yard.	Goods Train.
	Colwick Rectory Junction (<i>via</i> Gedling).	Leen Valley Junction	Goods Train.
	Leen Valley Junction	Stanley (West Hallam) Colliery	Coal and Coke.
	Leen Valley Junction	Annesley Junction with G.C.	Goods Train.
	Peterboro' Crescent Junction ...	Peterboro' Westwood Sidings	Goods Train.
	Burton South Junction with N.S.	Burton Hawkins Lane, Goods	Transfers (Goods Train).
	Dunstable Junction	Luton Station	All.
	Canonbury Junction	East Goods Yard	} Goods Train and Coal.
		Clarence Yard	
	Canonbury Junction	Alexandra Palace	Coaching.
	Canonbury Junction	Gordon Hill	Coaching.
	Canonbury Junction	High Barnet	Coaching.
	Canonbury Junction	Potters Bar	Coaching.
	Colwick North Junction	Netherfield Junction	Light Engines.
	Ilkeston Junction	Shipley and Manners Collieries	Coal and Coke.
	Stafford Junction	Bromshall Junction	Occasional Excursions.
	Stafford Junction	Stafford Gas Works	Goods Train.
	Kirkby South Junction	Kirkby Colliery	Coal and Coke.

	BETWEEN				Description of Traffic worked.
Southern Area (contd.)					
L.M.S. (Mid.) over G.N.	Lincoln, Durham Ox Junction		Lincoln Goods Station	...	Goods Train. Goods Train to Exchange Sidings. Occasional Passenger to Passenger Station.
	Nottingham, Sneinton Junction		Nottingham, London Rd. Goods and Passenger Stations.		
	Shipley Junction	...	Shipley G.N. Goods	...	Goods Train.
	Doncaster South Junction	...	Doncaster Central	...	All.
	Hitchin Junction	...	Hitchin Station	...	All.
	Peterboro' Crescent Junction	...	Peterboro' Westwood Junction	...	Coaching.
	Bourne West Junction	...	Bourne East Jn. with M. & G.N.	...	All.
	Wycombe Junction	...	Waltham-on-the-Wold	...	Goods Train.
	Wakefield, West Riding Jet.	...	Westgate, Goods Line Junction	...	Goods Train.
	Leeds, End of N.E. and G.N. Joint Line.		Leeds, Wellington Street, G.N. Goods.		Goods Train.
L.M.S. (Mid.) over G.N. & G.E. Joint.	Keighley Junction	...	Keighley G.N. Goods	...	Goods Train.
	Retford North Junction	...	Retford Passenger Station	...	Occasional Excursions.
L.M.S. (Mid.) over G.N. & G.E. Joint.	Huntingdon Junction	...	St Ives Junction with G.E.	...	All.
L.M.S. (L. & Y.) over W.R. & G.	South Kirkby Colliery	...	Crofton Junction	...	Coal and Coke.
L.M.S. (Mid.) over W.R. & G.	Oakenshaw Junction	...	Wakefield, West Riding Jet.	...	Goods Train.
L.M.S. (Mid.) over Sheffield District.	Brightside Junction	...	Treeton Junction	...	All.
	Grimesthorpe Junction	...	Attercliffe Station	...	Goods Train.
	Sheffield, Tinsley Works Branch		Hadfield & Jessop's Works	...	Goods Train.

	BETWEEN				Description of Traffic worked.
North Eastern Area.					
L.M.S. (L. & Y.) over N.E.	Goole, West Junction	Hull			Goods Train.
	Goole, " B " Junction	Hull			Coaching.
	Goole, " B " Junction	Goole Station			Coaching.
	Normanton, Altofts Junction	York			Coaching and Live Stock.
	Cutsyke Junction	Certain West Riding Collieries			Coal for Shipment at Goole.
	Cutsyke Junction	Castleford			Light Engines.
	Goole	Marshland Junction			Coaching from, to or over Axholme Joint Railway.
	Goole, West Junction	Marshland Junction			Goods Train to and from Axholme Joint Railway.
	Leeds, Three Signal Bridge Jct.	Leeds, Armley N.E. Sidings ...			Goods Train.
	Leeds, Three Signal Bridge Jct.	Leeds, Monkbridge Iron Works Sidings, Geldard Junction.			Goods Train.
L.M.S. (L. & N.W.) over N.E.	Leeds, Three Signal Bridge Jct.	Leeds, G.N., Wellington Street Goods Station.			Goods Train.
	Leeds Jct., between N.E. Rly. and Leeds New Stn. Jt. Lines.	Leeds, Neville Hill, N.E. Sidings			Goods Train (alternate periods).
	Leeds, Three Signal Bridge Jct.	Leeds, Monkbridge Iron Works			Goods Train (alternate periods).
	Leeds, Three Signal Bridge Jct.	Leeds, Armley N.E. Sidings ...			Goods Train (alternate periods).
L.M.S. (Mid.) over N.E.	Ferrybridge Junction	York			All.
	Leeds Joint Line Jct. with N.E.	Neville Hill N.E. Sidings ...			Goods Train.
	Leeds, Wortley Junction	Harrogate			Occasional Excursions.
	Appleby, North Junction	Appleby, N.E. Station			Goods Train (alternate periods).
	Leeds, Wortley Junction	Leeds, G.N., Wellington Street Goods Station.			Goods Train.
	Leeds, Wortley Junction	Leeds, Armley N.E. Sidings ...			Goods Train.
	Leeds, Wortley Junction	Leeds, N.E., Wellington Street Goods Station.			Goods Train.
	Cudworth, South Junction	Cudworth Goods (H. & B.) ...			Coal and Coke.
	Hawes Junction	Aysgarth			Special Coaching.

	BETWEEN			Description of Traffic worked.
North Eastern Area (<i>contd.</i>)				
North Sunderland (Light) over N.E.	Chathill Junction	Chathill Station		All.
Southern Scottish Area.				
L.M.S. (Cal.) over N.B.	Alloa, Longearse Junction ...	Alloa Station		Coaching.
	Bainsford Bch., Swing Bridge Jn.	Bainsford Junction		Goods Train.
	Balloch, F. & C. Junction ...	Jamestown and Dalmonach Wks.		Goods Train.
	At Camps Junction (7 chains)	... ..		Goods Train.
	Carlisle, Canal Junction ...	Carlisle, Canal Yard		Goods Train.
	Garnqueen, South Junction ...	Gartsherrie Junction		All.
	Kilsyth, New Passenger Station	Bonnywater Junction		All.
	Kilsyth, New Passenger Station	Kilsyth, Goods Station ...		Goods Train.
	Kilsyth Colliery Junction ...	Kilsyth Gas Works and Colliery		Goods Train.
	Knightswood Branch Junction	Knightswood		Goods Train.
	Larbert Junction	Haymarket West Junction ...		All.
	Sighthill East Junction ...	Kelvinhaugh Jet. with Jnt. Line		Goods Train.
	Whifflet Junction	Dundyvan Basin Junction ...		Goods Train.
	All N.B. Section Lines North of Dundee, Buckingham Junction	the River Tay—Portion exercised Camperdown Junction ...		as under :— All.
L.M.S. (G. & S.W.) over N.B.	Whole Line—Portion exercised as under :—			
	Carlisle, Canal Junction ...	Carlisle, Canal Yard		Goods Train.
	Springburn	Cowlairs		Coaching.
	Sydney St. or College East Jet.	Springburn		All.
L.M.S. (L. & N.W.) over N.B.	Carlisle, N.B. and N.E. Junction	Carlisle, Canal Yard		Goods Train.
L.M.S. (Mid.) over N.B.	Carlisle, N.B. and N.E. Junction	Carlisle, Canal Yard		Goods Train.

	BETWEEN		Description of Traffic worked.
Southern Scottish Area	<i>(contd.)</i>		
L.M.S. (M. & C.) over N.B.	Carlisle, N.B. and N.E. Junction	Carlisle, Canal Yard	Goods Train.
L.M.S. (Cal.) over N.E.	Carlisle, Rome Street Junction	Carlisle, London Rd. Goods and Durran Hill (N.E.) Sidings.	Goods Train.
	Carlisle, N.E. and Citadel Stn. Committee Line Junction.	Carlisle, London Rd. Goods and Durran Hill (N.E.) Sidings.	Goods Train (by arrangement).
L.M.S. (G. & S.W.) over N.E.	Carlisle, Rome Street Junction	Carlisle, London Rd. Goods and Durran Hill (N.E.) Sidings.	Goods Train.
L.M.S. (L. & N.W.) over N.E.	Carlisle, London Road Junction	Carlisle, London Rd. Goods and Durran Hill (N.E.) Sidings.	Goods Train.
	Carlisle, Rome Street Junction	Carlisle, N.B. and N.E. Junction	Goods Train.
L.M.S. (Mid.) over N.E.	Carlisle, Petteril Junction ...	Carlisle, N.E. and Citadel Stn. Committee Line Junction.	Coaching (Goods Train by arrangement).
	Carlisle, Petteril Junction ...	Carlisle, N.B. and N.E. Junction	Goods Train.
	Carlisle, Petteril Junction ...	Carlisle, London Rd. Goods and Durran Hill (N.E.) Sidings.	Goods Train.
L.M.S. (M. & C.) over N.E.	Carlisle, Maryport Line Jct. ...	Carlisle, London Rd. Goods and Durran Hill (N.E.) Sidings.	Goods Train.
	Carlisle, Rome Street Junction	Carlisle, N.B. and N.E. Junction	Goods Train.

