

For the information of the Company's Servants only.

NORTH EASTERN RAILWAY.

APPENDIX

TO THE

GENERAL RULES AND REGULATIONS,

AND TO THE

WORKING TIME TABLE

CONTAINING

SPECIAL REGULATIONS

AND

SUPPLEMENTARY INSTRUCTIONS

For the WORKING of the LINE.

VOL. 2.

From 1st MARCH, 1922,

AND UNTIL FURTHER NOTICE.

H. A. WATSON,

General Superintendent.

York, February, 1922.

(O. 7586).

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GENERAL INSTRUCTIONS.

DRIVERS AND FIREMEN RIDING IN GUARDS' VAN.

General Rules 20 and 170.

When Drivers and Firemen are returning from duty, and there is no light engine by which they can return to their home station, they may be allowed to travel in the van of any Freight train without a pass.

PASSENGERS' LUGGAGE ACCIDENTALLY LEFT BEHIND.

General Rule 22.

When passengers' luggage, properly addressed and labelled, is accidentally left behind or given out at a wrong station, the Station Master must, as soon as possible, telegraph the station to which the luggage is addressed or labelled giving a proper description of it, and stating that it will be forwarded by the next train.

WAGONS ATTACHED TO TRAINS AS EMPTIES.

General Rules 22 and 102.

Guards must, as far as practicable, look inside all wagons taken on at stations or exchange sidings as empties, and satisfy themselves that none of the wagons contain goods. If any be found to contain goods, they must call the attention of the Station Master or Foreman to them, and report the circumstances in their journal.

COAL, COKE, FIREWOOD, ETC., FOUND LYING ON THE LINE, OR ELSEWHERE ON THE COMPANY'S PREMISES.

General Rules 22 and 277.

The attention of the staff is drawn specially to the fact that coal, coke, firewood, and other commodities or articles which may be found lying on the line or in wagons or elsewhere on the Company's premises, must not in any circumstances be taken away or used by the finder for his own purposes. Any such appropriation of property by a member of the staff will be punished by dismissal from the Company's service. (S. 22348).

Small quantities of coal and coke picked off the line must be used for the Company's purposes only at the nearest station or signal box.

In the event of any considerable quantity of Coal or Coke being left on the line as the result of accident, the instructions of the Divisional or District Goods Manager concerned, must be taken as to its disposal.

Coal and Coke removed from wagons which are being worked as empty wagons must only be used for the purpose indicated in the preceding paragraph. (S. 22887).

REMOVAL OF EGGS FROM CRATES, ETC., IN TRANSIT CONTAINING LIVE POULTRY.

General Rule 22.

The attention of the staff is drawn to the fact that eggs found in crates, etc., containing live poultry in transit, must not, under any circumstances, be removed, but must be allowed to remain. (S. 25690).

WILLIAMS' PATENT POINT PROTECTORS.**General Rule 60.**

Points leading to crossings which are fitted with Williams' patent point protectors must not be reversed until the whole of the train has passed over the protectors.

The following is a list of the places where the point protectors are provided :—

Annfield Plain Junction	1 set.	Hamsterley Colliery	1 set.
Carlton North	1 set.	Hendon Gas Works Junction.	1 set.
„ South	1 set.	Stillington Junction	1 set.
Ferryhill Sidings	1 set.		

REMOVAL OF BLOCK-BELL DOMES.**General Rule 66 (b).**

The domes of the belis used for Block Signalling must **not** be taken off their stands for cleaning purposes.

If any cleaning is required, more than can be done when the domes are in position, the attention of the lineman should be called to the matter.

SIGNALS FAILING DURING THE NIGHT.**General Rules 73 and 68.**

Signalmen are requested to note that in the event of signals failing during the night at boxes which are supplied with a switch, they must first call the attention of the men on either side, and give the usual closing signals, and upon their acknowledgment turn on the switch and then go and do what is necessary to the lamps, and on return resume ordinary working.

FIRES IN OFFICES, WAITING ROOMS, SIGNAL BOXES, ETC.**Fire Buckets at Stations.****General Rules 90 (a) and 268.**

Station Masters and others concerned must see that fires are extinguished before the stations or signal-boxes are closed at night, so that there may be no risk of a fire breaking out on the premises.

Wood must not be left inside the fenders at any time for the purpose of drying ready for re-lighting the fires. (O. 4573).

Station Masters must see that during frosty weather the fire buckets are removed to the waiting rooms or some other place where the water cannot get frozen, and also make such arrangements as may be necessary to advise the staff of the change. (O. 5202).

GENERAL INSTRUCTIONS IN REGARD TO THE SUPPLY OF WATER TO CARRIAGE LAVATORIES DURING FROSTY WEATHER.**General Rules 90 and 165.**

1.—The lavatory tanks of ordinary train sets (North Eastern, East Coast, and G.N. & N.E. Joint) must be supplied with water throughout the Winter months.

2.—All North Eastern bogie lavatory vehicles are fitted with large draw-off taps, which will empty a cistern in about two minutes.

General Instructions in regard to the Supply of Water to Carriage Lavatories during Frosty Weather.—Continued.

3.—During frosty weather the cisterns must be emptied each night and filled the following morning before the sets are put into their workings.

The water must first be drawn off by means of the tap, and as there will, when this has been done, still remain a small quantity of water in the pipes, this must be drawn off by operating the quadrant lever (or wash basin tap), and by pulling the W.C. chain.

In the case of East Coast and G.N. & N.E. Joint Stock, the tanks of vehicles not fitted with draw-off taps must be emptied by means of operating the taps of the wash basins and pulling the W.C. chain, or by means of the hand pumps in the lavatories, as the case may be.

4.—In addition to sets which stand overnight, it is necessary during very severe weather to empty the lavatory tanks of sets which stand for a lengthened period during the day.

5.—Corridor Vestibule Trains in charge of Attendants will have the Lavatory Tanks emptied by the Attendants before the sets are stabled for the night. Sleeping Car Attendants will be responsible for the emptying of the tanks of the Sleeping Cars they are in charge of, at the end of each journey during winter, but not the tanks of other vehicles on the train.

6.—Complete corridor excursion sets must be dealt with in the same way as ordinary train sets.

7.—Saloons, Lavatory Thirds, etc., used for special parties will continue to be supplied with water cans. The principal stations are supplied with the necessary number of cans, and the person appointed to the work must see that all vehicles supplied for special parties are equipped with cans. The station from which the party travels will be responsible for seeing the cans are filled with water, except in cases where parties travel from road-side stations at which the vehicle is not attached; in such instances the station at which the vehicle is attached will be responsible for filling the cans with water.

8.—All cans must be returned to the station for which they are lettered, and must not be left in Carriage Lavatories. At Stations where the Traffic Department Staff is responsible for the custody of the cans, the Station Master must arrange for the carriage lavatories to be searched and for all cans found in them to be removed, any cans not belonging to his Station being returned in accordance with the lettering. At Stations where the Mechanical Department staff is responsible for the custody of the cans, the Carriage Inspector or Foreman must take the necessary steps to search the lavatories and despatch cans found according to the lettering.

9.—Care must be taken to keep the supply of water cans up to the allotted number, and the Station Master or Carriage Inspector responsible for the cans, must report all cases of missing cans to the District Superintendent, or Works Manager, as the case may be.

10.—Except at certain principal stations, where there is a staff belonging to the Mechanical Department, who will both fill and empty the lavatory cisterns during their hours of duty, the general rule will be that the Traffic Department staff will empty the lavatory cisterns and the Mechanical Department staff will fill them. There are, however, certain exceptions to this rule, particulars of which have been furnished to the stations concerned by the District Superintendent.

WORKING OF NORTH EASTERN VESTIBULE SHIELDS.

General Rules 90, 104, 165, and 166.

Vestibule Shields are allotted as under :—

"Return to Newcastle"	15
"Return to York"	14
"Return to Leeds"	6
"Return to Scarborough"	3
"Return to Bridlington"	2
"Return to Whitby"	3
"Return to Hull"	2

"Special shields are provided for all North Eastern Mail Vans (one for each vehicle) lettered and numbered for each van, thus :—

N.E.P.O. Shield

76.

and these shields must always work with the van for which they are lettered.

One spare shield for releasing purposes is kept at Newcastle and one at York, these being lettered thus :—

Spare P.O. Shield,

Return to "....."

In the case of complete vestibule trains a shield must be fixed on the front of the vehicle next the engine, and also at the rear of the last vehicle.

When vestibule portions are attached to non-vestibule trains a shield should be fixed at each end of the vestibuled portion.

In the event of a vestibule coach for use on a non-vestibule train being sent to a station not supplied with shields, a shield must be fixed at both ends of the vehicle before it is despatched from the forwarding station.

Arrangements should be made for all Vestibule Shields, not in working, to be removed from the coaches and stored in the appointed place; any belonging to another station must be promptly returned in accordance with the lettering. (B. 1413).

Charges to be made for the Breakage of Carriage Windows, Gas Globes, etc., by Passengers.

General Rules 90 and 192.

In the event of passengers breaking carriage windows, mirrors, etc., *they must in all cases be asked to pay the cost of the damage.* If they decline, their names and addresses must be taken, and the circumstances reported to the Divisional or District Superintendent.

The following is a list of charges to be made for breakages :—

ORDINARY STOCK :—

Outside Structure of Carriage.

	£	s.	d.
Door-light, Ordinary Framed	0	12	6
" Frameless	1	7	6
Door Top Light	0	7	0
Quarter-light, Ordinary, 18" wide	0	15	0
" " 18" wide "Smoking"	0	16	0

Charges to be made for Breakage of Carriage Windows, Glass Globes, etc., by Passengers.—Continued

Ordinary Stock.—Continued.

Outside Structure of Carriage.—Continued.

	£	s.	d.
Large fixed Side Window, exceeding 2' 6" wide	3	0	0
up to 2' 6" wide	1	18	0
Lavatory "Window, ground glass or coloured, large	1	2	0
ordinary	0	15	0
" hinged Window, top	0	7	0
" fixed Window, bottom	0	8	0
Small Fanlight above lavatory light	0	5	6
Clerestory Glass	0	13	0
Fanlight above side-light	0	8	6
Curved end light, 31" x 17"	0	17	0
25" x 10" }			
Gangway curved end light as in Leeds and Glasgow set	1	10	0
Guard's Cabooze Light	0	9	0
Van End Light	0	13	0
Large Frameless side light worked by lever	4	0	0
Top Light over large frameless side light 21" x 7"	0	7	0
" " " quarter lights	0	8	6

Inside of Carriage.

Door-lights, framed, large	1	2	0
" " frameless, plain	1	7	0
" " " with embossed smoking label on	1	11	0
" " framed, small (either top or bottom)	0	7	0
Compartment quarter-light, corridor side, 29½" x 17"	0	16	0
40½" x 18"	1	1	0
Mirrors in Compartments	0	15	0
" Lavatories	0	15	0
Photograph Glass	0	7	0

Gas Fittings.

Glass Globe, 6"	0	2	0
" " 8" x 10"	0	4	0

Electric Light Fittings.

Electric Light Globe, 8" x 10"	0	4	0
Glass Shade	0	3	0
Bulb	0	3	0

ELECTRIC STOCK.

Side Light, large	2	8	0
Fanlight above side light	0	8	6
Door-light, outside, 37" x 10"	0	13	0
End Drop Window	1	1	0
Gangway and Sliding Door, 30" x 20"	0	16	6
Hinged Lights at end of seats	0	15	0
Van Door Lights	0	19	0
Quarter Light on gangways	0	18	0
Partition inside Light	0	15	0
Partition Door Light	0	12	6
Gangway fixed end Light	1	5	6
Motor Box Drop Window Light	0	13	0
Side Ventilator Light, hinged	0	8	6
Motor Box bull's-eye light, circular	0	9	6
Electric Light Globe, plain glass	0	4	6
Electric Light Bulb	0	3	0

(B. 1812).

The charges for **ordinary stock** are also applicable to East Coast Joint Stock, G.N. and N.E. Joint Stock, and to Foreign Companies' vehicles running over the North Eastern line.

Distinguishing Letters Stamped on Chains, etc.

General Rule 90.

All chains and wire ropes used in connection with power machinery worked by the Traffic and Mechanical Engineer's Departments, and all chains and wire ropes on hand cranes, tool vans, hand sheer legs, and inclines, used by the Mechanical Engineer's Department, have been marked with distinguishing letters by which they may be traced. If any chains or wire ropes bearing these letters are found at any place, other than that corresponding to the marked letters, they must be addressed to the Chain Inspector at that place, and the Divisional Locomotive Superintendent advised.

PLACE.	Distinguishing Letters.	PLACE.	Distinguishing Letters.
Barnard Castle Shed	B.C.	Newcastle Central Station	N.C.
Blaydon Shed	B.	Newcastle Station Hotel	N.H.
Blyth Shed	B.L.	Newcastle, Westgate Road	
Blyth Staithes	B.S.	Offices	N.W.
Borough Gardens Shed	B.G.	Newport Shed	N.E.
Byers Green Shed	B.Y.	Northallerton Passenger Station	N.P.
Carlisle How Shed	C.H.	Northallerton Shed	N.O.
Carlisle Shed	C.	North Blyth Shed	N.B.
Crawley Incline	C.I.	North Dock, Sunderland	N.
Darlington (Bank Top) Shed	D.B.	North Dock Incline	N.I.
Darlington, Stoooperdale Offices	D.	Percy Main Shed	P.
Dunston Staithes	D.U.	Pickering Shed	P.I.
Durham Station	D.S.	Redheugh Wharf	R.
Felling Station	F.S.	Rosedale Shed	R.O.
Ferryhill Shed	F.H.	Saltburn, Zetland Hotel	S.L.
Forth Goods Warehouse	F.	Saltburn Shed	S.A.
Forth Junction	F.J.	Scarborough Shed	S.C.
Gascoigne Wood	G.S.	Selby Shed	S.E.
Gateshead Goods Warehouse	G.	Shildon Shed	S.H.
Gateshead Shed	G.A.	Stanley Incline	S.I.
Harrogate Station	H.A.	Starbeck Shed	S.T.
Hartlepool Dock	H.	Stockton Shed	S.
Hartlepool Loco.	H.L.	Sunderland South Dock Shed	S.D.
Haverton Hill Shed	H.H.	Sunderland Station	S.S.
Heaton Junction Shed	H.E.	Thirsk Shed	T.H.
Hedley Hope Incline	H.H.I.	Tweedmouth Shed	T.W.
Hull (Botanic Gardens) Shed	H.B.	Tyne Dock Docks	T.D.
Hull (Dairycoates) Shed	H.D.S.	Tyne Dock Shed	T.Y.
Hull Docks	H.D.	Tynemouth Station	T.S.
Ingleby Incline	I.I.	Waskerley Shed	W.A.
Kirkby Stephen Shed	K.	Wear Valley Junction Shed	W.V.
Kirkby Stephen Station	K.S.	Weatherill Incline	W.I.
Leeds (Neville Hill) Shed	L.	Wellington Street Goods	
Leeds New Station and Hotel	L.S.	Warehouse	W.S.
Leeds (Hunslet) Goods		West Auckland Shed	W.E.
Warehouse	L.H.	West Hartlepool Docks	W.H.
Malton Shed	M.A.	West Hartlepool Sheds	H.P.
Manors North Station	M.N.	West Hartlepool Grand Hotel	G.H.
Marsh Lane Goods Warehouse	M.L.	Whitby Shed	W.
Masham Shed	M.H.	Whitley Bay Passenger Station	W.B.
Middlesbrough Docks	M.	York General Offices	Y.G.
Middlesbrough Shed	M.B.	York Goods Warehouse	Y.
Middlesbrough Station	M.S.	York Station Hotel	Y.H.
Middlesbrough Dock Offices	M.D.	York Shed	Y.O.
New Bridge Street Goods		York Motor Works	Y.M.
Station	T.	York Passenger Station	Y.P.
Newcastle Audit Office	N.A.		

List of Distinguishing Letters Stamped on all Chains at the Various Gas Works on the N.E.R. System.

General Rule 90.

Place.	Distinguishing Letters.
Shildon Coal Gas Works	"S.G."
Darlington Oil Gas Works	"D.G."
York Oil Gas Works	"Y.O.G."
York Coal Gas Works	"Y.C.G."
Church Fenton Oil Gas Works	"C.G."
Milford Junction Coal Gas Works	"M.G."
Hull—Dairycoates—Oil Gas Works	"H.G."
Leeds—Holbeck—Oil Gas Works	"L.G."
Ferryhill Coal Gas Works	"F.G."
Alnmouth Coal Gas Works	"A.G."
Rainton Gas Works	"R.G."
Castle Eden Coal Gas Works	"C.E.G."
Newcastle—St. Peter's —Oil Gas Works	"N.G."
West Hartlepool—Creosote Works	W.H.C."

(O. 2940).

Chains used by Docks Engineer.

General Rule 90.

All chains in connection with the working plant of the Docks Engineer's Department have been marked with distinguishing letters, as under, by which they may be traced. If any of the said chains bearing these letters are found at any place other than that corresponding to the marked letters they must be addressed in the case of Hull Docks' chains to

The Docks Engineer,
Dockyard,
South Bridge Road,
Victoria Dock, Hull, via Drypool;

In the case of the Hartlepool chains, to
District Engineer (Docks),
Dockyard,
Middleton Road, Hartlepool;

and in the case of the Middlesbrough chains, to
District Engineer (Docks),
Dockyard,
Middlesbrough Dock;

and in the case of the Tyne Dock chains, to
Resident Docks Engineer,
Dockyard,
East Side, Tyne Dock.

PLACE.	DISTINGUISHING LETTERS.
The Hartlepoons	H.P. D.E.D.
Middlesbrough Dock	M.D. D.E.D.
Hull Docks	H.D. D.E.D.
Tyne Dock	T.D. D.E.D.

LOOSE SHORT COUPLINGS FOR TIMBER WAGONS.

General Rules 90 and 190.

Loose short couplings—for use when it is necessary to reduce the play in transit between Single Bolster Timber Wagons when carrying long traffic requiring two or more wagons—are kept on hand at the following stations, and may be had therefrom on application. Each coupling is branded with the name of the owning station, and is in charge of the Wagon Examiner or Traffic Department.

When these loose short couplings are sent on to a Foreign line a debit of 20/- must be raised by the forwarding station and credit taken by "Paid on, To pay," in accordance with R.C.H. Reg. 186 :—

Albert Edward Dock.	Malton.	South Dock.
Barnard Castle.	Middlesbrough.	South Shields (branded 'High Shields.')
Bishop Auckland.	Milford.	
Blaydon Sidings.	Monkwearmouth.	South Stockton.
Blyth.	Newburn.	Staddlethorpe.
Cargo Fleet.	Newcastle Forth.	Starbeck.
Carlin How.	Newcastle	Stockton (North Shore).
Carlisle.	New Bridge Street.	Thirsk Junction.
Catterick Bridge.	Normanton.	Thornaby.
Consett.	Northallerton.	Tweedmouth.
Darlington.	Northumberland Dock.	Tyne Dock.
Drypool.	Piercebridge.	Walker Gate Works.
Frosterley.	Port Clarence.	Washington.
Gateshead.	Richmond.	West Hartlepool.
Hebburn.	Scarborough.	Whitby.
Jarrow.	Selby.	Winston.
Kirkby Stephen.	Skinningrove.	Wolsingham.
Leeds (Wellington Street).	South Bank.	York. (T. 5142).

VEHICLES FOR INSPECTION.

General Rules 90 and 165, 206 and 206A.

Vehicles sent for inspection must be marked upon the ticket for whose inspection and in connection with what matter they are sent, for instance :—

"Mr.....'s inspection *re* A. Roberts' claim."

and an advice, giving full particulars of the circumstances, must be sent to the person for whose inspection the vehicle is sent.

DAMAGED FOREIGN WAGONS.

General Rules 90 and 206.

When it is found necessary to load up Foreign Wagons belonging to the undermentioned Companies, they should be sent to the stations indicated below :—

Owning Company.	Damaged Wagons to be sent to
Caledonian	St. Rollox, Glasgow.
Cambrian	Oswestry.
C.L.C.	Allerton Sidings.
Furness	Barrow-in-Furness.
Highland	Inverness. (T. 29336).
G. & S.W.	Kilmarnock.
G.C.	Annesley.
G.E.	Stratford.
G.N.	Doncaster.
G.N. of S.	Inverurie.
G.W.	Swindon.
L. & Y.	Newton Heath.
L.B. & S.C.	New Cross Depot.
L. & N.W.	Earlstown.
L. & S.W.	Nine Elms.
M. & C.	Maryport. (T. 28538).
Metropolitan	Nesden.
Midland	Derby.
N.S.	Stoke. (T. 29292).
N.B.	Cowlairs.
S.E. & C.	Hither Green.
T.V.	Cashays Yard, Cardiff. (T. 24979).

Table Showing the Maximum Dimensions of a Carriage or Wagon Load which will travel safely over the undermentioned Lines.

General Rules 90, 165, 190 and 206.

The dimensions in the first column of the following table apply above a height of 3 feet 6 inches from the rail; the loads must not be less than SEVEN inches above the level of the rails, unless by the previous concurrence of each of the Companies over whose lines the load is to travel.

The width of loads from rail level up to 3 feet 6 inches above rail level must not in certain cases exceed the width of wagons on which they are loaded due to projection of platforms, etc., and loads must not be despatched which project beyond the sides of the wagons up to 3 feet 6 inches above rail level, unless by previous concurrence of each of the Companies concerned. (O. 7585).

All furniture vans, loaded or empty, must be passed under the gauge, more particularly when being returned empty, the height being then greater in consequence of the lighter weight.

The attention of yardmasters, goods agents, station masters, loaders and others, is particularly called to the fact that the bridges and tunnels upon many railways are lower than those upon the North Eastern Railway, and that the loading gauges at certain North Eastern Stations have reference to loads for certain sections of the North Eastern Railway only.

The dimensions shown in this table are those of lines of which the companies named are owners or part owners. In the case of a route obtained partly by running powers, reference must also be made to the dimensions shown against the name of the company owning the lines worked over.

Wagons passing between North Eastern stations (except on the branches referred to on pages 16-18, and on the portions of line which have been electrified) may be loaded in accordance with the dimensions of the North Eastern standard load gauge shown on page 26.

Wagons passing over the electrified lines (Tynemouth electrified area) must be at least 7 inches above rail level on the outside of the truck to clear the guards of the live rail. (O. 6257).

RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.		RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.	
	Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.
Alexandra Docks and Railway— Between Bassaleg and Alexandra Dock Between Penrhos Junction with Rhymney and Pontypridd Junction with Taff Vale Railway	9	0	13	0	11	6	East and West Yorkshire Union (except as under): Vehicles for the Yorkshire Copper Works, or for Messrs. Brotherton and Co., Ltd.	9	3	12	6	10	6
Barry Vale of Glamorgan	9	0	13	0	10	9	East London Joint Committee	9	0	13	0	11	0
Brecon and Merthyr Tydfil Junction (except as follow)	9	0	13	0	11	0	Furness (including Whitehaven Tunnel) (except as follow)	9	0	13	6	10	9
Between Brecon and Talylyn	9	0	13	6	11	0	Furness & Midland Joint Whitehaven, Cleator and Egremont	9	0	13	6	11	0
Brecon & Merthyr Tydfil Junction and London and North Western Joint Line	9	0	13	2	11	0	Glasgow & South Western (except as under)	9	0	13	0	11	0
Burry Port and Gwendraeth Valley Railway	9	0	11	6	10	9	Bridges on the Mayfield Colliery Branch (near Hurford)	9	0	12	6	10	6
Caledonian Main Line and Branches	9	0	12	11	10	9	Glasgow & Paisley Joint	9	0	12	11	11	0
Glasgow & Paisley Joint	9	0	12	11	11	0	Glasgow, Barrhead, and Kilmarnock Joint	9	0	12	11	10	9
Glasgow and Renfrew District	9	0	12	11	11	0	Great Central (including Lancashire Derbyshire and East Coast Section, North Lindsey Light, Sheffield District South Yorkshire, Barton and Immingham Light, Humber Commercial, and Wigan Junction Sections) and Mansfield Railway (except as follow)						
Glasgow, Barrhead, and Kilmarnock (Joint)	9	0	12	11	10	9	Buckley and Connah's Quay Branch.	7	6	10	8	9	8
Cambrian Main Line and Branches (except as follows)	9	0	13	6	11	0	Cheshire Lines	9	3	13	8	10	4
Between Dovey Junction and Aberdovey	9	0	13	0	11	0	West Riding & Grimsby	9	3	13	9	10	3
Cardiff	9	0	13	0	11	0							
Cheshire Lines	9	3	13	8	10	4							
NOTE.—Vehicles with a wheel base exceeding 10 ft. must not be loaded to Stockport, Wellington Road, with grain, flour, cotton waste, etc.													
NOTE.—Vehicles exceeding 25 ft. 6 ins. in length, or with a longer wheel base than 12 feet 5 ins., must not be loaded to Manchester Central Station. (O. 5770).													
Cleator and Workington Junction	9	0	13	0	11	0	Great Western and Great Central Joint—see p. 12.						
Cockermouth, Keswick, and Penrith	9	0	13	0	11	6	Met. and G.C. Jt.—see p. 13.						
Colne Valley and Halstead.	9	0	13	0	11	0							

Maximum Dimensions of Carriage and Wagon Loads.—Continued.

RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.		RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.	
	Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.
Great Central and Midland Joint Committee—							Great Eastern—continued.						
Hyde Junction to and including Woodley Junction	9	3	13	5	10	5	NOTE.—Wagons with wheel base exceeding 11 feet must not be loaded to Rennie, Forrest & Co.'s Works, to Wivenhoe. (O. 7258).						
Ashburys Junction to Reddish Junction	9	3	13	5	10	5	Wagons with wheel base exceeding 12 feet must not be loaded with returned empties to Spitalfields. (O. 7271).						
Widnes Branch	9	3	13	5	10	5	Wagons with wheel base exceeding 12 feet must not be loaded to Venesta, Ltd., Siding, Silvertown. (O. 7258).						
Brinnington Junction to and including Reddish Junction	9	0	13	6	10	9	Wagons with wheel base exceeding 9 feet must not be loaded with Coal and Coke for tipping at Devonshire Street Station. (O. 7069).						
Reddish Junction to Romiley Junction	9	0	13	6	10	9	Homersfield, Dunham and Brandon.						
Woodley Junction to Hayfield	9	0	13	6	10	9	NOTE.—Merchandise requiring to be dealt with at the loading dock at Homersfield, Dunham and Brandon, must not be forwarded in trucks having a wheel base exceeding 12 feet.						
Bredbury Junction to Romiley Junction	9	0	13	6	10	9	Millwall Dock.						
Shireoaks and Laughton Line	9	3	13	9	11	0	South West India Dock.						
Rotherham, Maltby and Laughton	9	3	13	9	11	0	West India Dock.						
Great Central and North Staffordshire Railway Committee	9	3	13	5	10	5	NOTE.—Traffic for these Docks requiring to be loaded on vehicles of special construction must not be accepted until Agent's assent has been obtained. Applications for authority to forward must specify class of wagon and full description of load.						
Great Central, Hull and Barnsley and Midland Joint Line	9	3	13	9	11	0	†Great Northern (including						
Great Eastern	9	0	13	0	11	0	Horncastle, and Leeds, Bradford, and Halifax Lines)	9	3	13	9	10	3
Norfolk & Suffolk Joint Railway Com.	9	3	13	9	10	9	NOTE.—Wagons with a greater wheel base than 10 ft. 6 ins., and wagons of a greater length than 22 ft. 6 ins. must not be sent to Farrington Street. (This restriction does not apply to Highland Co.'s vehicles loaded with Meat traffic).						
Tottenham and Hampstead Junction	9	0	13	0	10	9	Cheshire Lines	9	3	13	8	10	4
G.N. and G.E. Joint Line							Stafford and Uttoxeter	9	0	13	6	11	0
Huntington to Black Carr	9	3	13	6	10	9	G.N. and L. & N.W. Nottinghamshire Joint Lines	9	3	13	9	10	3
Branch from Somersham to Ramsey High Street	9	0	13	0	11	0	G.N. & G.E. Joint Line—						
NOTE.—Wagons of the crocodile type, with bogie wheels at an average distance of 6 feet centres, must not (without special sanction of the G.E. Co.'s Superintendent of Operation) be worked over the following lines when, with a load added to the tare, the total weight exceeds 55 tons, viz. :—							Huntingdon to Black Carr	9	3	13	6	10	9
1.—Bow Junction to Fenchurch Street, i.e., to or from Bow Road, Commercial Road, Goodman's Yard, Haydon Square, Royal Mint Street, East and West India Docks, London Docks, or Millwall Docks.							Branch from Somersham to Ramsey High Street	9	0	13	0	11	0
2.—The Buntingford Branch, i.e., to or from Buntingford, Braughing, Hadham, Mardock, Standon, West Mill, or Widdford.							West Riding & Grimsby Methley (Joint)	9	3	13	9	10	3
3.—The Victoria Park Branch, i.e., to or from the G.E. Railway, via Acton or Old Oak and Hackney Wick.							Great North of Scotland (including Deeside and Morayshire Sections).	9	0	13	0	11	3
4.—Waveney Valley, i.e., from Eccles to Tivethall, via Harleston.							Great Western Main Line and Branches (except as under)—						
5.—Yarmouth Tramway, if total load is over 10 tons per axle.							(Between 3 ft. 6 ins. and 5 ft. 0 ins. above rail level)	9	0	13	6	9	10
NOTE.—Six-wheeled vehicles must not be loaded to Royal Albert Docks, East India Docks, South Dock (except Motor Packing Co.), Millwall Dock, and West India Dock, London.							(Between 5 ft. 0 ins. and 9 ft. 10 ins. above rail level)	9	8	13	6	9	10

† The loads should clear well these dimensions.

Maximum Dimensions of Carriage and Wagon Loads.—Continued.

RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.		RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.	
	Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.
Great Western Main Line and Branches—con.							Great Western and London and North Western— <i>continued.</i>						
NOTES.—(A) The width of the gauge between 9 ft. 10 ins. above rail level and 11 ft. is gradually reduced by a curve from 9 ft. 8 ins. to 9 ft. at the 11 ft. height.							Vale of Towy Line (Llandillo to Llandovery).						
(B) A clear space of 6 ins. is to be preserved in all cases between rail level and the lowest point of the load and wagon.							West London and West London Extension Lines.						
(C) At heights between 6 ins. and 3 ft. 6 ins. above rail level (inclusive) loads must not exceed the width of the wagon on which they are loaded.							Wrexham and Minera Extension Joint Line (Brymbo (exclusive) to Coed Talon (exclusive))						
(D) Loads not exceeding 40 ft. in length may be of the full dimensions specified above.							Joint Stations—						
(E) Loads exceeding 40 ft. but not exceeding 50 ft. in length, may have a width not exceeding 9 feet between 3 ft. 6 ins. and 11 ft. above rail level.							Abersychan and Talywain Pontardulais						
(F) Loads exceeding 50 ft. but not exceeding 60 ft. in length, may have a width not exceeding 5 ft. between 3 ft. 6 ins. and 11 ft. above rail level.							Great Western and London and South Western—						
(G) All loads exceeding the foregoing dimensions must be the subject of special arrangements.							Easton and Church Hope, Line (including Admiralty Extension Railway)						
The Standard Load Gauge on the Great Western system as above, is the Standard in force also on the following Joint Lines, and on the Lines within the limits of the separate Joint Stations named hereunder:—							Weymouth and Portland (including Castleton Tramway).						
Great Western and Great Central—							Joint Stations—						
Northolt Junction to Ashendon Junction.							Chard.						
Aylesbury Branch.							Plymouth (North Road).						
Great Western and London and North Western—							Yeovil Town.						
Brynmawr and Western Valleys (Nantyglo and Brynmawr).							Great Western and Metropolitan—						
*Chester to Birkenhead.							Hammersmith and City Line (Hammersmith, Uxbridge Road and Westbourne Park).						
*Chester to Walton Junction, Warrington.							Great Western and Midland—						
Hooton to Helsby.							Common line, Lansdown Junction, Cheltenham, and Tramway Junction, Gloucester.						
Hooton to West Kirby.							Severn and Wye and Severn Bridge Line.						
Shrewsbury to Hereford.							Joint Stations—						
Ludlow to Cleve Hill.							Bristol.						
Woolferton to Tenbury.							Worcester (Shrub Hill).						
Shrewsbury to Minsterley.							Great Western Co.—Exceptions to Standard Gauge						
Shrewsbury to Welshpool.							Great Western Lines and Branches—						
Shrewsbury to Wellington.							Brynamman — Through						
* The maximum width of loads that can be allowed to pass through Chester Station and Yard in the ordinary course of working must be limited to 9 ft. only.							Brynamman Tunnel.	9	0	13	2	11	0
							Burry Port and Gwendraeth Valley Railway.	9	0	11	6	10	9
							City Lines — Through						
							Bishops Road Station	9	0	12	8	10	6
							Cornwall Minerals Line	9	0	13	2	11	0
							Culm Valley—From Tiverton Junction to						
							Hemyock.	9	0	12	6	11	0
							Ealing and Shepherd's Bush.—From Wood Lane Station to Fly-over Bridge and Platform lines at Ealing Broadway. Electric Stock only.						
							Eastern Valleys—From Pontypool (Crane St.) to Blaenavon and Talywain.	9	0	13	2	11	0
							Ely Valley—From Penygraig to Clydach Vale	9	0	13	2	11	0
							Golden Valley—From Pontrilas to Hay	9	0	13	2	11	
							Halesowen—From Old Hill to Halesowen	9	0	13	2	10	9
							Highworth—From Stratton Factory to Highworth	9	0	12	6	11	0

Maximum Dimensions of Carriage and Wagon Loads.—Continued.

RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.		RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.	
	Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.
Great Western Co.—Exceptions to Standard Gauge—continued.							Hull and Barnsley and G.C. Jt.	9	3	13	9	11	0
†Liskeard and Caradon—							Isle of Wight Central	9	0	13	6	11	0
From Moorswater to Caradon	9	0	11	6	10	3	Knott End	9	0	13	6	11	0
Liskeard and Looe—							Lancashire and Yorkshire—						
From Liskeard to Looe and Moorswater	9	0	13	2	11	0	Main Line and Branches, including—						
Mountain Branch (Llanelli Lines)—From Top of Incline to Cross Hands	9	0	10	8	8	6	Axholme (Joint)	9	0	13	6	11	0
Mountain Branch. (Llanelli Lines).—							†Preston and Longridge (Joint)	9	0	13	6	11	0
From Top of Incline to Lambs Siding	9	0	12	3	9	10	† In order to pass safely through the tunnel leading into the Stone Quarry at the top of the Branch, loads must not exceed 12 ft. 6 ins. in height in the centre, and the width must not exceed 9 ft. between 3 ft. 6 ins. and 9 ft. above rail level.						
†9 ft. 8 in. between 5 ft. 0 ins. above rail level to shoulder.							Preston & Wyre (Joint).	9	0	13	6	11	0
Newport—From Mill Street to Llanarth Street	9	0	13	2	11	0	Lancashire Union (Joint).						
Newport—From Pill Bank Junction to Pill-gwenly	9	0	13	2	11	0	Boar's Head to Cherry Tree	9	0	13	6	11	0
Newquay—From Station to Harbour	9	0	10	6	9	6	Pontefract and Methley.	9	0	13	9	11	0
Pontycysyllte Branch—							Halifax and Ovenden (Joint)	9	3	13	9	10	3
From Rhos to Trevor	9	0	11	6	9	3	Halifax High Level (Jt.)	9	3	13	9	10	3
Pontypool Road—From South Junction to Middle Junction	9	0	13	2	11	0	Methley (Joint)	9	3	13	9	11	0
Swansea Harbour Trust Lines for the Docks or for exchange to the Midland Railway.							NOTE.—The Lancashire and Yorkshire Company cannot accept Round Timber exceeding 60 feet in length for conveyance without special arrangement.						
(Swansea Vale line and Stations)	9	0	12	9	11	0	London & North Western—						
Except to the Prince of Wales' and King's Docks (under Pedestal Cranes)	9	0	12	2	11	0	Main Line and Branches (except as follows)	9	0	13	6	11	0
Watlington—From Princes Risborough to Watlington	9	0	13	2	11	0	NOTE.—Overbridge No. 66 carrying the Main Road across the lines at the foot of Shepp pasture Incline on the Cromford and High Peak Line is only just clear of the maximum load on the descending line (i.e. the line leading to Cromford), and a loading gauge has been fixed at Middleton which is 3 ins. lower than the standard gauge.						
Weymouth Tramway	9	0	13	2	11	0	Ashby and Nuneaton (Joint)	9	0	13	6	10	9
Wheatshaf Branch—							Blaenavon, Merthyr, Tredgear, and Aber-gavenny Lines	9	0	13	2	11	0
Public overbridge over yard at Wheatshaf	9	0	11	5	10	7	Bicester Aerodrome Siding.—Only four-wheeled vehicles must be loaded with traffic for this Siding. (O. 7143).						
Devonport Dockyard Lines—							Ffrith Branch (Padeswood to Coed Talon)	9	0	13	0	11	0
NOTE.—Six-wheeled wagons cannot be dealt with on the Lines of H.M. Dockyard at Devonport unless previous arrangements have been made for their reception.							Prestatyn and Cwm Branch	9	0	13	0	11	0
Joint Lines—							Five Ways Branch	9	0	13	0	11	0
Great Western and Midland—							London and North Western and Brecon and Merthyr Joint Line	9	0	13	2	11	0
Bristol Port and Pier	9	0	13	9	10	9	Port Penrhyn Branch	9	0	13	3	11	0
Clifton Extension	9	0	13	9	10	9	The width of vehicles sent on to the following branches must not exceed 8 ft. 6 ins. in body:—						
Halesowen Line	9	0	13	9	10	9	Hampstead Junction line (between Willesden Junction and Kentish Town)						
Great Western and Rhymney—							Dunstable Branch.						
Taff Bargoed Line, Llancaich (exclusive) to Dowlais (inclusive)	9	0	13	2	11	0	Buxton Branch.						
Quaker's Yard and Merthyr Line, Quaker's Yard (exclusive) to Merthyr (exclusive)	9	0	13	2	11	0							
Great Western and Taff Vale—													
Merthyr (Mardy Junction to Brandy Bridge Junction, 52 chains)	9	0	13	0	11	0							
Highland	9	0	13	0	11	0							
Hull and Barnsley	9	3	13	9	11	0							
G.C., H. & B., and Mid. Joint	9	3	13	9	11	0							

† Temporarily closed.

Maximum Dimensions of Carriage and Wagon Loads.—Continued.

RAILWAY.	Width of Load at defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.		RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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London & North Western—continued. Birstal Branch. Padeswood, Coppa and Coed Talon. (O. 2892). † Preston and Longridge (Joint) † In order to pass safely through the tunnel leading into the Stone Quarry at the top of the Branch, loads must not exceed 12 ft. 6 ins. in height in the centre, and the width must not exceed 9 ft. between 3 ft. 6 ins. and 9 ft. above rail level. Preston & Wyre (Joint). Swansea Swansea Harbour Trust Lines for Docks or for Exchange to the Midland Railway (Swansea Vale Line and Stations) Except to the Prince of Wales and King's Docks (under Pedestal Cranes) London and North Western and Great Northern Nottinghamshire Joint Lines London & North Western and Rhymney Joint Line—Nantybwlch and Rhymney NOTE.—Long vehicles having six wheels must not be loaded to the Cromford and Parsley Hay Section, and Ladmanlow Branch. Vehicles with less than 10 inches clear above the rail level will not pass over the inclines on these sections, and must not be loaded to stations between Longcliffe and Cromford inclusive. London and North Western and Great Western Joint Lines and Stations—see page 13. London and South Western Coaching Stock—see pages 19 & 20. Freight Stock—see page 20. NOTE.—Six-wheeled Wagons cannot be dealt with on the lines of H.M. Dockyard, Devonport, unless previous arrangements have been made for their reception. Baggage for H.M. Dockyard, Portsmouth, must be loaded in four-wheeled vehicles so as to be worked alongside the ship. Six or eight-wheeled vehicles will not pass round the curves in the Dockyard. (O. 6257). Dinant and Fovant Military Camp Line. NOTE.—Rolling Stock with a longer rigid wheel base than 12 feet 6 inches must not be worked over the Dinant and Fovant Military Camp Railway.	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11	0	9	0	13	6	11

* The loads should clear well these dimensions.

Maximum Dimensions of Carriage and Wagon Loads.—Continued.

RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.		RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.	
	Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.
Midland—continued.							Midland—continued.						
Ashbury's Junction to Reddish Junction	9	3	13	5	10	5	Whitechapel & Bow Joint.	9	0	13	0	11	0
Widnes Branch	9	3	13	5	10	5	Midland & Great Western Joint Lines—see page 13.						
Ashby and Nuneaton (Joint)	9	0	13	6	10	9	Midland and Great Northern Railways Joint Committee	9	3	13	9	10	9
Brinnington Junction to and including Reddish Junction	9	0	13	6	10	9	Norfolk and Suffolk Joint Railway Committee	9	3	13	9	10	9
Reddish Junction to Romiley Junction	9	0	13	6	10	9	Midland & South Western Junction	9	0	13	4	10	10
Woodley Junction to Hayfield	9	0	13	6	10	9	Neath and Brecon (except as follows)	9	0	13	6	11	0
Bredbury Junction to Roudley Junction	9	0	13	6	10	9	Between Onllwyn and Neath	9	0	13	0	11	0
Burton.—Bridge No. 34 over the Shobnall or Bond End Branch	9	0	13	0	10	9	Norfolk and Suffolk Joint Railway Committee	9	3	13	9	10	9
Hereford, Hay, and Three Cocks	9	0	13	8	10	6	North and South Western Junction	9	0	13	8	12	0
Tewkesbury and Malvern Branch—							North British (except as follow)	9	0	12	11	10	9
Between Tewkesbury Goods Yard and Tewkesbury Quay	9	0	11	0	10	9	Bridge over Auchmuty Branch, Markinch	8	0	12	11	10	3
Cheshire Lines	9	3	13	8	10	4	Bridges over Southerhouse Branch	9	0	12	3	10	9
G.C., H. & B., and Mid. Joint.	9	3	13	9	11	0	Six-wheeled vehicles must not be sent to Fordell Colliery, Crossgates, or to Messrs. Cameron and Robertson, D. Dow, and Nickel Company, Kirkintilloch Basin.						
Furness and Midland (Joint)	9	0	13	9	10	9	Bridges over Strathavon or Jawraig Branch—	8	0	12	11	10	3
Tottenham and Forest Gate Joint (South Tottenham to Woodgrange Park)	9	0	13	9	10	9	Monkland Railway	8	0	12	11	10	3
Tottenham and Hampstead Junction	9	0	13	0	10	9	North Eastern (except as follow)	9	0	13	6	11	0
Otley and Ilkley Joint.	9	0	13	9	11	0	Over certain portions of the North Eastern line no part of the wagon or load must exceed 8 ft. 6 ins. in width below 3 feet from rail level. Any wagons or loads exceeding this width can only be accepted under special arrangement.						
Swinton and Knottingley	9	0	13	9	11	0	Wagons with a distance between centres of bogies exceeding 46 feet over the North Eastern line must be the subject of special arrangement.						
West India Docks Sidings and Poplar (Mid.)	9	0	12	6	10	6	(G. 25370). (O. 6257).						
In respect of traffic for the undermentioned Stations, the following additional precautions as to loading must be observed:—							Ingleby & To *Rose-						
West Kensington (Mid.) and High Street, Kensington (Mid.)—To be loaded to Metropolitan District gauge, viz.:	9	0	12	6	10	6	Rosedale {dale	9	0	13	6	11	0
Whitcross Street (Mid.), Wandsworth Road (Mid.), and Stations on S.E. & C. and L.B. and S.C. Lines when sent via Hendon and Blackfriars.—To be loaded to Metropolitan gauge, viz.:	9	0	12	8	10	6	Branch {From *Rose-dale	9	0	9	6	9	6
Stations on S.E. & C. and L.B. & S.C. Lines when too high for Metropolitan gauge, and sent via Brent and Battersea.—To be loaded to the following dimensions, viz.:							*NOTE.—None but wagons with spring buffers and spring drawbars must be used for either Timber or other Goods.						
L.B. & S.C.	9	0	13	4	10	9	All loads to and from the Rosedale Branch must be self-contained. Only four-wheeled vehicles must be used. No load must exceed 30 feet in length, and if necessary a double bolster wagon accompanied by an under-runner may be used. In the case of round timber, the butt ends should always be in the rear when the wagon is coming down the incline, and on the leading end of the wagon when going up.						
*S.E. & C.	9	0	13	1	10	9	Owing to insufficient clearance, vehicles fitted with Automatic Brakes must not be loaded to Rosedale. (O. 6257).						
*NOTE.—For exceptions, see pages 18 and 22.													
City Station (Mid.), Bow Station (Mid.), and Victoria Docks (Mid.)—To be loaded to Tottenham and Hampstead gauge, viz.:	9	0	13	0	10	0							
London Tilbury and South-end Section (except as follow)	9	0	13	0	11	0							
Tottenham and Forest Gate (Joint) (S. Tottenham to Woodgrange Park).	9	0	13	9	10	9							

Maximum Dimensions of Carriage and Wagon Loads.—*Continued.*

[illegible]

Maximum Dimensions of Carriage and Wagon Loads.—Continued.

RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.		RAILWAY.	Width of Load as defined in Heading of Table.		Height in Centre from Rail.		Height at Side from Rail.	
	Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.
North Eastern—continued.							Port Talbot Railway and Docks—continued						
<i>Bogie and six-wheeled carriages and vans, and six-wheeled wagons must not be allowed to work over the Elyth Harbour Commissioners' Lines, New Blyth. Bogie wagons, with bogie centres not exceeding 37 feet, may be allowed to work there. (B. 1803).</i>							(C) <i>At heights between 6 ins. and 3 ft. 6 ins. above rail level (inclusive) loads must not exceed the width of the wagon on which they are loaded.</i>						
<i>No wagon, the load of which is higher than 13 feet in centre above rail level, must be allowed to pass under Bridge No. 5 situated between Earsdon Junction, Backworth and Percy Main North Junction without the previous consent of the District Engineer. (O. 6376).</i>							(D) <i>Loads not exceeding 40 ft. in length may be of the full dimensions specified above.</i>						
<i>Holzapfels Siding, Relling (O. 7164).</i>	9	0	13	0	11	0	(E) <i>Loads exceeding 40 ft. but not exceeding 50 ft. in length may have a width not exceeding 3 ft. between 3 ft. 6 ins. and 11 ft. above rail level.</i>						
<i>The gauge to Preston Colliery, North Shields, is not the standard height and the following are the maximum dimensions of load allowed to be sent to the Colliery:—</i>							(F) <i>Loads exceeding 50 ft. but not exceeding 60 ft. in length may have a width not exceeding 5 ft. between 3 ft. 6 ins. and 11 ft. above rail level.</i>						
<i>Width 9 ft. 6 ins.</i>							(G) <i>All loads exceeding the foregoing dimensions must be the subject of special arrangement.</i>						
<i>Height in centre 10 ft. 9 ins.</i>							Rhymney	9	0	13	2	11	0
<i>Height at side, 9 ft. 3 ins.</i>							London and North Western and Rhymney Joint Line—Nantybwlch and Rhymney.	9	0	13	2	11	0
<i>Rail to underside of load, same as on main lines.</i>							Rhymney and Great Western Joint Lines—see p. 14.						
<i>(O. 5263).</i>							Somerset and Dorset Joint SOUTH-EASTERN AND CHATHAM	9	3	13	4	10	10
North London	9	0	13	6	11	6	COACHING STOCK—See page 22.						
North Staffordshire (except as follow)	8	6	13	5	11	6	WAGON STOCK.						
Leek & Hartington Line	8	6	13	5	11	6	Ordinary four-wheeled wagon stock (except as follow)	9	0	13	1	10	11
Traffic requiring a special vehicle, or which on account of its length requires more than one wagon for its conveyance, cannot be accepted for stations on the Leek and Hartington Light Railway.							Tonbridge to Hastings Branch	8	6	13	1	10	8
Newcastle Goods Yard.	8	6	11	8	11	6	Swing Bridge over River Stour between Minster and Sandwich	8	6	13	1	10	11
<i>Loads exceeding 50 feet in length cannot be accepted for transit over the North Staffordshire line except by special arrangement.</i>							Bletchingley Tunnel between Nutfield and Godstone, down line only	8	6	13	1	10	11
Oldham, Ashton, & Guide Bridge Junction	9	3	13	5	10	5	or	9	0	13	1	10	5
Portpatrick and Wigtownshire Joint	9	0	12	11	10	9	Ore Tunnel between Ore and Winchelsea.	8	4	13	1	10	11
Port Talbot Railway and Docks	9	0	12	11	10	9	or	9	0	13	1	10	0
Rhondda & Swansea Bay (Between 3 ft. 6 ins. and 5 ft. above rail level).	9	0	13	6	9	10	Sevenoaks Tunnel between Sevenoaks and Hildenborough	8	10	13	1	10	11
(Between 5 ft. and 9 ft. 10 ins. above rail level)	9	8	13	6	9	10	Canterbury and Whitstable Branch	8	9	11	0	9	3
NOTES.—(A) <i>The width of the gauge between 9 ft. 10 ins. above rail level and 11 ft. is gradually reduced by a curve from 9 ft. 8 ins. to 9 ft. at the 11 ft. height.</i>							<i>Six-wheeled vehicles and vehicles with a fixed wheel base greater than 12 feet 6 inches must not be loaded to Royal Arsenal and Dockyard, Woolwich.</i>						
(B) <i>A clear space of 6 ins. is to be preserved in all cases between rail level and the lowest point of the load and wagon.</i>							Southwold	8	6	9	6	8	0
							South Yorkshire Joint Line	9	3	13	9	11	0
							Stratford-upon-Avon and Midland Junction	9	0	13	6	11	0
							Taff Vale (except as follow).	9	0	13	0	11	0
							Merthyr Junction to Penarth Dock	9	0	13	2	11	2
							Taff Vale and Great Western Joint Line—see p. 14.						
							West London—see p. 13.						
							West London Extension—see p. 13.						
							Wirral	9	0	13	0	11	0

WORKING OF NORTH EASTERN STOCK TO STATIONS ON L. & S.W.

North Eastern Coaching Stock exceeding 52 feet in length over head stocks must not be worked to the L. & S.W. line except by special arrangement. (B. 1710).

Carriages with lower centre footboards cannot work between Barnstaple and Ilfracombe (L. & S.W.). The following are the only North Eastern vehicles which are suitable for working over the branch in question :—

- Brake Firsts—506, 748, 1073, 1153, 1453, 1948, 1950, 2029, 3754, 3755.
- Open Firsts—1140, 1917, 2945.
- Corridor Firsts—185, 230.
- Diner Compos—765.
- Saloon—2648.
- Open Lavatory Compos—3411, 3412, 3413, 3414.
- Brake Compos—27, 138, 341, 406, 488, 904, 2378.
- Brake Vans—405, 406, 407.
- Corridor Brake Thirds—420, 553, 600, 1154.
- Corridor Thirds—36, 181, 256, 262, 293, 311, 410, 479, 790, 792, 962, 1734, 1763, 1920, 3172.
- Open Thirds—55, 211, 363, 388, 422, 501, 649, 898, 991, 1746, 3750, 3751.
- Invalid Saloon—2026.
- First-class Family Saloon—1945.
- Third Saloons—2649, 3756, 3758, 3759.
- Newspaper Van—208.

WORKING OF EAST COAST AND G.N. & N.E. VEHICLES OVER L. & S.W. LINE.

The following vehicles may be worked over the L. & S.W. Line, and may also be worked via the Metropolitan (Widened Lines) :—

East Coast Vehicles.

- All six-wheeled vehicles.
- Compos. (twin)—202/202a, 203/203a, 204/204a, 205/205a.
- Bogie Brake Vans—45, 46, 47, 48, 50, 52, 53, 54, 83, 85, 100, 101, 102, 103, 111.

The following vehicles may be worked to the L. & S.W. Line, but they must not be worked via London :—

East Coast Vehicles.

- Dining Cars—188, 189, 194, 195, 222, 223.
- Compos—17, 18, 20, 21, 22, 25, 28.
- Thirds—11, 12, 13, 27, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 42, 43, 55, 56, 57, 58, 59, 61, 62, 113, 115.
- Brake Vans—5, 6, 8, 9, 10, 19, 26, 44, 126, 127, 129, 130, 131, 132, 133, 134, 135, 136, 137, 152, 153, 154, 155, 156, 157, 158, 160, 161, 164, 175.

Working of East Coast and G.N. & N.E. Vehicles over L. & S.W. Line.—Continued.

G.N. & N.E. Vehicles.

First—9.	Brake First—10.	
Brake Vans—4, 35, 36.	Brake Third—3.	(H. 4865).

SPECIAL WAGONS TO L. & S.W. LINE.

Special wagons to the following diagrams must not be loaded to the L. & S.W. Line before the consent of that Company is obtained:—

A. 13. J. 4. J. 5. J. 6. J. 8. J. 10.
J. 12. J. 14. J. 15. J. 16. J. 18. J. 19.

and all Foreign Company's Trolleys.

(T. 26133).

WORKING OF N.E. COACHING STOCK OVER METROPOLITAN WIDENED LINES.

The following North Eastern vehicles will clear the Metropolitan gauges (widened lines):—

Four and Six-wheeled Stock.

All Carriages, Brake Thirds, Vans, Horse Boxes, and Carriage Trucks except Saloon No. 108 and the Covered Carriage Trucks shewn below.

49 ft. Stock.—

All with flat roofs, and the following vehicles with elliptical roofs:—

Saloons—Nos. 2023, 2026.

Thirds:—Nos. 4, 8, 11, 14, 16, 23, 34, 35, 42, 43, 49, 56, 58, 59, 61, 62, 71, 74, 81, 82, 93, 111, 112, 124, 127, 128, 143, 148, 149, 150, 153, 187, 192, 194, 195, 225, 226, 229, 250, 254, 265, 294, 298, 306, 330, 352, 356, 361, 371, 386, 394, 399, 404, 405, 408, 415, 425, 430, 456, 458, 462, 466, 467, 468, 473, 475, 484, 485, 495, 500, 503, 504, 505, 507, 514, 517, 536, 548, 555, 556, 557, 564, 572, 581, 590, 592, 603, 637, 664, 675, 676, 678, 688, 691, 721, 758, 791, 793, 824, 827, 828, 830, 835, 845, 849, 851, 855, 863, 870, 872, 882, 885, 889, 890, 892, 907, 910, 914, 917, 921, 935, 938, 958, 960, 966, 967, 972, 986, 1017, 1048, 1065, 1455, 1472, 1489, 1494, 1504, 1524, 1594, 1601, 1663, 1716, 1719, 1744, 1758, 1759, 1762, 1766, 1767, 1773, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2043, 2044, 2047, 2057, 2061, 2067, 2068, 2069, 2072, 2076, 2077, 2080, 2082, 2084, 2088, 2090, 2091, 2103, 2111, 2119, 2123, 2129, 2137, 2138, 2140, 2143, 2203, 2321, 2377, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2543, 3173, 3175, 3561, 3565, 3569, 3578, 3579, 3580, 3581, 3585, 3760.

**Working of N.E. Coaching Stock over Metropolitan
Widened Lines.—Continued.**

45 ft. and 52 ft. Stock.**Clerestory—**

Saloons—Nos. 202, 2034.

Brake Firsts—Nos. 730, 733.

Compos—Nos. 167, 414, 1618, 1620, 1632, 1652, 2679, 2684, 2757,
2761, 2780, 2783, 2787, 3030, 3032, 3034, 3035, 3036, 3085,
3411, 3412.Brake Compos.—Nos. 52, 78, 251, 2695, 2698, 2701, 2702, 3157,
3160, 3161.Thirds—Nos. 527, 747, 801, 1064, 1290, 1385, 1520, 2675, 2676,
2740, 2778, 2779, 3038, 3040, 3333, 3334, 3606, 3607.Brake Thirds—Nos. 381, 1236, 1381, 1527, 1565, 1666, 1837, 1841,
1843, 2666, 2754, 2771, 2772, 2773, 2774, 3021, 3047, 3422.**Elliptical—**

Brake Compos.—88, 584, 957, 1765, 1768, 2073, 2083, 3562, 3584.

Brake Thirds—76, 103, 228, 237, 278, 297, 312, 640, 978, 1717,
2079, 2097, 3568, 3703.

Covered Carriage Trucks—228, 229.

The following Vehicles will not clear :—

All bogie stock with elliptical roofs (except that shewn above), and all vehicles over 52 feet in length over headstocks, together with the four and six-wheeled vehicles shewn below, are not suitable for working over the Metropolitan line, and they must not, under any circumstances, be sent to Stations on that line, or to stations where it will be necessary for them to pass over the Metropolitan line :—

Saloon No. 108.

Covered Carriage Trucks—Nos. 9, 17, 87, 94, 219, 220, 221,
222, 223, 225, 226. (B. 57).

**SIX-WHEELED WAGONS AND WAGONS WITH LONG WHEELBASE
TO ROYAL ARSENAL AND DOCK YARD, WOOLWICH**

Six-wheeled vehicles and vehicles with a fixed wheelbase greater than 12 feet 6 inches must not be sent to Woolwich Arsenal and Dock Yard.

There is no restriction on bogie stock working into the Royal Arsenal and the Dockyard. (O. 6263). (T. 25048/12/14). (B. 1680).

WORKING OF NORTH EASTERN COACHING STOCK OVER THE S.E. & C. RAILWAY.

(1) Owing to the special nature of the S.E. & C. Company's load gauge, only certain types of North Eastern Coaching Stock may be allowed to work over that Company's system.

(2) North Eastern Horse Boxes and Carriage Trucks may work without restriction.

Motor Trucks (MCK and LMCK) may work without restriction except as between Tonbridge and Hastings, and between Ashford and Hastings.

Six-wheeled vans (including Pigeon Vans) may work without restriction except as between Tonbridge and Hastings, and between Ashford and Hastings, but they may work to Hastings via Ashford on special trains when required, on arrangements being made beforehand with the S.E. & C. Co.

(3) Before an order is accepted for a coaching vehicle (except it be a Horse Box, Carriage Truck, Motor Truck, or Six-wheeled Van) to load to or over the S.E. & C. System, enquiry must be made as to whether a suitable vehicle, which will meet the requirements of the party, can be supplied.

The information can be obtained from the following :—

THE PASSENGER MANAGER.

THE DISTRICT PASSENGER MANAGERS.

THE DISTRICT SUPERINTENDENTS.

THE DISTRICT INSPECTORS (STOCK).

(B. 129).

LIST OF PLACES WHERE CERTAIN TYPES OF WAGONS CANNOT BE DEALT WITH.

Trolley and Six-Wheeled Wagons.

Allerdean Colliery, Dunston.
 Andrew House Colliery, Dunston.
 Armstrong, Addison & Co.'s Timber
 Yard, Wearmouth Dock.
 Ashes Quarry, Stanhope Kilns.
 Bankhead, Garesfield Depot,
 Derwenthaugh.
 Bertram's Shipyard, South Dock.
 Bewick Main Colliery, D. Pit, Birtley.
 Birkhead Depot, Dunston.
 Birkhead Siding, Dunston.
 Birtley Brick & Tile Works, Birtley.
 Birtley Grange New Brick Works, Birtley.
 Birtley Iron Works, Foundry, } Can
 Coke Ovens and Gas } only be
 Works, Birtley. } worked
 Birtley & Ouston Colliery, } via
 E. Pit, Birtley. } Birtley.
 Black Fell Siding, Birtley.
 Black House Siding, Birtley.
 Blue Barns, Birtley.
 Blyth's Brick Works, Birtley.
 Bon Lea Foundry, South Stockton.
 Bowes Bridge Siding, Dunston.
 Brancepeth Oakenshaw Colliery,
 Willington.
 Burnhope Colliery and Depot, Pelton.
 Burnopfield Siding, Dunston.
 Byer Moor, Dunston.
 Charlaw Shield Row Pit, Pelton.
 Chopwell Colliery Coke Ovens & Depot,
 Derwenthaugh.

Craghead Railway, Pelton.
 Crawley Engine Siding, Stanhope Kilns.
 Crook Gate Siding, Dunston.
 Daisy Hill Siding, Pelton.
 Dent's Old Wharf, Middlesbrough.
 Dipton "Delight" Colliery and
 Coke Ovens, Dunston.
 East Rosedale Depot & Mines, Rosedale.
 East Stanley Pit, Beamish.
 Edmondsley Siding, Pelton.
 Eighton Banks, Birtley.
 Eltringham Brick and Sanitary Pipe
 Works, Prudhoe.
 Emma Colliery and Depot, Blaydon.
 Findon Colliery, Pelton.
 Ford Works, Hylton.
 Forest Head, Brampton.
 Framwellgate, Leamside.
 Greenside New Colliery, Blaydon.
 Hawthorn Leslie's Shipyard, Hebburn.
 Heworth Colliery, Pelaw.
 Hobson Colliery, Dunston.
 Kibblesworth Colliery, Dunston.
 Lambton Pumping Engine,
 Sherburn Colliery.
 Leeds Forge Co.'s Sidings, Armley.
 Lintz Colliery and Coke Ovens,
 Lintz Green.
 Littletown, Sherburn Colliery.
 Lobley Hill, Dunston.
 Lord Lambton, Sherburn.
 Lumley Second Pit Depots, Penshaw.

List of Places where certain types of Wagons cannot be dealt with.—Continued.**Trolley and Six-Wheeled Wagons.—Continued.**

Lumley Sixth Pit Gas Works, Penshaw.	South Garefield High Colliery, Lintz Green.
Margaret Pit, Dunston.	Spenn Colliery, Derwenthaugh.
Marley Hill, Dunston.	Springwell Colliery and Quarry, Jarrow.
Messpool, Blaydon.	Stanhope Kilns, Siding, and Stanhope Burn, Stanhope Kilns.
Midgheim, Brampton (except via Lambley).	Stargate Colliery and Brick Works, Blaydon.
Neworth Collieries Co-operative Society, Brampton (except via Lambley).	Sunnyside Depot and Siding, Tanfield Branch, Dunston.
Repture Works, Carville.	Tanfield Branch, Dunston.
Ross & Co.'s Tar Works, Blaydon.	Tanfield Lane Depot.
Newton Cap, Hunwick.	Tanfield Lea, Dunston.
North Biddick, Washington.	Tanfield Moor, Dunston.
North Dock, Sunderland.	Teams, Dunston.
Northumberland Forge, Wallsend.	Tinsdale Siding, Brampton (except via Lambley).
North Walbottle, Lemington.	Towneley or Emma Colliery and Depots, Blaydon.
Oakenshaw Pit, Brancepeth.	Twizell Siding, Pelton.
Ouston Grain Warehouse and Saw Mill, Birtley.	Urpeth Colliery, Birtley.
Ouston Manure Depot, Birtley.	Wakbridge Colliery, Pelton.
Pen Flat Pumping Engine, Penshaw.	Wearmouth Dock, Sunderland.
Pelaw Grange Saw Mill, Birtley.	West Mickley Colliery, Prudhoe.
Pelton New Winning, Pelton.	West Rosedale Goods Siding, Rosedale.
Pontop & Jarrow Rly., via Bowes Bridge, Dunston.	White Hill Bank Head and Manure Depots, Birtley.
Ravensworth Colliery, Dunston.	Whitehouse Siding, Birtley.
Roker Pier, Works Sunderland.	White-le-Head Siding, Dunston.
Rowland Hill Siding, Eighton Banks, Birtley.	Windle Bone Mills, Pickering.
Sacriston Colliery, Pelton.	Woodside Colliery Sidings, Blaydon.
Sacriston Railway, via Stella Gill.	
Sheriff's Pit, Rosedale.	

Trolley and Six-Wheeled Wagons (except by special arrangement).

Air Pit, Beamish.	Holmside Colliery, Pelton.
Alma West Pelton Colliery, Pelton.	Kirkhouse, Brampton.
Beamish Colliery Depot and Yards, Beamish.	Lambley Colliery, Lambley.
Black Skye, Brampton.	Littlethorpe Camp, Ripon.
Blakey Siding, Rosedale.	Mary Pit, Beamish.
Blaydon Burn, Blaydon.	Palmer's Iron and Steel Works, Jarrow.
Blowith Siding, Rosedale.	Plane Head Siding, Brampton.
Bon Lea Foundry, Thornaby.	Pontop Branch, Pelton.
Clesket Siding, Brampton.	Roachburn Siding, Brampton.
Close Works, Gateshead.	Second Pit, Beamish.
Craghead Colliery Brick Works and Saw Mills, Pelton.	Snowdon's Siding, Brampton.
East Rosedale Mines.	Tanfield Branch, Dunston.
East Rosedale Depots.	Thrislington Colliery and Coke Ovens, West Cornforth.
Gairs Colliery, Brampton.	West Felton Alma Pit.
Handen Hold Colliery, Pelton.	West Rosedale Goods Siding, Rosedale.
	White's Cut Siding, Brampton.
	Victoria Engineering Works, Gateshead.

Large Trolleys.

Blyth Harbour Commissioners' Sidings, New Blyth.
 Forth Banks Engineering Works, Newcastle (except by special arrangement).
 Hebburn Boiler Works, Hebburn.
 Leeds Forge Co.'s Sidings, Armley.
 Pallion Brass Foundry, Engineering Works and Shipyard, Pallion.
 South Stockton Shipyard, Stockton (except by permission from District Supt.)
 Stephenson's Shipyard, Hebburn.
 Tees Ironworks Foundry and Wharf, South Bank (except by permission from
 District Superintendent).

Trolleys 86399.

Central Marine Engine Works, Hartlepool.
 Middleton Shipyard and Graving Dock, Hartlepool.
 Hartlepool Engineering Works, Hartlepool.
 Leeds Forge Co.'s Sidings, Armley.
 South Durham Steel & Iron Co.'s Siding, West Hartlepool.

List of Places where certain types of Wagons cannot be dealt with.—Continued.**Six-Wheeled Wagons.**

Armstrong, Whitworth & Co.'s Works, Birtley.	Leeds Forge Co.'s Siding, Armley.
Barnbow Factory Siding, Garforth.	Littlethorpe Camp Sidings, Ripon.
Blyth Harbour Commissioners'	National Box Factory, East Branch, Castleford.
New Siding, New Blyth.	National Projectile Works, Birtley.
Britannia Works, Middlesbrough. (T. 28349).	N.E. Marine Coy.'s Forge Sidings, Churob.
Castleford and Whitwood Light Co., East Branch, Castleford.	Pit Crossing, Tynemouth Branch.
Central Marine Works, West Hartlepool.	Palmer's Works, Hebburn.
Hawthorn Leslie's Siding, Hebburn.	Prepared Cakes, Ltd., East Branch, Castleford.
Hickson & Partners, East Branch, Castleford.	Ryebread Glass Bottle Works, Castleford.

Eight-Wheeled Wagons.

Bartram and Sons' Shipyard, South Dock.
Blyth Harbour Commissioners' Siding, New Blyth.
North Eastern Marine Engineering Works, South Dock.
Sunderland Engineering Works, South Dock.
South Dock Shipyard, Sunderland.

Wagons fitted with Vacuum and Westinghouse Brakes.

Alma West Pelton Colliery and Brick Works, Pelton.	North Dock or Wearmouth Dock, Sunder- land (Monkwearmouth). (T. 26942).
Burnhope Colliery & Depots, Pelton.	Pelton New Winning, Pelton.
Craghead Railway, Pelton.	Rosedale. (O. 6257).
Handen Hold, Pelton.	Sacriston Railway, via Stella Gill. Twizell Sidings, Pelton.

Specially Constructed except by Engineer's Permission.

No. 3 Sheer Legs, Middleton, Hartlepool.	Lard Refinery, West Hartlepool.
Nos. 1 & 2 Gas Works, Hartlepool.	Cliff House Foundry, West Hartlepool.
Stranton Mill, West Hartlepool.	

Covered.

Glossop's Malting Warehouse, Beverley.
Harrison Bros., Diamond Grit Works, Middlesbrough.
Monkbridge Iron Works, Leeds.
Rookhope & Middleham Private Railway, Parkhead, via Waskerley.
Short & Sons' Tweedmouth Flour Mills, Tweedmouth. (T. 28649).
South Garesfield High Colliery, Lintz Green.
Springwell Colliery and Quarry, Jarrow.
Stephenson's Malting Warehouse, Beverley.
Tyne Dock (when loaded with Shipment traffic unless with sliding roof doors).

Covered 12 and 15 Ton.

Dean Bank Siding, Spennymoor.
Hedworth Barium Works, Tyne Dock.
Sacriston Railway, via Stella Gill.
Waldridge Colliery, via Stella Gill.

Covered 15 Ton.

Burnfields Siding, Millfield.
Ford Paper Works, Hylton.
North of England Maltings, Darlington.

Twin Bolster, a set of three laden blocks with spring buffers and centre couplings only.

Ashes Quarry, Stanhope Kilns.	Stanhope Kilns Goods Siding.
Crawley Engine Siding, Stanhope Kilns.	Stanhope Burns Sidings, Stanhope Kilns.

Double Bolster.

Ashes Quarry, Stanhope Kilns.
Crawley Engine Siding, Stanhope Kilns.
Stanhope Burn Siding, Stanhope Kilns.
Stanhope Kilns Siding.

Treble Bolster.

Tyne Dock (when loaded with iron for shipment to yards on Tyne.)

List of Places where certain types of Wagons cannot be dealt with.—Continued.**Quintuples.**

Blyth Shipyard.
 Cleveland Dockyard, Middlesbrough (except by permission of District Superintendent).
 Irvines Harbour Yard West Hartlepool.

Cattle.

Hedley Hope Tow Law.

Over 10 ft. 6 in. Wheelbase (except by permission of the District Superintendent).

Dunston Flour Mills.
 Short & Sons' Tweedmouth Flour Mills, Tweedmouth. (T. 28649).

Over 11 ft. 6 in. Wheelbase.

Sowerby's Ellison Glass Works, Gateshead.

Over 12 ft. 6 in. Wheelbase (except by permission of District Superintendent).

Harris Wharf, South Bank.

Over 13 ft. 0 in. Wheelbase (except by special permission).

Littlethorpe Camp, Ripon. (T. 27877).
 Philadelphia Siding, Penshaw.
 Wallsend Shipyard.

All which will not take a curve of 87 ft. radius.

Messrs. Patterson and Company's Works, Newcastle. (T. 28180).
 Wallsend Slipway and Engineering Works, Willington Quay.

All which will not take a curve of 99 feet radius.

Messrs. Hawthorne Leslie and Company's Works, Newcastle. (T. 28180).

All which will not take a curve of 100 ft. radius.

Bartram's Shipyard, South Dock.
 North Eastern Marine Engineering Works, Sunderland.
 Sunderland Shipbuilding Co.

All which will not take a curve of 110 ft. radius.

North Eastern Marine Engineering Works, Willington Quay (except by permission of Divisional Superintendent).

All which will not take a curve of 115 ft. radius.

C. A. Parsons & Co.'s Heaton Electric Works, Heaton Junction.

All other than Four-Wheeled Open.

Windle Bone Mills, Pickering.

All other than Bottom Door.

Goosepool Depot, Fighting Cocks.

Square-Ended Sleeper Wagons.

Rookhope and Middleham Private Railway.

No other than Ordinary Single Bolster.

Brown Bros., North Shore, Stockton.

Trolleys and Agricultural Implement Wagons without Bogies.

Richmond Iron Works, South Stockton.

Trolleys with Bogies.

Ashmore, Benson, Pease & Co., South Stockton.

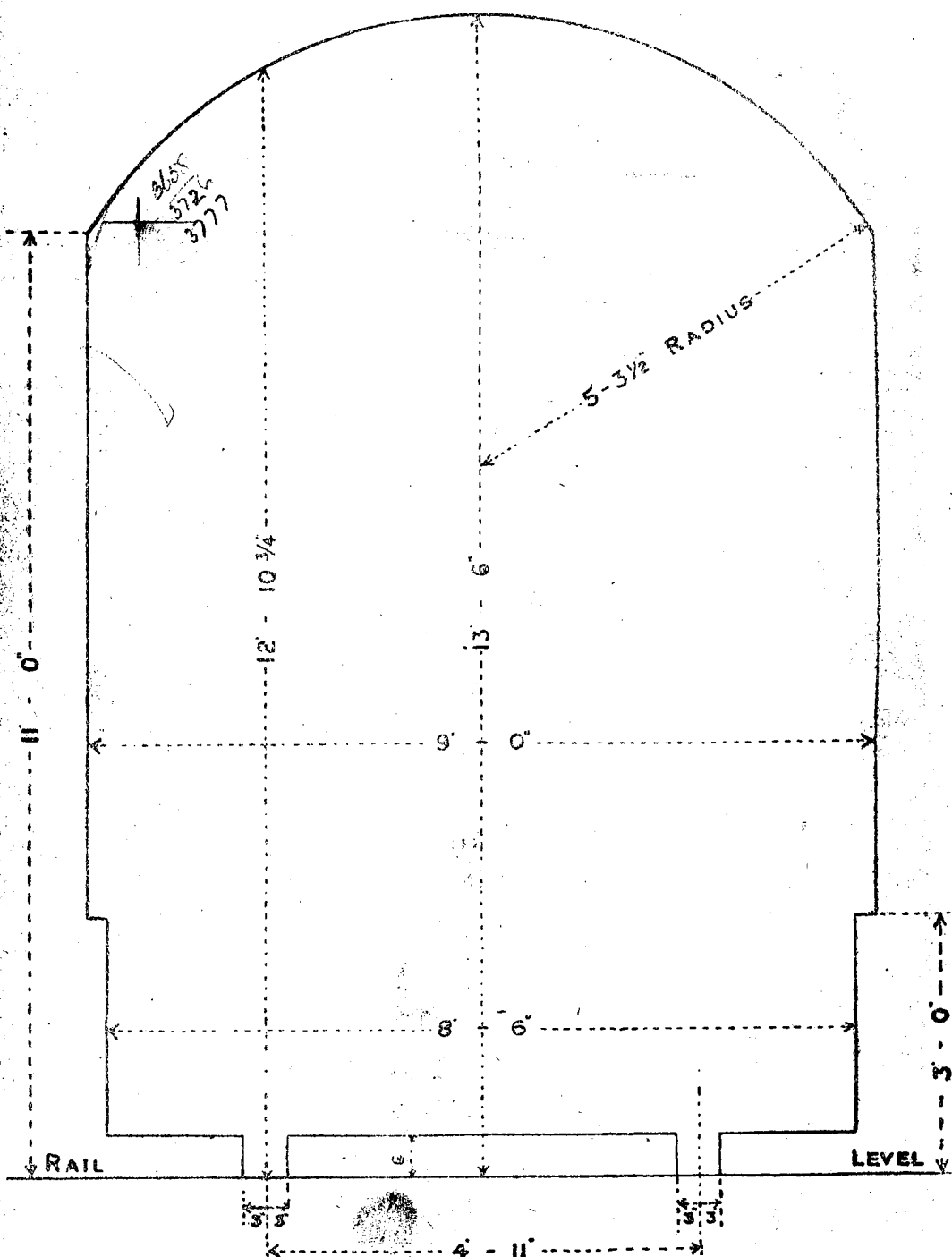
All Special Wagons on Bogie Frames.

Grahamsley's Scrap Yard, Tyne-Tees Wharf, Middlesbrough.

All other than Four-Wheeled Open Goods Wagons under 7 ft. 10 ins. high at side from rail level.

Ashes Quarry, Stanhope Kilns.
 Crawley Engine Siding, Stanhope Kilns.
 Stanhope Burn Siding.
 Stanhope Kilns Siding.

N.E.R. Standard Load Gauge.



SWEEPING REFUSE FROM CARRIAGES AND PLATFORMS ON TO LINES.**General Rule 92.**

Refuse from the platforms must be swept into heaps and gathered into buckets or other receptacles and taken away, instead of being swept on to the line.

As regards carriages which are swept out at platforms, boxes are provided by the Carriage and Wagon Departments which fit on the footboards so that the refuse from the carriages can be swept into them. Where vehicles are cleaned in Sidings the cleaners will be provided with special bags which tie round their waists into which refuse will be swept.

USE OF COMPANY'S STORES.**General Rule 95.**

Station Masters and all other servants of the Company are not allowed, without special permission given in writing, to apply to their own private use coals, gas, oil, or stores of any kind, belonging to the Company: and they are to exercise all possible economy in the use of stores of every description.

Economy in Consumption of Gas for Carriage Lighting.**General Rules 95, 99 (e), and 165.**

1.—All gas fitted vehicles are arranged to give a full light, or half light, by operating the bye-pass lever fitted at the end of the vehicle.

2.—Every effort must be made to avoid unnecessary consumption, and Stationmasters, Assistant Station Masters, Station Inspectors, and C. & W. Dept. Inspectors and Foremen at terminal and junction stations must keep a thorough check on the lighting arrangements so as to ensure that trains are not lighted up earlier than is absolutely necessary, and that gas is extinguished at the earliest possible moment. Guards will be held responsible for seeing that the lights of their trains are turned up or lowered at intermediate stations in accordance with these instructions; where there is no gassing staff, the station staff at the stations concerned will perform the work, assisted by the guard so far as his other duties admit of it.

3.—At certain periods of the year when evening trains leave the starting point during daylight, but require the gas to be lighted before the termination of the journey, the person responsible for the work at the starting station must (unless arrangements have been made by the District Superintendent for the work of lighting to be performed at an intermediate station) arrange for the gas to be lighted, and after examination to be at once placed on the bye-pass (half light). The full light must be turned on at the first intermediate station where the necessity for it arises.

4.—When early morning trains are lighted up at the starting point, the gas should be put on the bye-pass (half light) at the first intermediate station where the necessity for full lights no longer exists.

When there is an opportunity to extinguish the lights at an intermediate station without causing delay to the trains, this must be done instead of putting the light on the bye-pass.

Economy in Consumption of Gas for Carriage Lighting.—Continued.

5.—The gas must not be left fully burning in trains which stand for short or long periods between their workings. Where staff is available to attend to the work the gas must be extinguished and re-lighted; where this cannot be done, the light must be put on the bye-pass.

6.—Trains sent empty from one station (or carriage siding) to another to work specials, reliefs, or excursions, should, as far as possible, be lighted up at the point where the train is loaded. (B. 1766).

7.—In cases where trains composed of clerestory bogie vehicles fitted with flat flame burners, require to have the gas in the compartments lit during the day time, owing to the trains passing through tunnels, only the gas on one side of the carriage must be lit.

SIGNALMEN CHANGING DUTY, VISITATION OF SIGNAL BOXES, AND SIGNING OF OCCURRENCE BOOKS, AND TRAIN REGISTER BOOKS.

General Rules 96 and 3 (a).

Signalmen about to hand over the charge of the signal box to another signalman must not do so unless the man coming on duty is in a fit condition to take charge. Station Masters must visit not less than once a day, signal boxes situate within half-a-mile of the station unless specially exempted from this duty, and signal boxes situate more than half-a-mile from the station at least once a week, unless specially exempted from this duty. (O. 6589).

An Occurrence Book must be kept in every Signal Box. The Signalman must enter into this book the date and particulars of all irregularities which come under his notice, and also all exceptional occurrences such as accidents, trains an unusually long time in section, etc., etc.

Whenever the Station Master or District Signalmen's Inspector visits the box, the book must be produced for examination and signature. (O. 1588).

District Signalmen's Inspectors and Station Masters, when visiting signal boxes under their supervision, must also sign their names in the Train Register Book, the entry to be made on a separate line across the page. (O. 6549(a)).

Cleaning, Trimming and Lighting of Roof, Tail, and Side Lamps.

General Rules 99, 126, and 127.

General Instructions.

At the principal lamp rooms the following stores must be kept on hand :—

Lamp Brushes (for Roof, Tail, and Side Lamps).

Lamp Knives.

Lamp Probes.

Lamp Scissors.

Lamp Sticks.

Lighting Lamps and Torches.

Oil Feeders.

Pliers.

Pumice Powder.

Sawdust.

Sponge Cloths or Waste.

Scrubbing Brush.

Soft Soap.

Stiff Broom.

Whiting.

At smaller lamp rooms all the above articles will probably not be needed, but the Foreman Lampman, or man in charge of the lamp room, must see that such stores as are necessary to keep the lamps in proper condition are ordered through the Station Master.

Roof Lamps burning badly, or going out on the journey, must be taken out and replaced by properly trimmed lamps at the first available station.

Cleaning, Trimming, and Lighting of Roof, Tail and Side Lamps.—Continued.

Tail or Side Lamps going out on the journey must be exchanged at the first available station, and the fact recorded on the Guard's report, defective lamps being sent to the Divisional or District Superintendent for examination.

Roof, Side, or Tail Lamps, after having once been used and blown out must not be re-lighted for use a second time until they have been properly filled with oil, trimmed and cleaned; this, of course, does not apply in the case of Side or Tail Lamps going out on the journey. These must, if possible be re-lighted by the Guard for use until they can be exchanged as pointed out above.

Clean trimmed lamps only must be placed on trains, even if they are not required to be lit at the time.

When lamps, out of use, are being returned to their home station, they must be addressed to the party for whom they are intended, it being also stated on the label from what station they have been sent, and the number of lamps in the consignment.

Tanks, pumps, cans, feeders, and other utensils, must be kept bright and clean; care should also be taken to keep them free from wet.

Burners, cisterns, etc., which may become so coated with a deposit as to need boiling in soda and water, should be sent to the Stores for that purpose, along with the other parts of the lamp, an advice being sent to the Stores Superintendent stating the number which are being despatched.

Oil tins, feeders, etc., which have been used for rape oil must not in any circumstances be used for paraffin, unless they have previously been thoroughly cleaned.

Dirty wick, etc., must be kept together and removed from the lamp room daily.

The lenses of Tail and Side Lamps should be kept air-tight with putty, which can be made with whiting and rape oil.

In lighting lamps care must be taken not to disarrange the wick, or to smear or smoke the reflectors and lenses.

Lamps must be blown out; in no case must the light be extinguished by violently jerking or knocking the lamps on the benches or floor.

Whiting only must be used for cleaning reflectors.

When lamps are required to stand for any length of time, the brass rims should be coated with a paste made of rape oil and whiting, with a little paraffin added, the paraffin being in the proportion of about two teaspoons to a breakfast cup.

Lamp Foremen and men in charge of lamp rooms will be held responsible for seeing that the lamps and lamp rooms are kept clean and in good order, and for taking care that all articles and stores supplied are kept in good condition and used with care and economy.

Station Masters, Yard Masters, Lamp Foremen, and others concerned, will be held responsible for seeing that these instructions are strictly carried out, and should any breach of them occur, the facts must be immediately reported to the Divisional or District Superintendent.

The District Inspectors (Superintendent's Department) will, when visiting stations, inspect the lamp rooms, and report any irregularities which may come under their notice. They will keep a record of the places visited.

Cleaning, Trimming, and Lighting of Passenger Roof, Tail and Side Lamps.

General Rules 99, 126, and 127.

Roof Lamps.

The oil tanks and reflectors of Roof Lamps must be removed from the cases, the tanks filled with rape oil, and new wicks put into the tubes. Special wicks, dipped in paraffin wax, are supplied for Roof Lamps, and these only must be used. The wicks must be thoroughly saturated with oil before being used; where possible they should be steeped 24 hours. The lamps must be lit by means of the spirit torches which are provided for the purpose. The tubes through which the oil flows must be free from obstruction, vent holes open, brass rims polished, and the tops and cases well cleaned.

The feeder screws must be screwed so as to make them air tight. The reflectors must be polished before being replaced, and the glasses, chimneys, burners, wick holders, and every other part thoroughly cleaned; great care being taken to ensure that no soot remains in the tops or chimneys.

The lamps must not be thrown to or from roofs of vehicles; lamp sticks must be used to transfer the lamps, and care must be taken not to shake out the oil or smoke the glasses or reflectors.

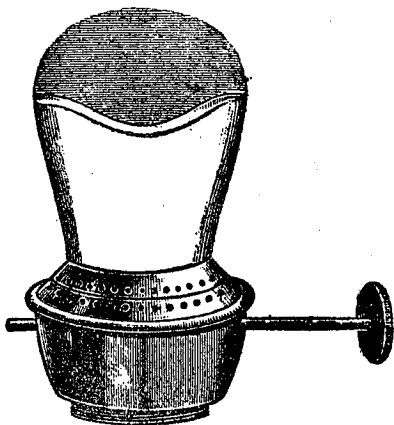
Roof lamps must not be placed on platforms or floors; they must be hung up or placed in stands or barrows.

The lamps should, whenever possible, be lit half-an-hour before they are required to be put into use, and the tops left open during the greater part of that time to allow steam and smoke to escape.

At Stations where roof lamps are rarely used and are not therefore kept trimmed and supplied with oil, arrangements must be made for roof lamp wicks soaked in oil to be kept on hand so as to be immediately available in case of emergency.

Tail Lamps.

All tail lamps are fitted to burn paraffin oil, and no other oil must be used in them. Care must be taken to fill the cisterns just clear of the top, and they must be wiped quite dry before being replaced in the lamp cases. The burners and vent holes must be well cleaned, the reflectors and brass rims thoroughly polished, and all soot brushed out of the tops. The movable draught excluders must be taken out and thoroughly cleaned before being replaced. Only wick of the proper description must be used. It should be cut into lengths of four inches and be quite dry before being put into the burners. The top of the wick must be cut perfectly level **after** it has been put into the burners, and the lamps must, whenever possible, be lit at least ten minutes before they are required to be used, so that the flame may be properly regulated. This must be done so that the flame will be exactly the height shewn in diagram, thus:—



Cleaning, Trimming, and Lighting of Passenger Roof, Tail, and Side Lamps.—Continued.

The wick must always reach the bottom of the tank ; when too short to do this it must be replaced by a fresh length. The hole in the feeder screw must be quite clear, and the feeder screw be tightly screwed to prevent oil escaping.

The lamp cisterns must be kept free from water ; this, when in the cistern, can be seen moving in the bottom in globules, or its presence is indicated by the tank having specks of rust. If there should be any water or dirt in the cistern it must be emptied and fresh oil and wick put in.

Side Lamps.

Side Lamps are fitted to burn paraffin, and no other oil must be used in them. The instructions in regard to trimming Tail Lamps will apply to Side Lamps. When trimming Side Lamps fitted with inside glass cases, the cases must be carefully removed and thoroughly cleaned before being replaced.

In the case of fixed gas or electric light ducket Side Lamps, these must be cleaned by gas-men where such are stationed ; where there are no gas-men the work must be performed by the Station staff.

Economy in Use of Oil.—Collection of Waste Oil by Stores Vans.

It is of the greatest importance that every effort should be made to effect economy in the use of oil, and Station Masters and Yard Masters must keep close supervision over the use of oil in their lamp rooms.

All dirty oil taken out of tail, side, hand, platform and office, etc., lamps should be retained (paraffin and rape oil to be kept separate) and emptied into receptacles provided in the Stores Vans when they visit the Stations and Yards.

This instruction does not apply to oil from continuous burning signal lamps. (B. 1858).

Continuous Burning Signal Lamps.

General Rules 99, 67 and 68.

The following instructions must be observed by the signal lampmen appointed to attend to the continuous burning signal lamps, and also by the signalmen at boxes where such lamps are provided :—

Signal Lampmen.

1.—The signal lampman must thoroughly clean and trim the lamps ; he must also clean the front window and back sight of the outer lamp case, as well as the spectacles of each signal on every round.

2.—Where the signal lampman attends to the signal lamps in an area consisting of several groups of signals, he must trim the lamps in each group on the day appointed, and must not vary the day except by instructions.

3.—A certain number of spare lamp interiors are provided at each signal box as an emergency in case of failure of the light. The signal lampmen must trim these spare lamps and leave them in charge of the signalman on duty. He must collect these lamps on his next round, and having satisfied himself that they are in order, must bring them into use and replace them with others which have been taken out of signals and retrimmed.

Continuous Burning Signal Lamps.—Continued.

4.—Any lamp reported by the signalman as having failed must be carefully examined by the signal lampman on his next round, and if the cause cannot be satisfactorily explained the lamp must be left out of use, and the matter reported to the District Inspector.

5.—Account must be kept of the stock of oil on hand at the various lamp-rooms, and the signal lampman must leave with the Station Master on a fixed date each month a requisition for the quantity of oil or other material needed at each lamproom under the latter's control.

6.—The signal lampman will be held responsible for seeing that lamprooms, oil cans and all utensils in his charge are kept in a thoroughly clean condition.

7.—Special oil cans, distinguished by a red band, must alone be used for the special oil supplied in connection with the lamps, and these cans must be kept perfectly clean and free from sediment.

8.—No oil other than the special oil supplied for use in continuous burning signal lamps must be kept in the lamproom where these lamps are dealt with.
Signalman.

9.—The signalman is responsible for seeing that lamps in signals controlled or sighted from the signal box are burning properly. In the event of failure of a light he must arrange to have the lamp at fault replaced by one of the spare lamps left in his charge as soon as ever possible.

10.—The failure of a signal lamp must be entered in the occurrence book; the time the failure was noticed and the time the lamp was replaced must also be recorded.

11.—The signalman on duty must see that the signal lampman duly replaces the complement of spare lamps kept at the signal box on each round.

Instructions for Charging and Lighting Carriages fitted with Gas Apparatus.**General Rule 107.**

1. **Description.**—Carriages fitted with gas apparatus are provided with a filling valve for charging purposes, and a pressure gauge at each side, and underneath are placed storage receivers, the capacity of which, when charged to the red mark on the gauge is equal to 24 hours' burning. When the pointer is midway between the red mark and the bottom of the gauge, the pressure is equal to 12 hours' burning; and by sub-divisions of this kind the burning capacity may be ascertained at any pressure indicated. On some gauges the pressure is indicated in lbs., and on others in atmospheres.

The filling valve receiver and gauge are connected by means of pipes. A regulator is also fixed underneath the carriages which reduces the pressure from the receivers to the lamps.

At one end of the vehicle there is a valve with a lever for raising or lowering the lights. When the handle at the end of the lever nearest the valve is against the guide, the lights are full on. Below this valve is a shut-off cock, which is full open when the slot in the plug is upwards. Each lamp is provided with a thumb tap, which must only be shut off in case of damage to the lamp.

2. **Instructions.**—Before attaching the hose to the valve at the filling station, a little gas must be blown through the valve to clear away any dirt that may be in it; the same must be done with the filling hose before charging the train. During these operations, and when charging carriages, care must be taken to keep away all lights except the safety lamps provided for that purpose.

Instructions for Charging and Lighting Carriages fitted with Gas Apparatus.—Continued.

To avoid waste of gas and disagreeable odour in the stations, the charging hose must be properly screwed home to the ground valve, and the carriage filling valve.

Care must be taken, when a train has been charged, that the filling cocks on the carriages are properly shut, and the covers put carefully over them; the same care must be exercised in shutting off at the valves at the filling station.

The filling hose, when not in use, must be placed in the receptacle provided, and where this does not exist, it must be carefully laid in the six foot way, so as to be clear of all passing engines or vehicles.

When lighting lamps the shut-off cock and lever must be to "Full open," and in carriages fitted with Pope's apparatus, or having horizontal flame lamps, the reflectors must be removed, and, after lighting, replaced gently in position so as not to damage the globes.

In those lamps where the reflectors have not to be removed, the torch should be applied to the top of the reflector chimney, unless the gas has been turned on some time and the lids shut, in which case the reflector should be removed before applying the torch, which should also be applied to the chimney in the lid to destroy any gas that may have accumulated before the lamp was opened; in all cases after lighting the lamps the lids must be put down gently by hand and carefully fastened.

Special care must be taken to see that the reflectors are properly placed in the lamps, and that the flames do not impinge against the reflector face, or globes may be broken by the heat.

As soon as the train has completed its day's working all the lights should be extinguished, and this must be done by shutting the cock at the end of the vehicle.

In all vestibule and dining car trains, in which the "shut off" cocks are fitted inside the vestibules and the lamps open on the outside, the gas must be turned on by the attendant when approaching the station where lamps are to be lighted, so as to avoid detention.

When the pendant has to be moved for any purpose, care must be taken to do this by taking hold at the joint in order to avoid bending or twisting the light arm, and also to prevent it coming in contact with and breaking the globe.

Where oil roof lamps have to be used, the thumb tap of the gas lamp must be shut off, the reflector removed and placed in the van, and the pendant moved back by the joint so as to clear the roof lamp, which must then be placed in the gas globe, care being taken to avoid breakage.

Lamps Lighted from the Inside.—When lighting lamps which open on the inside, the attendant must first open the main stop valve, and then the thumb tap at each lamp as it is about to be lighted. If care is not exercised in observing these instructions, there will be a liability of the gas exploding, and the passengers will be incommoded by the disagreeable odour.

The lights must be turned out by means of the thumb taps, after which the main valve must be shut.

Gas lighters and others responsible for the lighting of carriage gas lamps from inside compartments, when opening and closing the globes, must take hold of the metallic ring to avoid soiling the globes. If the rim cannot be reached, use must be made of a clean sponge cloth in holding and closing the globe.

Lighting of Vehicles fitted with Incandescent Gas Lamps.

General Rule 107.

Lamps Lighted from Inside Compartments.

Gas-lighters and others responsible for the lighting of carriage gas lamps from inside compartments, when opening and closing the globes, must take hold of the metallic ring to avoid soiling the globes. If the rim cannot be reached, use must be made of a clean sponge cloth in holding and closing the globe.

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There are two methods of fastening the globes, as illustrated in diagrams 1 and 2 (as under), and these methods apply to all lamps opening inside the compartments, including horizontal burner lamps as well as incandescent.

To open the lamp shewn in diagram 1, the catch should be pulled outwards, which will allow the globe to fall.

With the lamp shewn in diagram 2, the spindle must be pulled downwards and the globe will fall open.

Diagram 1.

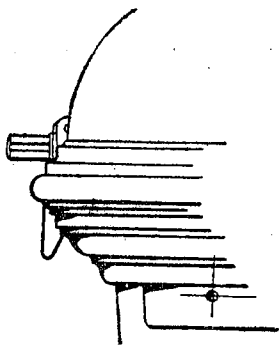
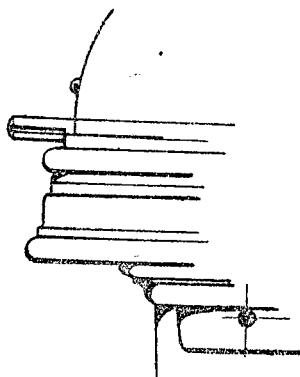


Diagram 2.



The main stop cock at the end of each vehicle should be fully turned, one vehicle to be dealt with at a time; each globe must then be at once opened and the torch applied, care being exercised not to touch the mantle. Should the lamp not readily light it may be due to either the bye-pass cock at the end of the vehicle not being fully on, or the stop cock at the lamp not being open. In closing the globe the catch must be kept clear of the globe ring, so as to prevent shock to the mantle.

A methylated spirit torch is provided which must be used for carriage lighting.

Lamps Lighted from Outside Compartments.

Gas to be turned on and each lamp lid opened, commencing at the main stop cock end. The lighting up to be done from the same end by holding the torch over the top of each chimney.

Adaptors must not be moved from the lamp body.

Changing of Mantles.

To change mantle, drop reflector by lifting the catch, remove collar to which mantle is attached, when the brass spring ring may be removed and the mantle frame will come out and can be replaced by another. Similar action must be taken if the mantle cage has to be removed or replaced. Put reflector back into position, lifting the catch so as not to shake the mantle.

Lighting of Vehicles fitted with Incandescent Gas Lamps.—Continued.

When changing mantles of lamps lighted from outside, open lamp top and lift adaptor to an upright position, after which the method of changing the mantle or mantle cage is the same as described on previous page.

General.

To turn out the lights the main stop cock at the end of each vehicle must be shut.

Before gas is applied, new mantles must be burnt off, after which gas may be turned on and the mantles lighted.

Each lamp is provided with a shut-off cock, which must be closed in case of a broken globe or any defect in the lamp.

MOVEMENT OF VEHICLES BY HORSES.**General Rule 110.**

When railway vehicles are being moved by horses, the horse chain must in all cases, when practicable, be attached to the horse chain hook at the side of the vehicle, and not to the drawbar hook or coupling. (O. 4362).

Stations at which there are Ramps.**General Rules 115 and 225.**

The ramps are lettered L. or R. to indicate which are left-hand and which are right-hand. (O. 5210).

S.—Single. D.—Double.

STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.	STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.
Ackworth Moor Top	1	S.	Baldersby	1	S.
Near Platelayers' Hut.			Bardsey	1	S.
Acklington	1	S.	Barlow	1	S.
Ackworth	1	S.	Station end of Down Siding.		
Near to Shunting Neck.			Barton Goods	1	S.
Aldin Grange	1	S.	Barnard Castle	1	S.
Allerton	1	S.	" " Loco. Shed	1	S.
Alne	1	S.	Barras—Summit Box	1½	S.
Alnmouth	1½	S.	Battersby	1	S.
" Loco. Shed	1	D.	Beal	1	S.
Alnwick	1	S.	Beamish	1	S.
Guards' Van of Branch Goods			" Junction	1	S.
train	1	S.	Bedale	1	S.
Alston	1	S.	Bedlington	1	S.
" Loco. Shed	1½	S.	Belford	1½	S.
Amble	1	S.	Beningbrough	1	S.
Amble Junction	1	S.	Benton	1	S.
Annfield Plain, Goods	1	S.	" Killingworth Crossings.	1	S.
" " Loco.	1	S.	Beverley—Cherry Tree Yard	1½	S.
Appleby	1	S.	" Down Platform	1	S.
Arthington	1	S.	Billingham	1	S.
Ashington	1	S.	Birtley	1	S.
Aycliffe	1	D.	Birstwith	1	S.
Aysgarth	1	S.	Bishop Auckland—		
			Passenger Station	2	S.
Bakers Bank Head	1½	D.	Goods Yard	1½	S.
" " "	1	S.	Blackhill	1	S.

Stations at which there are Ramps.—Continued.

STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.	STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.
Blackhall Rocks Station	1	S.	Christon Bank	1	S.
Blaydon—Station	1	S.	Church Fenton—		
Mineral Sidings	1½	S.	Warehouse end	½	S.
East End Goods Yard	1½	S.	Water tank, South end of		
West End	1	S.	Branch Sidings	½	S.
Loco. Shed	1	S.	Cliff Common	1	S.
Addison Colliery	1	S.	Coanwood	1	S.
Blyth—Station	1	S.	Cockfield—Woodland Junction	½	S.
South Staiths	1	S.	Coldstream	1	S.
Boldon	1	S.	Collingham Bridge	1	S.
Bolton-on-Dearne	1	S.	Consett—Near turntable	1	S.
Bolton Percy	1	S.	Bradley Crossings	1	S.
End of Carriage Loading			West end of Warehouse	½	S.
Dock			At Consett Junction	1	S.
Boosbeck	1	S.	Corbridge	1	S.
Boroughbridge	1	S.	Cowton	1	S.
Bowes	½	S.	Eryholme Junction	1	S.
Bowes Bridge—			Cox Green Junction	½	S.
At Junction	1	D.	Coxhoe Bridge	1	S.
Loco. Shed	1	D.	At Kelloe Bank Foot		
Bradbury	1	S.	Coxhoe W.H.	1	S.
Brampton Junction	1	S.	Cramlington	1	S.
Brandon Colliery—			Croft Spa	1	S.
Dearness Valley Junction	1½	S.	Near buffer end of horse dock		
Brandon Junction	1½	S.	Crook—Mineral Office	1	S.
Bridlington—Passenger Station	1	S.	—Goods Yard	1	S.
Goods Yard	1	S.	Cross Gates	1	S.
Brockley Whins	1	S.	Croxdale	1	S.
Brompton	1	D.			
Broomside	1	S.	Dacre	1	S.
Brotton	1	S.	Danby	½	S.
Brough	1	S.	Darlington—		
Burton Agnes	1	S.	Lamp Room at Station	2	D.
Burton Salmon	1	D.	West Yard	1	S.
Byers Green—			"	½	D.
Loco. Shed, Tod Hills	1	S.	Slum Siding, West Yard	1	S.
			East Yard	1	S.
Cargo Fleet—			West Sidings	1	D.
Whitehouse Crossing	1	S.	Down Sidings	1	S.
Carlisle—Low Goods Yard	1	S.	Up Sidings	1	S.
High Goods Yard	1	S.	Up Sidings, South End	1	S.
Carlton	1	S.	Bank Top, North End	1½	S.
Carville	1	S.	"	½	D.
Castle Eden	1	S.	Bank "Top, Old" Yard	1½	D.
Castleford—			"	1	S.
Near Foreman's Office	1	S.	G.N." Yard	1	S.
Near Wagon Weighbridge	1	S.	"	and 1 single	
Old Station, No. 8 Siding	1	S.	Croft Junction	1½	S.
Moss Street Sidings	1	S.	Albert Hill	1	S.
Glasshoughton	1	S.	Driffeld—End of Warehouse,		
Opposite Signal Box			near Engine House	1	S.
Castleton	1	S.	Drypool—Sweet Dews Siding	1	S.
Cattal	1	D.	—Hedon Road Bridge	2	S.
Catterick Bridge—Goods Yard	1	S.	Dunston-on-Tyne—		
Cawood	2	S.	At Norwood Sidings	1	S.
Chathill	1	S.	"	1	D.
Cherry Burton	1	S.	At Jetty End	1	S.
Chester-le-Street—			"	1	D.
Goods Yard	½	S.	Foreman's Office, Exchange		
At Crossing, about 300 yards			Sidings	2	S.
north of warehouse	½	S.	At Station	1	S.
Choppington	1	S.			

Stations at which there are Ramps.—Continued.

STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.	STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.
Durham—			Grangetown—Lackenby Ballast		
Goods	1	S.	Tip	1	D.
Passenger—			Grangetown—Station Box	1	S.
Near Loco. Foreman's			Great Aytton	1	S.
Office	1	S.	Greatham	1	S.
Near Engine Shed	1 $\frac{1}{2}$	D.	Grinkle	1	S.
Durham Elvet	1	S.	Near Mines Ground Frame.		
Eaglescliffe—South end of No. 2			Grosmont—Goods Yard	1	S.
Platform	1	S.	Guisborough—Goods Yard	1	S.
Easington	1	S.	Slapewath	1	S.
East Boldon—Station	1	S.			
Eserick—Near Up Relief Sidings	1	S.	Haltwhistle	1	S.
Eston	1	D.	Hammerton	1	S.
Etherley	1	S.	Hamsterley Colliery	1	S.
Evenwood	1	S.	Harrogate—		
Felling	1	S.	Passenger Station, end of		
Fencehouses—			No. 7 Platform	1	S.
Near Goods Warehouse	1	S.	Bilton Road Junction	1	S.
Rainton Crossings Signal Box	1	S.	Hart—Station	1	S.
Ferrybridge	1	S.	Cemetery Junction North	1	S.
Ferryhill—Old Yard	1	S.	Hartlepool—		
North Goods Yard	1	S.	Coal Hill Shunter's Cabin,		
North Mineral Yard	1	S.	near Ballast Crossing	1	S.
South Goods Yard	1	S.	Goods Yard, Engine Shed		
South Mineral Yard	1	S.	Corner	1	S.
Fighting Cocks	1	S.	Cemetery North Sidings—		
Filey	1	S.	No. 1 Group	1	S.
Outside warehouse in recess			No. 2 Group	1	S.
Flaxton	1	S.	Haswell	1	S.
Fourstones	1	S.	Haverton Hill	1	S.
Frickley—Hickleton South Box	1	S.	Hawes	1	S.
Frosterley—Bishopley Junction	1	S.	Haydon Bridge	1	S.
Gainford—Forcett Junction	1 $\frac{1}{2}$	S.	Headingley	1	S.
Garforth—			Heaton—South Yard	2	S.
East End of Up Platform	1	S.	North Yard	3 $\frac{1}{2}$	S.
Near West Box	1	S.	Spoil Bank	1	S.
Barnbow—Near Shunters'			Hebburn	1	S.
Cabin	2	S.	Heck	1	S.
Gascoigne Wood Junction	5	S.	Hedon	1	S.
Hagg Lane Shunters' Cabin,			Hemingbrough	1	S.
on Down Hump and Up			Hepscott	1	S.
Hump			Hesleden	1	S.
Gateshead—			Hetton	1 $\frac{1}{2}$	S.
Allhusen's Traffic Office	1	D.	Hexham	1	S.
Entrance to Boro' Gardens			" Guards' Van of Branch		
Mineral Sidings	1 $\frac{1}{2}$	D.	Goods Trains	1	S.
St. James Bridge Sidings	1	S.	" Loco. Shed	1	D.
Hawks Sidings	1	S.	High Shields—Goods Yard	1	S.
Oakwellgate Sidings	1	S.	Hinderwell	1	D.
Park Lane East End	1	S.	Holme	1	S.
Park Lane West End	1	S.	Horden	1	S.
Warehouse Yard, near			Hornsea	1	S.
Shunters' Cabin	1	S.	Hornsea Bridge	1	S.
Loco. Shed	1	D.	Horsforth—Near Signal Box	1	S.
Near Yardman's Cabin	1	D.	Hawksworth Quarries	1	S.
Gilling	1	S.	Howden	1	S.
Goldsborough	1	S.	Hull—Paragon—		
Goole—Passenger Station	1	S.	Near Loco. Foreman's Lobby	1	S.
Creykes' Siding	1	S.	Under Park Street Bridge	1 $\frac{1}{2}$	S.
			Walton Street Carriage Sheds		
			near Mess Room Buildings	1	S.

Stations at which there are Ramps.—Continued.

STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.	STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.
Hull—West Goods Area—			Kirkham Abbey	1	S.
East End Marshalling Sidings			Knaresborough—Goods Junction.	1	S.
Albert Dock East	1	S.	Knitsley	1	S.
West End Marshalling Sidings	1	S.	Lamesley	1	S.
Dairycoates East	1	S.	Lanchester	1	S.
L. & Y. Sidings	2	S.	Leanside	1	S.
Dairycoates Siding	1	D.	Belmont Junction	1	S.
L. & N.W. Sidings	1	S.	Leasingthorne—Chilton Crossing	1	S.
Slipways, St. A. Dock Ext.	1	S.	Ledston	1	S.
Manor House Yard	1	S.	Leeds New Station—		
New Yard	1	S.	Near Canal Signal-box	2	S.
New Yard (G.C. Co.'s)	1	S.	Near West signal-box	2	S.
Neptune Street	1	S.	Near East signal-box		
Inward Sidings, East End	1	S.	(Down side)	2	S.
Inward Sidings, West End	1	S.	Leeds—		
Outward Sidings, East End	1	S.	Wellington Street Goods		
Outward Sidings, West End	1	S.	Yard, close to Shunters'		
South Side, Albert Dock	1	S.	Cabin	1	S.
Chalk Lane Sidings	1	S.	Geldard Junction, North of		
Hull—Mineral Area—			Shunters' Cabin	1	S.
West End Empty Sidings	1	S.	Armley Sidings, South of		
East End Empty Sidings	1	S.	Shunters' Cabin	1	S.
West End New 8 Section	1	S.	Cardigan Road, near Signal		
West End 3 and 4 Sections	1	S.	Box	1	S.
West End 5 and 6 Sections	1	S.	Hunslet N.E. Goods Yard	1	S.
East End 3 and 4 Sections	1	S.	Leeming Bar	1	S.
East End 5 and 6 Sections,			Lemington—Walbottle signal-box	2	S.
which include New 7 Sec-			Leyburn	1	S.
tion	1	S.	Lintz Green	1	S.
West End Priory East Yard			Lobley Hill Bank Head—		
9 and 10 Sections	1	S.	At Bank Head	1	S.
West End Priory East Yard			Loftus	1	S.
11 and 12 Sections, which			Low Fell—Marshalling Sidings	1	S.
includes the New Mixing			Malton—		
Sidings	1	S.	Goods Yard Down Side	1	S.
Priory East Yard, East End			Loco. Shed.	1	S.
9 and 10 Sections	1	S.	Guard's Van of Malton to		
Priory East Yard, East End			Driffield Pickup	1	S.
11 and 12 Sections	1	S.	Guard's Van of Malton to		
Hunwick	1	S.	Searborough Pickup	1	S.
Hunmanby	1	S.	Guard's Van of Malton to		
Hurworth Burn	1	D.	Whitby Pickup	1	S.
Hutton Cranswick	1	S.	Guard's Van of Malton to		
Hylton	1	S.	Helmsley Pickup	1	S.
Ilkley	1	D.	In Spare Van	1	S.
Jarrow	1	S.	Market Weighton—		
Jervaulx	1	S.	Under Stage, East end of		
Killingworth	2½	S.	Warehouse	1	S.
Kippax—			Marsh Lane—		
Goods Yard	1	S.	Depots	1	S.
Bowers Allerton Colliery Jct.	1	S.	Neville Hill Up Sidings	1½	S.
Kirbymoorside	1	S.	Neville Hill Down Sidings	1	S.
Near points leading to Ware-			Neville Hill Loco.	1	S.
house line.			Marston Moor	1	S.
Kirkby Stephen	1 Set and 1 Single	S.	Masham	1	S.
Loco. Shed.	1	S.	Melmerby	1	S.
			Micklefield—		
			Near Porter's Room	1	S.
			Newthorpe Quarry, near		
			Signal-box.	1	S.

Stations at which there are Ramps.—Continued.

STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.	STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.
Middlesbrough—			Newport (Continued)—		
West Box	1	S.	Hump, Erimus Up Mineral		
Old Town Junction	1	S.	Yard	1	S.
Foreman's Cabin,			Hump, Newport Up Goods		
Marsh Branch	1	S.	Yard	1	S.
Foreman Shunter's Cabin,			Shunters' Cabin, West End		
Acklam Branch	1	S.	Newport Up Goods		
Alongside Shunting Line,			Yard	1	S.
West End of Goods Yard	1	S.	Shunters' Cabin, Newport		
Alongside Shunting Line,			Down Goods Yard	1	S.
East End of Goods Yard	1	S.	Newsham	1	S.
Loco. Shed	1	S.	Newton Kyme	1	S.
Loco. Shed	1	D.	Nidd Bridge	1	S.
Old Yard, Vulcan Street	1	S.	Northallerton—		
Near Water Tank, North			Near Shunter's Cabin, No. 23		
Ormesby Box	1	S.	Road	1	S.
Middleton-in-Teesdale	1	S.	Guard's Van of Northallerton		
Middleton-on-the-Wolds	1	S.	and Hawes Pickup	1	S.
Millfield	1	S.	(Goods)—Between Sidings		
Monk Fryston—			Nos. 13 and 14	1	S.
Behind Milford Junction Box	1	S.	North Blyth—Loco. Shed	1	S.
Shunter's Cabin,			North Shields—		
North Sidings	1	S.	Nile Street Yard	$\frac{1}{2}$	S.
Shunter's Cabin, East Yard	1	S.	Hylton Street Yard	$\frac{1}{2}$	S.
Lumby Dock	1	S.	North Wylam	1	S.
Monkseaton	1	S.	Norton-on-Tees—		
Monkwearmouth—			Station	1	S.
Wearmouth Junction	1	S.	Norton West Junction	1	S.
Goods Yard	1	S.	Nunthorpe	1	S.
North Dock Sidings	1	S.			
Moorthorpe	1	S.	Ormesby	$\frac{1}{2}$	S.
Morpeth	$1\frac{1}{2}$	S.	Otley	1	S.
Moss	1	S.	Otterington	1	S.
Murton Junction	1	S.	Ottringham	1	S.
Naburn	1	S.	Pallion	1	S.
Newbiggin	1	S.	Pannal	1	S.
New Bridge Street—			Pateley Bridge	1	S.
Goods Yard	1	S.	Patrington	1	S.
Mineral Yard	1	S.	Pelaw	1	S.
Trafalgar South Yard	2	S.	Pelton	1	S.
Near Timber Bank in Old			Penshaw	1	S.
Trafalgar Goods Yard	$\frac{1}{2}$	S.	Near Entrance to Lambton		
Newburn	1	S.	Line	1	D.
Newby Wiske	1	S.	Percy Main	1	S.
Newcastle Central	1	S.	Percy Main	1	S.
Newcastle Forth—			Northumberland Docks,		
Reception Sidings, West End	1	S.	Staiths and Sidings		
Reception Sidings, East End	1	S.	Pickering—		
Pickup Gullet	1	S.	Shed near Bridge Street		
South Gullet West	1	S.	Crossing	$1\frac{1}{2}$	S.
South Gullet East	1	S.	Guard's Van of Cattle Train	1	S.
Stable Road	1	S.	Picton	1	S.
Old Cattle Dock	1	S.	Piercebridge—Warehouse	$\frac{1}{2}$	S.
Infirmary Yard	1	S.	Pilmoor	1	S.
Newport—			Plawsworth	1	S.
Hump, Erimus Down Mineral			Pocklington	1	S.
Yard	1	S.	Pontefract	1	S.
Shunters' Cabin, East End			Ponteland	1	S.
Erimus Down Mineral			Pool	1	S.
Yard	1	S.	Poppleton	1	S.

Stations at which there are Ramps.—Continued.

STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.	STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.
Port Clarence—			Sherburn Colliery—Station.	1	S.
Foreman's Cabin, Bank Foot.	1	S.	" Colliery Junction.	1	S.
Junction Box	1	S.	Sherburn House	1	S.
Potto	1	S.	Shield Row	1	S.
Prudhoe	1	S.	Shildon—		
			Laden Sidings	1	S.
Ravenstonedale	$\frac{1}{2}$	S.	Laden Sidings, Low End	1	S.
Redcar—Goods	1	S.	Empty Sidings	1	S.
Tod Point	1	S.	Near Spout Lane Bridge		
Redhough—Bank Foot	1	S.	(Empty Side)	1	S.
" Goods Yard	$\frac{1}{2}$	D.	Tunnel North	$\frac{1}{2}$	S.
Riccall	1	S.	Shincliffe—		
Richmond Goods	1	S.	Near Station Master's House	1	S.
Ripon	1	D.	Sinderby	1	S.
Rosedale—			Skirlaugh	1	S.
Blakey Junction	1	S.	Skinningrove—Mineral Office	1	S.
Incline Top	1	D.	Sledmere and Fimber	1	S.
Incline Foot	1	S.	South Bank—		
In three Guards' Vans of	Three	S.	Foreman's Office, Clay Lane	1	S.
Mineral Trains	$\frac{1}{2}$ Sets	S.	South Blyth—Loco. Shed	1	D.
Rowlands Gill	1	S.	Southburn	1	S.
Ryhope—			South Gosforth	1	S.
Ryhope Grange Junction	1	S.	South Milford	1	S.
Ryhope Colliery Junction	1	D.	South Shields	1	S.
			Southwick—Goods Yard	1	S.
Saltburn—			Spennymoor—		
Station	1	S.	Station	1	S.
Goods Warehouse	1	S.	Binchester Junction Box	1	S.
Scarborough—			Spofforth	1	S.
Near Station Signal Box	1	S.	St. Peter's	1	S.
Guards' Van of Pickering			Staddlethorpe	1	S.
Pickup	1	S.	Staithes	1	D.
Guards' Van of Flamborough			Stamford Bridge	1	S.
Pickup	1	S.	Stanley Level	1	S.
Near Shunter's Cabin, Goods			Stannington	1	S.
Yard	1	S.	Starbeck—		
New Carriage Sidings, Gal-			North Yard	1	S.
lows Close	1	S.	Stonefall Up Sidings	1	S.
Scholes	1	S.	Stonefall Down Sidings	1	S.
Scorton	1	S.	Loco. Shed.	$\frac{1}{2}$	S.
Scotswood—			Stanhope—		
Station	1	S.	Goods Yard	1	D.
Scotswood Bridge Carriage			Loco. Shed.	$\frac{1}{2}$	S.
Sidings	1	S.	Stella Gill—		
Sculcoates—Goods Yard	1	S.	Stella Gill Yard	2	S.
Marshalling Sidings	1	S.	South Pelaw Junction	1	S.
Seaham—Seabanks Junction	1	S.	Stillington—Goods Yard	1	S.
Goods Yard	1	S.	Goods Yard	1	D.
Seamer	1	S.	Stocksfield—		
Seaton	1	S.	Mickley West Sidings	1	S.
Sedgefield—			Station	1	S.
Goods Yard	1	S.	Stockton—		
Seghill	1	S.	East Bay Terminal End	1	S.
Selby—			Cattle Dock, North Shore		
Between West Junction Box			Goods Yard	1	D.
and Park Street Bridge	2	S.	Shunter's Cabin, North		
Near Shunter's Cabin, Canal			Goods Yard	1	D.
End, New Yard	1	S.	North End of Bishopton		
Between South Box and			Lane Bridge, South		
Park Street Bridge	$1\frac{1}{2}$	S.	Goods Yard	1	S.
			Loco. Sheds	1	S.

Stations at which there are Ramps.—Continued.

STATION AND WHERE PLACED.	NO. OF SETS.	S. OR D.	STATION AND WHERE PLACED.	NO. OF SETS.	S. OR D.
Stokesley—Goods Yard	1	D.	Tyne Dock Bottom (<i>Continued</i>)—		
Strensall	1	S.	Near Weigh Cabin, West		
Sunderland—			Side Ore Jetty	1	S.
Under Bridge at South End			St. Bede's Sidings—		
of Station	2	S.	Near Shunter's Cabin	1	S.
Loco. Shed Yard	$\frac{1}{2}$	D.	Stanhope Sidings—		
South Dock—			Near Foreman's Office	1	S.
Goods Yard	1	S.	Green Lane Sidings—		
Hendon Junction	1	S.	Near Numbertakers' Office	$\frac{1}{2}$	D.
Londonderry Junction.	1	D.	No. 2 Bank—		
Carriage Sidings, Villetto			Near Shunters' Cabin	1	S.
Road	1	D.	No. 3 Bank—		
Swalwell	$\frac{1}{2}$	S.	Near Foreman's Office	1	S.
	1	S.	No. 1 Jetty—		
			Near Bankriders' Cabin	1	S.
Tadcaster	1	S.	No. 2 Jetty—		
Tanfield	$\frac{1}{2}$	S.	Near Bankriders' Cabin	1	S.
Tanfield Lea—			No. 3 Jetty—		
Tanfield Moor Bank Foot	1	S.	Near Bankriders' Cabin	1	S.
Temple Hirst	1	S.	No. 4 Jetty—		
Thirsk—			Near Bankriders' Cabin	1	S.
North End of Up Yard	1	S.	Tynemouth—		
South End of Up Yard	1	S.	Goods Yard	1	S.
Down Side, Shunters' Cabin	1	S.	Passenger Station	1	S.
South Side, opposite South					
Junction Box	1	S.	Walker	1	S.
Thirsk Town—			Warthill	1	S.
South End of Warehouse	1	S.	Washington—		
Thornaby—			South Yard	1	S.
Station, East End	1	S.	Middle Yard	1	S.
Ironworks Box	1	S.	Low Yard	1	S.
Numbertakers' Cabin,			Waterhouses—Flass Junction	1	S.
Bowesfield Junction.	1	S.	Wearhead	$\frac{1}{2}$	S.
Shunters' Cabin, South			Wear Valley Junction	1	S.
Stockton Goods Yard.	1	S.	Weaverthorpe	1	S.
Thorne	1	S.	Weeton	1	S.
Thorner	1	S.	Welbury	1	S.
Thornley Colliery	1	S.	Wellfield—		
Thorparch	1	S.	North End of Up Platform {	$\frac{1}{2}$	S.
Topcliffe	1	S.		1	D.
Tow Law	1	S.	West Auckland—		
Trenholme Bar	1	S.	Goods Yard	1	S.
Trimdon	1	S.	St. Helen's Siding	1	S.
Tweedmouth—			Loco. Shed	1	S.
North Goods Yard	1	S.	West Cornforth	1	S.
South Goods Yard	1	S.	West Hartlepool—		
Tyne Dock (Passenger)—			Town Goods Warehouse	$\frac{1}{2}$	S.
Near Harton Junction Box	2	S.	Slag Island	1	S.
Hilda Hole	2	S.	Coal Hill	1	S.
Outside Engine Shed	2	D.	Princess Street Signal Box, {	1	S.
Whitburn Junction	1	S.	Middleton	1	D.
Tyne Dock Bottom—			Outside Shunters' Cabin,		
Near Foreman's Office {	$\frac{1}{2}$	D.	Greenland.	1	S.
Near Foreman's Office, No. 2	$\frac{1}{2}$	S.	Middle of Mains Goods Yard.	1	S.
Warehouse	1	S.	Cliff House, Bottom South		
Near Weigh Cabin, Factory			Yard	1	S.
Sidings, East Side	$\frac{1}{2}$	S.	Cliffe House, South Junction.	1	S.
			Newburn Junction, behind		
			Foreman's Office	1	S.

Stations at which there are Ramps.—Continued.

STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.	STATION AND WHERE PLACED.	No. OF SETS.	S. OR D.
West Hartlepool (Continued.)—			Wolsingham	1	S.
Cliff House, North Yard, near Rocket House	1	S.	Wooler	1	S.
Cliff House Branch, South End. At Foreman's Cabin	1	S.	Wormald Green	1	S.
Baltic Street Crossing, Burn Road	1	S.	Wynyard	1	S.
Station, South End	1	S.	Yarm	1	S.
Cliffe House, Middle Yard	1	S.	York Passenger—		
Carr House Standage Sidings	1	S.	Old Station	1	S.
West Wylam Junction	1	S.	South End of No. 1 Platform	1	S.
Wetherby Passenger—			South End of Nos. 7 and 14 Platforms	1	S.
Passenger Station	1	S.	North End of Nos. 8 and 14 Platforms	1	S.
Wetherby Goods—			At Fish Stage, Clifton	1	S.
Near East Box	1	S.	South End of Nos. 1 and 2 Groups, Clifton	1	S.
Whitby—			York Goods—		
Near Weigh Office, Goods Yard	1	S.	North Junction, B.P. line, 397	1	S.
Guard's Van of Scarborough Pickup	1	S.	South End of No. 1 Down	1	S.
Guard's Van of Loftus Pick- up	1	S.	North End of No. 1 Down	1	S.
Guard's Van of Battersby Pickup	1	S.	Severus Junction, between lines 14 and 21	1	S.
Guard's Van of Malton Pick- up	1	S.	No. 1 Up Yard, end of line 582	1	S.
Spare Van	1	S.	No. 2 Up Yard and East Sidings, North End of R.C.H. Office	1	S.
Whitedale	1	S.	Branches Yard at East End of Wagon Shops, Mess Room	1	S.
Willington Quay	1	S.	Warehouse Yard on line 942	1	S.
Willington—			York Goods—Foss Islands—		
Brancepeth Colliery Junction	1	S.	North End of Nos. 4 and 5 Docks	1	S.
Bowden Close Junction	1	S.	(O. 2412).		
Wilmington	1	S.			
Wingate	1	S.			
Winston	1	S.			
Withernsea	1	S.			
Witton Gilbert	1	S.			

Misuse of Passenger Train Tail and Side Lamps.

General Rules 126 and 90.

Passenger lamps must not be used for Goods and Mineral services, or *vice versa*. In the event of a passenger tail lamp being misused on a Goods or Mineral train, the receiving station must not work it out again on a Goods or Mineral train, but must replace it by a "G" or "M" lamp, as the case may be, the passenger lamp being sent to the passenger station for which it is lettered, a report of the circumstances being made at the time to the District Superintendent.

SPECIAL TRAINS SHOWN IN PROGRAMME OR OTHER SPECIAL
ADVICE "Q" (TO RUN ONLY IF REQUIRED).

General Rule 130.

When trains are shown "Q" in the programme or other special advice, it must be understood that an advice will be issued by the originating station if it is decided to run the trains, and in the absence of such advice it must be assumed that they will not run. (P. 1999 b).

ENGINE ASHES AND SAND.

General Rules 154 and 275.

Engine ashes must not be thrown upon the line, except at appointed places, and must be thrown clear of the sleepers or other inflammable material.

Enginemen must not have their engine sand valves open when passing over points, as the sand chokes the points and prevents them working properly.

Labelling of Excursion and Special Trains.

General Rules 165, 90, 125, 160, and 192.

1.—All brakes are fitted at the ends with brackets upon which numbered tablets can be fixed.

2.—The Programme of Special Trains will shew, or special instructions will be given, when it is necessary for Excursion Trains to be labelled, or provided with metal number tablets.

3.—One label should be gummed on both sides of every carriage at the top of the quarterlights outside, so as not to obstruct the view from the windows. Surplus labels will be provided to ensure the guard having a supply for renewal purposes on the return journey if required. All unused labels to be handed over to the Station Master, or other person in charge, at the completion of the return journey.

4.—All paper labels must be washed off as soon as possible after the trains finish working. At stations where there is a Carriage Department Washing Staff, the work will be performed by that staff, and the Station Masters must call the attention of the Carriage Inspector or other person in charge, to any vehicles which have not received prompt attention. Where the Traffic Department staff perform the work of washing and cleaning, they will be held responsible for seeing that all paper labels are properly washed off.

5.—Paper labels must not, under any circumstances, be gummed or pasted on the woodwork of the carriages, or upon the ordinary lettered destination boards.

6.—Metal numbered tablets are kept at the stations shewn below:—

Station or Siding.	Numbered tablets.	
	No. of tablets.	How numbered.
NEWCASTLE (CENTRAL) (Depot for Newcastle and Sunderland Districts)	1230	6 ranges; each 1 to 200 inclusive, and 30 blanks.
DARLINGTON (Depot for Darlington and Middlesbrough Districts)	220	2 ranges, 1 to 100 inclusive, and 20 blanks.
YORK (Depot for York District)	440	4 ranges, 1 to 100 inclusive, and 40 blanks.
LEEDS (Depot for Leeds District)	200	2 ranges, 101 to 180 in- clusive, and 40 blanks.
HULL (Depot for Hull District)	100	2 ranges; 181 to 220 in- clusive, and 20 blanks.

Labelling of Excursion and Special Trains.—Continued.

7.—When the programme of Special trains indicates that numbered tablets are to be used, all special, relief and excursion trains must carry on the front of the engine and on the end of the rear brake, tablets numbered to correspond with the sets shewn in the programmes. Trains running from the Northern Division to the Southern Division and vice-versa will be numbered alike in each programme.

8.—Station Masters responsible for making up trains must be careful to see that they are properly numbered in accordance with the programme. Station Masters at Stations other than Tablet Depots making up trains must apply to their Depot for the necessary tablets.

In the case of trains from foreign lines the Station Master at the Tablet Depot Station nearest the foreign junction will be responsible for supplying the necessary tablets to the junction station where the train first touches this line, or in the event of the train not stopping there, to the last stopping station on the foreign line, and for seeing to their prompt return from the station concerned.

9.—Guards working excursions provided with numbered tablets to Foreign Companies' lines, must see that these are removed at the **handing over junction**, or, in the case of trains which do not stop there, at the first stopping place after leaving this Company's line, and replaced at the handing over junction or last stopping place prior to reaching the N.E. line.

10.—Guards must insert on their journals the set number of the trains they work, according to the programme of the day.

11.—As soon as a train has been brought to the storage sidings or other point where the engine is detached, the fireman must see that the engine-tablet is removed from the engine and placed in position on the vehicle next the engine so as to be ready for the next journey.

The tablets at both ends of the train must be allowed to remain on the vehicles until the engine is attached for the return journey, when the fireman must take the tablet from the front vehicle and fix it on the engine.

12.—In the case of trains which have to be reversed, and quickly worked out again, the fireman of the inward engine must take the tablet off his engine and fix it on the vehicle next his engine.

The firemen of the engine which will work the train out must take the tablet from the vehicle next the engine and place it on the front of his engine.

13.—The guard must satisfy himself that the train has been properly numbered and labelled before starting and report any omission in this respect.

14.—Station Masters obtaining numbered tablets from the Depots must see that they are returned immediately after use, and the Depot Station Master must appoint someone to see that all tablets come to hand promptly. If they have not all been received by the evening of the second day after the special event for which they have been used, the circumstances must be reported forthwith to the Divisional or District Superintendent.

Labelling of Excursion and Special Trains.—Continued.

Guards must see that the tablets are disposed of as shewn below :—

STATIONS OR SIDING.	Place at which tablets are to be left.
NEWCASTLE DISTRICT.	
Newcastle (Central)	Handed to person appointed by Station Master to receive them.
Scotswood Bridge Sidings	Shunters' Cabin.
Delaval Sidings	In the boxes provided and lettered for the purpose.
Heaton Carriage Sidings	Shunters' Cabin.
Heaton North Sidings	Telephone Cabin.
Heaton Shops Sidings	Shunters' Cabin.
SUNDERLAND DISTRICT.	
Sunderland	Platform Office, Sunderland.
Ryhope	Platform Office, Sunderland.
East Boldon	Platform Office, Sunderland.
Seaham	Platform Office, Sunderland.
Low Fell	Station Master's Office. When closed, at Signal Box.
Birtley	Station Master's Office. When closed, at Signal Box.
Durham	Station Master's Office. When closed, at Station Inspector's Office.
Ferryhill	Station Master's Office. When closed, at Telegraph Office.
Leamside	Station Master's Office. When closed, at Signal Box.
Pelaw	Station Master's Office. When closed, at Signal Box.
South Shields	Station Master's Office.
DARLINGTON DISTRICT.	
Darlington Station and Sidings in the vicinity	Station Inspector's Office.
MIDDLESBROUGH DISTRICT.	
Middlesbrough	Station Inspectors' Office.
Thornaby	Station Master's Office.
Stockton	Station Inspectors' Office.
Saltburn	Station Inspectors' Office.
West Hartlepool	Station Inspectors' Office.
Hartlepool	Station Master's Office.
YORK DISTRICT.	
York	Station Master's Office.
Scarborough	Station Master's Office.

Labelling of Excursion and Special Trains.—Continued.

STATION OR SIDING.	Place at which tablets are to be left.
HULL DISTRICT. Hull (Paragon) Hull (Walton Street Sidings) Hull (Dairycoates Sidings) Bridlington	Foremen's Office, Paragon Station. Lobby of Washing Shed; afterwards to be brought to Foremen's Office, Paragon Station, by shunters. Trains Office, afterwards to be sent by Yard Master to Foremen's Office, Paragon Station. Station Inspectors' Office.
LEEDS DISTRICT. Leeds New Station Neville Hill (Carriage Sidings) Harrogate Starbeck	 To be handed to person appointed by Station Master to receive them. Shunters' Cabin. To be handed to person appointed by Station Master to receive them. Down Side Shunters' Cabin.

15.—The above are places where special and excursion trains will in ordinary course finish. In the event of a train provided with numbered tablets finishing at some station or siding not set out above, the guard must give the tablets in charge of the Station Master at the nearest station, who must forward them to the Depot by first train with a suitable advice.

16.—The whole of the numbered tablets are lettered on the back for the place to which they belong, and in the event of the tablets getting to stations to which they do not belong, they must be sent home without delay, with a suitable advice.

17.—Station Masters will be held responsible for keeping up their proper supply of tablets, and for seeing that these instructions are carried out. Any case of non-compliance with the instructions must be at once reported to the District Superintendent.

18.—**Blank End Destination Boards.** Twelve large blank end destination boards are kept in stock at York to meet the requirements of Foreign Companies in connection with special events on their lines (such as Doncaster Races). These boards can be fixed on the brackets provided for the numbered tablets, and the programme will indicate when they are to be used. (B. 100).

LABELLING OF EMPTY COACHING STOCK.

General Rules 165 and 90.

Empty Coaching stock, with the exception of Horse Boxes and Carriage Trucks, must be labelled with the standard yellow "Empty Coaching Stock" label. Horse Boxes and Carriage Trucks should be labelled with the tickets which fit into the sockets on the vehicles.

Where stock ordered empty from one station to another is used for strengthening purposes, it must be labelled with empty coaching stock labels; the labelled compartment or compartments in such cases, unless required for passengers, should be locked up.

When consignments of empty stock are sent on ordinary trains, the first and last vehicle of each consignment must be labelled.

When the stock is specialised, the first and last vehicle of the special must be labelled.

When the stock is forwarded by goods train all the vehicles must be labelled.

In all cases the labels must be properly filled in, and one label gummed on the quarter light at each side of the coach.

When the empty vehicles arrive at their destination, the labels must be taken off by the party receiving the stock, and handed to the Station Master or other person in charge. One label belonging to each consignment of stock must be kept by the Station Master for a month before being destroyed, so that any enquiries in regard to missing stock can be cleared up by the production of the labels.

This does not apply to the tickets taken off Horse Boxes and Carriage trucks.

It is necessary that all consignments of empty carriages sent from one station to another—it may be after being used as strengthening in one direction, or going empty to return as strengthening—should be labelled. Should it at any time be found impossible to do this, the guard of the train on which the empty stock is conveyed should be told to record it as empty on his report, and whenever guards find it necessary to make use of empty carriages, they must make a note to this effect on their journals. The doors of empty stock should be locked. (B. 138).

BARROWS, RULLEYS, SHAFTS, ETC., SENT TO SHOPS FOR REPAIRS.

General Rules 169 and 170.

Barrows, Rulleys, Shafts, etc., for repairs must be promptly sent to the following:—

FROM STATIONS IN THE NORTHERN DIVISION:—

To Works Manager, C. & W. Dept., Walkergate.

FROM STATIONS IN THE CENTRAL DIVISION:—

To Works Manager, Wagon Shops, Shildon.

FROM STATIONS IN THE SOUTHERN DIVISION, EXCEPT HULL AND STATIONS ON THE HORNSEA AND WITHERNSEA BRANCHES—

To Works Manager, C. & W. Dept., York.

FROM HULL AND STATIONS ON THE HORNSEA AND WITHERNSEA BRANCHES:—

To Rulley Shops, Hull.

Barrows, Rulleys, Shafts, etc., sent to Shops for Repairs.—Continued.

Barrows, Rulleys, Shafts, and other articles sent to the Shops for repairs must have on the address label, the name of the station from which they are sent, together with the number of the barrow or rulle. An advice must be sent in every case, and Station Masters, Yard Masters, and others must see that the articles are promptly returned from the Shops.

In cases where it is not possible to send barrows for repairs without relief barrows being supplied, application must be made to the District Superintendent. (B. 230).

CONVEYANCE OF NEWS INTELLIGENCE AND RAILWAY POST LETTERS.

General Rule 170.

The above must in all cases be handed to the Guard at the forwarding station, and must not be placed in the van with ordinary parcels. At transfer stations the Guard must hand the letters out specially, and must not leave them in the van with the parcels, or in the racks with the way-bills, etc. At destination they must be handed to the Parcels Office staff. (S. 18859).

CONVEYANCE AND STORAGE OF BICYCLES.

General Rules 170 and 100.

Every care must be exercised by the staff in handling and stowing bicycles so as to reduce the risk of damage whilst the machines are in the charge of the Company, during transit or at the stations. It is not generally practicable for the owners of bicycles to pack them, or otherwise to place them in a "carriageable" condition; and more than ordinary care is consequently needed in dealing with them.

The following instructions must be carefully observed:—

- 1.—Bicycles in charge of the Company *when being wheeled* should be held by the handle-bar and *when being lifted* the head of the machine should be firmly grasped with one hand and the frame immediately under the saddle, by the other.
- 2.—*In loading and unloading* a bicycle, or placing it in or removing it from the holding appliance in storage rooms, the back part of the machine must be slightly raised so as to prevent the pedals revolving and coming into contact with adjacent machines or articles of luggage.
- 3.—Whenever it is necessary to *rest one bicycle against another* the machines must be placed in reverse order, that is to say, the front wheel of one bicycle must be opposite the back wheel of the other, and care must be taken to see that in every case the pedal on the side away from the person handling the machine is lowered to its fullest extent so that it may come beneath the frame of the next machine. *
- 4.—Bicycles must be carefully *stowed in the vans* well apart from luggage or other articles, so that in the event of any shifting of load upon the journey, no damage may be caused to the bicycles. In no case should luggage be placed against or on the top of bicycles.

Conveyance and Storage of Bicycles.—Continued.

- 5.—At stations where cycle holders are provided for the storage of machines they must be made use of in all cases. At other stations bicycles must be stored in such a manner and in such positions as to prevent damage arising; and similar precaution should be taken with bicycles standing at stations awaiting despatch, whether accompanying passengers or not.

ELECTRIC BELLS AND INDICATORS AT STATIONS FOR STARTING OF TRAINS.**General Rule 171.**

In order to expedite the starting of trains, electric bells are fixed on various platforms at the following stations :—

Backworth (Up & Down Platforms).
 Byker (Up & Down Platforms).
 Carville (Up & Down Platforms).
 Darlington.
 Harrogate.
 Manors East (Up Main Platform).
 " " (Down Tynemouth Platform).

Middlesbrough.
 *Newcastle Central.
 Scarborough, Washbeek Excursion Station, No. 1 Platform.
 Selby (Down Platform) (O. 7039).
 Tynemouth (Up Platform) (O. 2600).
 West Hartlepool.
 †York.

* See additional instructions below.

† See additional instructions on next page.

Guards in charge of trains must use these bells to indicate to the front guard that the train is ready to start, and the latter on hearing the bell may signal the train away in the usual manner.

When there is only one guard with a train, drivers may accept the ringing of the bell as a signal to start, instead of a green flag or light referred to in General Rule 171. (O. 2600).

Newcastle Central Station, Nos. 8, 9, 10 and 14 Platforms.

Electric Starting Bells and Visual Indicators are provided on Nos. 8, 9, 10 and 14 Platforms.

The bell is operated by the same button as illuminates the visual indicator.

The visual Indicator shews the word "READY" when the bell is rung.

Guards in charge of trains must use these bells and indicators to indicate to the front guard (or driver if only one guard) that the train is ready to start.

When there is only one guard with the train he must inform the engine driver so that the latter, when he hears the starting bell ring and observes the visual indicator shewing "READY" may start the train.

The visual indicator provided for Platforms Nos. 9 and 10 differs slightly from those on Nos. 8 and 14 Platforms, as in addition to the word "READY" the number 9 or 10 is illuminated to indicate to which platform it refers, thus :—

9	10
READY.	

(O. 2600).

Electric Bells and Indicators at Stations for Starting of Trains.—Continued.**York Station.**

Bell pushes are fixed on Platforms Nos. 8, 9, and 14 (North End), and these are made use of by the Assistant Station Master or Station Inspector when a train is ready to start, an indication being given in the Leeman Road box.

Bell pushes are also fixed on Nos. 1, 2, 3, 4 S., 6 and 7 Platforms, an indication being given in Locomotive Yard signal-box when a train is ready to leave.

Bell pushes are also fixed on No. 4 N. Platform for trains starting for the North and East, on 5 N. Platform for trains starting for the North, and on No. 14 Platform for trains starting for the East, an indication being given in Waterworks box that the train is ready to leave.

If the starting signal is at danger it is not necessary for drivers to whistle, as the signal will be lowered when the signalman is in a position to allow the train to depart.

(O. 2600). (O. 9304).

LIVE STOCK AT ROADSIDE STATIONS.**General Rule 173.**

Through Freight Trains must not be stopped at intermediate stations to take on live stock, unless shewn in the working time table "To stop when required," or permission has been obtained from the District Superintendent to stop them.

SHUNTING OF EXPRESS PASSENGER TRAINS.**General Rule 175.**

When an express passenger train has been shunted or held back for another express passenger train, without previous notice having been given of it, the stations to which the trains have been previously reported must be advised by wire that the one train has passed the other.

CLASS "A" GOODS AND EMPTY COACHING STOCK TRAINS.**General Rule 175.**

Class "A" Goods trains must not be shunted for Empty Coaching Stock trains.

(O. 2187).

SHUNTING OF 25-TON COVERED GOODS AND SPECIAL TYPES OF WAGONS FITTED WITH SCREW BRAKES.**General Rule 184.**

When 25-ton covered wagons or other special types of wagons fitted with screw brakes are about to be shunted by gravitation, or loose from engine under any circumstances, the brake wheel should, before commencing the operation, be turned until the brake blocks are fully applied to the wheels, and then reversed a couple of turns to ease the brake blocks, otherwise it may not be possible to apply the brake promptly enough to bring the wagons to rest at the required place.

(O. 36/61/1909).

List shewing the Maximum Gross Weight of Wagon and Load allowed on Depots.

General Rule 184.

In shunting wagons on to Coal Depots, the wagons must be brought to a stand and the brakes must be put down before the wagons are uncoupled from the train or engine.

PLACE.	Maximum Gross weight of wagon and load combined that may be allowed on depot, per line per cell.	PLACE.	Maximum Gross weight of wagon and load combined that may be allowed on depot, per line per cell.
	Tons.		Tons.
Acklington	41	Boosbeck	33
Ainderby	33	„ Wilkinson's	33
Akeld	28	Boroughbridge	49
Aldin Grange	17	„ Roecliffe Siding	27
Allendale	34	Bowes	35
Allerton	20	Brafferton	48
Alnmouth	47	Brancepeth	35
Alne	49	Bridlington	17½
Alnwick	33	„ Gas Co.'s Siding	20
Alston	25	Brompton	33
Amotherby	20	Broomielaw	33
Ampleforth	20	Brotton	33
Annfield Plain	30	„ Kiltonthorpe	33
Appleby	23	„ Lumpsey	33
Arthington	33	Brough	33
Askrigg	20	Bubwith	17½
Aysgarth	20	Burdale	33
Backstone Bank	30	Carlin How Junction	33
Baldersby	33	Carlisle—	
Bardon Mill	31	London Road	37
Bardsey	20	Dalston Road	31
Barnard Castle	35	Bog Depots	30
Barras	35	Castle Eden	33
Barton	33	Castleton	33
Barton Hill	17½	Cattal	54
Barton-le-Street	33	Catterick Bridge	20
Beal	25	Chathill	34
Bedale	33	Cherry Burton	33
Belford	34	Chevington	34
Beningbrough	20	Christon Bank	40
Beverley (Front Road only)	33	Cliburn	56
Beverley	17½	Cliff Common	33
Billingham	30	Clifton	56
Bilton Siding	33	Coldstream	30
Birstwith	53	Collingham Bridge	20
Bishop Auckland	30	Coniscliffe	20
Blackhill	28	Consett	36
Boldon (Goods)	24	Copgrove	20
„ (Three Horse Shoes)	45	Copmanthorpe	33
Bolton Percy	33	Corbridge	43

Maximum Gross Weight of Wagon and Load allowed on Depots.—Continued.

PLACE.	Maximum Gross weight of wagon and load combined that may be allowed on depot, per line per cell.	PLACE.	Maximum Gross weight of wagon and load combined that may be allowed on depot, per line per cell.
	Tons.		Tons.
Cottingham	17½	Gateshead—Park Lane	60
Cowton	33	Oakwellgate	15
Coxwold	20	Gilling	22
Croft Spa	20	Gilsland	29
Crook	46	Glaisdale	20
Cullercoats—		Glanton	28
East Road on Cells.	29	Glasshouses (Private).	17½
West Road on Cells.	20	Goathland	53
Dacre	53	Goosepool	33
Danby	20	Great Ayton	20
Darlington—Bank Top	33	Grinkle	33
Haughton Road	33	Guisborough	33
Northgate	33	Haltwhistle	31
Rise Carr	20	Hammerton	20
Whessoe Lane	33	Hart	35
Dent Gate	46	Harperley	35
Driffild	17½	Harrogate	33
Durham Goods	29	" (New Depots)	49
Dunston	30	Hartlepool (New Depots)	56
Earswick	33	" (Old Depots)	56
East Boldon	18	Haverton Hill	33
Ebberston	20	Haxby	17
Ebchester	17	Haydon Bridge	55
Edlingham	28	Headingley	33
Egton	20	Hebburn	31
Ellerby	20	Heck	54
Elrington	22	Hedgeley	28
Eserick	42½	Hedon	20
Etherley	46	Heighington	33
Everingham	33	Helmsley	20
Fangfoss	48	Heslerton	17½
Featherstone Park	27	Hessle	33
Felling	30	" Gas Co.'s Siding	33
Ferrybridge	33	Hexham	48
Ferryhill Gas Works	56	Hildyard's Siding	20
Fighting Cocks	33	High Field	33
Filey	17½	High Stoop	30
Flamborough	17½	Hinderwell	20
Flaxton	20	Holme	17½
Foggatherpe	33	Holtby	33
Forge Valley	33	Hornsea Bridge	33
Fourstones	40	" Old Depot	17½
Frosterley	46	" (Gas Coal Depot).	17½
Gainford	33	Horsforth (Five end cells on each line)	53
Gaisgill	56	"	42
Ganton	17½	Hovingham Spa	20
Garton	33		

Maximum Gross Weight of Wagons and Load allowed on Depot.—Continued.

PLACE.	Maximum Gross weight of wagon and load combined that may be allowed on depot, per line per cell.	PLACE.	Maximum Gross weight of wagon and load combined that may be allowed on depot, per line per cell.
	Tons.		Tons.
Howden	33	Littlethorpe Siding	33
Howdon-on-Tyne	45	Loftus	20
How Mill	22	Londesborough	33
Hull—Paragon	33	Longhirst	46
Dansom Lane	33	Longhoughton	41
Drypool	33	Lucker	45
Sculcoates	20	Manors (New Bridge Street).	56
Wilmington	33	Malton	17½
Humberton Siding	33	Market Weighton	17½
Hummanby	17½	Marske	33
Hunslet	33	„ Toft's	33
Hurworth Burn	15	Marston Moor	44
Hutton Cranswick	17½	Masham	20
Hutton Gate	33	McNeil	56
Hylton Station	24	Melmerby	33
Iderton	28	Mickleton	20
Ingleby	33	Middlesbrough	33
Ings Farm	33	Middleton-in-Teesdale	35
Jarrow (Old)	22	Milford—	
Jarrow (New)	36	Ballast Siding for	
Jervaulx	33	Pumping Engine.	33
Kettleness	20	Gas Works Siding	33
Keyingham	20	Malt Kiln Siding	20
Kildale	33	Mindrum	34
Killingworth	52	Morpeth, B. & T.	55
Kiplingcotes	33	„ N.E.	36
Kirkymoorside	20	Moulton	20
Kirkby Stephen	33	Musgrave	35
Kirkby Thore	35	Naburn	42½
Kirkham Abbey	20	Nafferton	17½
Kirkleatham	33	Nawton	33
Kirknewton	28	Newby Wiske	20
Knaresborough	53	Newcastle Forth—	
Knitsley	29	(North Line of Depots)	28
Lanchester	25	(Middle Line).	50
Langley	50	(South Line)	48
Lartington	35	NOTE.—Pilot engines work on all these lines.	
Leaholm	20	Newham	41
Leeds—		Newsham	18
Marsh Lane—Western	57	Newton Kyme	33
Eastern	29	Nidd Bridge	53
Armley Road	33	Norham	38
Cardigan Road	33	Normanby, Eston	20
Wellington	33	Northallerton, High	20
Leeming Bar	33	„ Low	33
Leyburn	33	North Grimston	33
Little Mill	35	North Shields (B. & T.)	28

Maximum Gross Weight of Wagon and Load allowed on Depots.—Continued.

PLACE.	Maximum Gross weight of wagon and load combined that may be allowed on depot, per line per cell.	PLACE.	Maximum Gross weight of wagon and load combined that may be allowed on depot, per line per cell.
	Tons.		Tons.
Nunburnholme	33	Sawdon	33
Nunnington	20	Scarborough	20
Nunthorpe	33	Scholes	20
„ Marton Lane	33	Scorton	20
Ormesby	33	Scotby	20
Otley	17½	Scotswood	40
Ottringham	20	Seamer	17½
Otterington	20	Seaton Carew	35
Pannal	53	Sedgefield	35
Parkhead	35	„	30 (Lime)
Pateley Bridge	20	Selby	33
Patrington	20	Sessay	50
Pegswood	31	Settrington	33
Percy Main	23	Sexhow	20
Picton	20	Shield Row	31
Pickering	33	Shildon	33
Piercebridge	33	Shincliffe	28
Pinchingthorpe	33	Shotley Bridge	19
Plessey	25	Sigglesthorpe	20
Pocklington	35	Sinderby	20
Ponteland	50	Sinnington	20
Pool	20	Skinningrove	33
Poppleton	25	Skirlaugh	20
Potto	34	Slaggyford	27
Priestcroft	50	Slapewath	20
Prudhoe	23	Sledmere and Fimber	33
Raskelf	17½	Slingsby	17½
Ravenstonedale	35	Smardale	35
Redcar	20	Snainton	20
Redmire	20	South Bank, Lazenby	33
Riccall	42½	Southcoates	33
Richmond	20	South Milford	20
Riding Mill	42	„ Gas Works	33
Rillington	17½	South Shields—	
		High	31
Ripon (West)	49	Low	60
Ripon (East)	42	Gas Co.	24
	Front line.	Maxwell Street	25
	49	Southwick—	
	Back line.	North Hylton Lane	34
Romaldkirk	28	Spennymoor	35
Rowley	56	Spring Gardens	46
Rye Hill	20	Spofforth	49
Saltburn	33	Sprouston	43
Salter Gate	30	Staithes	20
Saltmarshe	33	Stamford Bridge	33
Sandsend	20	Stanghow	33

Maximum Gross Weight of Wagon and Load allowed on Depots.—Continued.

PLACE.	Maximum Gross weight of wagon and load combined that may be allowed on depot, per line per cell.	PLACE.	Maximum Gross weight of wagon and load combined that may be allowed on depot, per line per cell.
	Tons.		Tons.
Stanhope—Gas Works	46	Waskerley	30
Stanley	35	„ Stanhope Lime Kilns	
Stannington	34	(Crawley Incline)	30
Starbeck	20 & 33	Waterhouses	46
Staward	43	Wearhead	46
St. John's Chapel	46	Weaverthorpe	17½
St. Peter's	38	Weeton	54
Stocksfield	60	Welbury	33
Stockton Bridge Road	33	Wensley	33
„ Clarence	33	West Cliff	20
Stokesley	20	Westgate-in-Weardale	46
Strensall	17½	West Hartlepool	33
Sunilaws	34	Wetherby	33
Sunniside	30	Wetwang	33
Sunderland—North Hetton	37	Wharram	33
„ Tatham Street	32	Whitley Hill	33
„ Londonderry	60	Whitby (Gas Works)	30
„ Hendon Moor	25	Whitedale	20
„ D'Arcy Street	34	Whitehall	26
Swine	20	Whittingham	28
Tadcaster	33	Widdrington	32
„ Tower Brewery Co.	33	Willington Quay	43
Tanfield	20	Winestead	20
Temple Hirst	42½	Winston	33
Thirsk Junction	20	Withernsea	20
Thirsk Town	20	Witton-le-Wear	35
Thorner	20	Wormald Green	55
Thornton Dale	20	Wolsingham	35
Thorparch	33	Wooler	28
Thorpe Thewles	30	Wooperton	28
Tollerton	33	Wykeham	33
Topcliffe	33	Wylam	43
Tow Law	30	Wynyard	30
Trenholme Bar	33	Yarm	33
Tweedmouth	55	York (West)	33
Tynemouth Greens	28	„ (East)	48
Tynemouth Carrs. Depots	17	„ Foss Islands	33
Ulleskelf	33	„ „ Branch	33
Urlay Nook	33	„ Lime Depot	20
Velvet Hall	34	„ Severus Junction	
Walker	55	„ Gas House	17½
Walker Gate	28	„ Severus Junction	
Wallsend	29	„ Lime Cells	20
Wareop	35	(O. 842). (T. 2440)	
Warkworth	41	„ Waterworks—	
Warrenby	33	„ North Depot	70
Warthill	17½	„ South Depot	22

SECURING LOOSE POINTS.

General Rules 187, 90 and 185.

Loose points, *i.e.*, points not connected to signal boxes, must not be passed over by a passenger train in the facing direction unless they are clamped, subject to this single exception, that Autocars may pass over them for the purpose of attaching and detaching, if they are secured by chock or common rail keys.

Before a loaded passenger train or vehicles (except autocars) containing passengers are shunted over loose points for the purpose of attaching or detaching, care must be taken to see that the points are in all cases made secure by means of the clamp.

The clamps must be kept in the office (or some other convenient place) so as to be available for use whenever required.

TIME LOST BY MAIN LINE EXPRESS PASSENGER TRAINS.

General Rule 192.

Guards working Main Line Express trains must show on their journals any time lost by a check to the train, notwithstanding that prior to the check the train may be running to time and that the engine regains the time lost before arriving at the next stopping place.

LUGGAGE IN CORRIDORS AND VESTIBULES OF TRAINS.

General Rule 199.

Bags, portmanteaux or other articles must not be placed in the corridors or vestibules of carriages. Racks are provided for the smaller and lighter articles; larger articles must be placed in the guard's van or luggage compartments.

Attendants must report any case of irregularity which comes under their notice, and arrange for the luggage to be removed to the van.

PLACING OF ADDITIONAL GUARDS' VANS ON FREIGHT OR BALLAST TRAINS.

General Rules 206 and 193 (a).

Whenever more than one guards' van is run on freight or ballast trains, the additional vans may be placed in the most convenient position on the train.

EMIGRANTS' LUGGAGE, ETC., CONVEYED UNDER BOND.

General Rule 209.

In the event of any vehicle containing Emigrants' Luggage, or other shipping traffic, under Government Seal, being marked off with any defect, and it not being possible to repair it in time for the traffic to be conveyed to destination to catch the boat, the Government Seal may be broken and the traffic reloaded in another vehicle. In the event of this being done, the Station Master at the sending and at the receiving end must both be advised by telegram in order that the Customs may be promptly informed, and that the Receiving Station Master may have a Customs Officer in attendance in readiness to deal with the traffic on its arrival.

LIVE STOCK TRAFFIC.**General Rule 210.**

Forwarding stations and junctions must, as far as practicable, wire the junctions where through Local or Foreign Live Stock Traffic has to be detached of the departure thereof, when such junctions are short of the ultimate destination of the stock.

**INJURY TO HORSES OR OTHER ANIMALS IN TRANSIT
BY PASSENGER TRAIN.****General Rule 210.**

In the case of injury to a horse or other animal in transit the receiving station should always send the vehicle in which the animal was loaded to the District Passenger Manager for inspection.

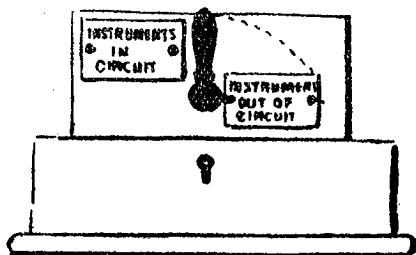
INSTRUCTIONS FOR USE OF SWITCHES.**B.T.R. and General Rule 97.**

The handle, when perpendicular, as shewn in diagram, places the block instruments and bells in circuit with the next open box in each direction. When in a horizontal position the bells are out of circuit, and also the block instruments in one direction.

The switch handle must be kept **perfectly upright** when the instruments and bells are intended to be in circuit and **perfectly horizontal** when the instruments and bells are intended to be out of circuit.

The slide lid of the telegraphic switch box must on no account be removed, as dust might otherwise enter and interfere with the proper working of the switch.

The signalman, before leaving duty, must be careful to lock up the signal box so as to prevent all access to the levers, and place the signals connected with the line switched at "all right" except where they are required for the protection of road traffic passing over level crossings; he must also take care that the telegraphic switch is properly turned down. The switches are only to be used at the times authorised by the instructions issued from time to time.

DIAGRAM.

**List of Block Sections where special authority has been given for
the use of the Branch Train Signals (see Bell Signals in Block
Telegraph Regulations).**

B.T.R.

BOXES.	LINES.	REMARKS.
Between Newcastle No. 1, Manors Junction, Argyle Street, Ouseburn, and Riverside Junction.	UP AND DOWN	For Riverside Branch passenger trains which join and leave the Main line at Riverside Junction.
Between Percy Main Junction, Preston Colliery, North Shields, Tynemouth Junction, and Tynemouth South.	UP AND DOWN	For Riverside Branch passenger trains which join and leave the Main line at Percy Main.
Between Newcastle No. 1, Manors Junction, Argyle Street, Ouseburn, Riverside Junction, Heaton Station, Heaton South Junction, Heaton North Junction, Benton Bank, "C" Pit, Benton Quarry, Forest Hall, and Killingworth Sidings.	UP AND DOWN	For passenger trains which join and leave the Main line at Killingworth Sidings. Applicable only when the latter box is open on the occasions of the Newcastle Race Meetings.
Between Broomhill Station and Amble Station Signal Boxes.	UP AND DOWN	For Broomhill Coal Company's trains conveying workmen. (O. 7146).
Between Newcastle No. 3, Forth Junction, Elswick Works, Elswick Station, Delaval, Scotswood Junction, Scotswood Bridge Junction, Blaydon East, Cowen's Crossing, Addison Colliery, Peth Lane, Clara Vale, Wylam Station, West Wylam Junction, Prudhoe Station, Prudhoe Colliery, Mickley East, Mickley West, Stocksfield Station, Riding Mill Station, Corbridge Station, Widehaugh East, Widehaugh West, Hexham East, Hexham West, and Border Counties Junction.	UP AND DOWN	For North British passenger and freight trains which join and leave the Main line at Border Counties Junction.
Between Seaton Delaval, Seghill North, and Seghill South.	UP AND DOWN	For Seaton Delaval Company's Mineral trains which join and leave the Main line at Seaton Delaval Station and Seghill South boxes.
Between Percy Main North Junction, Percy Main Junction, Howdon-on-Tyne Station, Church Pit Crossing, Wallsend Station, Walker Gate Station, Heaton East Junction and Heaton South Junction.	UP	For Goods trains which leave the Main line at Heaton South Junction.
Between Kimblesworth Colliery, Plawsworth Station, Chester Moor Colliery, Chester-le-Street Station and Ouston Junction.	DOWN	For Mineral trains which leave the Main line at Ouston Junction.
Between Newcastle No. 1, Gateshead Junction, Greensfield Junction, King Edward Bridge Junction, Bensham Station, Low Fell Station, Lamesley Station, Birtley North, Birtley Junction and Ouston Junction	UP AND DOWN	For Annfield Branch Passenger trains. (O. 7285).
Between Newcastle No. 3 and King Edward Bridge Junction	UP AND DOWN	

BOXES.	LINES.	REMARKS.
Between South Shields Station, Garden Lane Junction, High Shields Station, Hilda Junction, Harton Junction, Harton Colliery, Tile Shed Crossing, East Boldon Station, Fulwell Sidings, North Dock Junction, Wearmouth Junction, Monkwearmouth Station, Sunderland North and Sunderland South.	UP AND DOWN	For passenger trains which join and leave the Main line at Tile Shed Crossing.
Between Penshaw Junction, Cox Green Junction, Cox Green Station, Offerton Lane, Hylton Station, Ford Works, and Pallion Junction.	UP AND DOWN	For Lambton Co.'s Mineral trains which leave the Main line at Pallion Junction.
Between Fawcett Street Junction, Burnfield, Millfield Station, Diamond Hall, Pallion Junction, Ford Works, Hylton Station, Offerton Lane, Cox Green Station, and Cox Green Junction.	UP	For Lambton Co.'s mineral trains which leave the Main line at Cox Green Junction.
Between Sunderland South, Villette Road, and Ryhope Grange Junction.	UP AND DOWN	For Slow passenger trains which join and leave the Wellfield line at Ryhope Grange Junction. (O. 2863).
Between Ryhope Grange Junction and Ryhope Colliery Junction.	UP AND DOWN	For Freight trains which join and leave the Main line at Ryhope Colliery Junction.
Between Beamish Junction and South Pelaw Junction.	UP	For Up trains requiring to enter Stella Gill. (O. 949).
Pontop Crossing to Hedworth Lane, Boldon Station, Three Horse Shoes, Southwick Junction, Washington Chemical Works, Washington South Junction.	UP	For Mineral trains to Stella Gill.
Between Chemical Works and Southwick Junction.	DOWN	For trains going over Queen Alexandra Bridge. (O. 3730).
Between Clarence Road Junction, West Hartlepool, and Cemetery West, Cemetery Junction South, Ballast Crossing and Station, Hartlepool.	UP AND DOWN	For Autocar passenger trains which join and leave the Main line at Cemetery West.
Between Norton West and Norton East, Norton South, Norton East, Norton Station, Billingham Station.	UP AND DOWN	For Port Clarence Freight trains which leave the main line at Billingham Station. (O. 3363).
Between Darlington Platform West, North Junction, and Parkgate Junction.	DOWN	For passenger trains which leave the Main line at Parkgate Junction.
Between Darlington South Junction, and Platform West.	DOWN	For passenger trains which join the Main line at South Junction.
Between Darlington Parkgate Junction, North Junction, and Platform East.	UP	For passenger trains which join the Main line at Parkgate Junction.
Between Darlington Platform East and South Junction.	UP	For passenger trains which leave the Main line at South Junction.

BOXES.	UP OR DOWN LINE.	REMARKS.
Between Barnard Castle West and Tees Valley Junction.	UP AND DOWN	For passenger trains which join and leave the Main line at Tees Valley Junction.
Between Middlesbrough East and Guisborough Junction.	UP AND DOWN	For passenger trains which join and leave the Main line at Guisborough Junction.
Between Middlesbrough East and Cargo Fleet Junction.	UP AND DOWN	For passenger trains which join and leave the Main line at Cargo Fleet Junction.
Between Whitehouse Crossing and Cargo Fleet Junction.	DOWN	For Freight trains which leave the Main or Freight lines at Cargo Fleet Junction.
Between Saltburn Station and Saltburn Junction.	UP AND DOWN	For passenger trains which join and leave the Main line at Saltburn Junction.
Between West Cliff, Prospect Hill Junction, Bog Hall Junction and Whitby Station.	UP AND DOWN	For passenger trains running between West Cliff and Whitby stations. (O. 2556).
Between Middlesbrough East, West, Old Town Junction, Newport East, Newport West, Thornaby East, Tees Bridge, and Bowesfield Junction.	UP AND DOWN	For passenger trains which join and leave the Main line at Bowesfield Junction.
Between Clifton and Eden Valley Junction.	UP AND DOWN	For passenger and freight trains which join and leave the N.E. Main line at Eden Valley Junction.
Between Severus Junction and Poppleton Junction, York.	UP AND DOWN	For freight trains to and from Harrogate. (O. 2482).
Between { North Junc. & Leeman Road Leeman Road & Waterworks Waterworks & Burton Lane } York	DOWN	For trains requiring to work on the Foss Islands Branch.
Between Harrogate North and Dragon Junction.	DOWN	For Knaresborough, York, and Pilmoor passenger trains which leave the Main line at Dragon Junction.
Between Harrogate South, Brunswick and Crimple Junction.	UP	For passenger trains which leave the Main line at Crimple Junction.
Between Leeds East and Cross Gates East.	DOWN	For trains which leave the Main line at Cross Gates East.
Between Driffeld West, Driffeld Junction, and Wansford Crossing.	DOWN	For stopping passenger trains from Market Weighton and Malton which do not run beyond Driffeld.

Places at which Post Office Mail Apparatus is fixed.

SITUATION.	Distance from centre of Station.	REMARKS.
Normanton to Newcastle. Raskelf Station (Down side) 0 341 Net Thirsk, South of Station (Down side) 1 584 Net and posts. Thirsk, South of Station (Up side) 1 584 Posts Northallerton South of Station (Down side) 0 123 Net Northallerton South of Station (Up side) 0 761 Posts Northallerton South of Station (Down side) 0 668 Net and posts. Darlington North of Station (Down side) 1 1178 Net and posts. Darlington North of Station (Down side) 1 1255 Posts. Ferryhill Station (Down side) 0 660 *Net and post. Ferryhill Station (Up side) 0 953 *Posts. Durham Station (Down side) 0 691 *Nets and posts. Chester-le-Street Station (Down side) 0 1155 Nets and posts. Chester-le-Street Station (Up side) 0 858 Nets and posts. Birtley Station (Down side) 0 350 *Nets and posts. * Applicable to Main Team Valley Lines.		
Newcastle to Berwick. Annitsford Station (Up side) 0 228 Posts. Cramlington Station (Up side) 0 385 Posts. Stannington Station (Up side) 0 313 Posts. Pegswood Station (Down side) 0 1055 Net and posts. Acklington Station (Up side) 0 457 Post. Acklington Station (Down side) 0 462 Net and posts. Alnmouth Station (Down side) 0 809 Net and posts. Chathill Station (Down side) 0 481 Net and posts. Belford Station (Down side) 0 728 Net and posts. Beal Station (Down side) 0 623 Post. Beal Station (Up side) 0 504 Post.		
Leeds and Hull. Hessle Station (Down side Slow line) 0 388 Net. Brough Station (Up side Fast line) 0 592 Post. Howden Station (Up side) 0 294 Post.		

**OTHER
COACHING
ROLLING STOCK
INSTRUCTIONS.**

(Including re,
Loading, Conveyance
and Unloading of
Horses).

WORKING OF ORDINARY CARRIAGE SETS, DISTRIBUTION OF COACHING STOCK, ETC.

General Rules 90 and 165.

1.—The Carriage Roster indicates clearly which sets perform particular workings, where the sets are washed and cleaned, and which sets are used for Sunday working.

2.—The formation and workings given in the Carriage Roster must not, under normal conditions, be departed from without first obtaining the sanction of the District Superintendent or the District Inspector (Stock) as the case may be. (See paragraph 3).

If, owing to accident, or other special circumstances, the carriage working has to be altered, arrangements must be made by the party who made the alteration to get the sets back to their proper workings as quickly as possible. He must also report the matter at once to the District Superintendent or District Inspector (Stock).

Station Masters, Assistant Station Masters, Station Inspectors, and others concerned must keep a sharp eye on the sets, and in the event of a wrongly lettered set arriving at a station the Station Master must take the necessary steps to get the matter put right; he must also report the case, so that it can be taken up with the station concerned.

3.—Communications on matters connected with Carriage Set Working must be addressed to the following:—

For the Newcastle and Sunderland Districts—		District Inspector (Stock), Newcastle.
„	Darlington and Middlesbrough Districts	} District Inspector (Stock), Darlington.
„	York District	
„	Leeds District	— Dist. Superintendent, York.
„	Hull District	— „ „ Leeds.
		„ „ Hull.

4.—When made up train sets have to be got together to release complete ordinary Westinghouse fitted sets for the Shops, or for any other purpose, spare bogie vehicles giving similar seating, lavatory and luggage accommodation must be selected, care being taken that dual-fitted or other lettered stock is not used. The same principle should apply in selecting stock to release odd vehicles out of the ordinary sets for shops, etc. In the event of unsuitable stock having to be used in case of pressure, the Station Master at the station where the stock was put in must take steps to get it exchanged at the first possible moment.

Should it be necessary, owing to a bogie brake not being available for releasing a train set brake, for a six-wheeled van to be used temporarily, a vehicle fitted with rescue appliances should be used; only elliptical roofed six-wheeled vans are fitted with rescue appliances. (B. 1324).

5.—When complete train sets, or odd vehicles out of them, are marked off for the Shops, an advice in duplicate on the form provided for the purpose must be sent at once to the District Superintendent or District Inspector (Stock), giving the numbers of the vehicles marked off and the lettering on them, also the numbers of the spare vehicles used for releasing.

6.—When vehicles belonging to train sets are turned out of the Shops, they must be put into their sets *at the first opportunity* an advice in duplicate on the form provided for the purpose being sent at once to the District Superintendent or District Inspector (Stock).

Working of Ordinary Carriage Sets, etc.—Continued.

7.—With a few exceptions the only vehicles lettered "Return to" particular stations are dual fitted saloons and vestibuled stock. All lettered stock must be sent to the station for which it is lettered by the first available train after it is done with.

8.—North Eastern Vestibule Stock must only be used for vestibule services, except on special occasions when its use for other purposes is authorised by the District Superintendent. Should it be found necessary in an emergency to use a vestibule vehicle for other than a vestibule service, the District Superintendent or District Inspector (Stock) should be at once advised.
(B. 1723.)

9.—When train sets in regular workings are no longer required, the set bearing the highest number must be withdrawn, so that the sets left in working will be numbered consecutively. If the set finishing working does not happen to be the one bearing the highest number, immediate steps must be taken to effect the necessary exchange.

Station Masters must requisition coaching stock as shewn below :—

- (a) Saloons (including corridor or other special vehicles required for Theatrical parties and Organised Outings), from the District Passenger Manager.
- (b) Special Cattle Boxes—From the District Passenger Manager at the time the train service is applied for. (see page 79).
- (c) Horse Boxes, Carriage Trucks and Hounds Vans—From Mr. W. H. Stephenson, York, as per Instructions on pages 76-79 herein.
- (d) All other Coaching Stock—From the District Superintendent or District Inspector (Stock) as per paragraph 3 hereof.

(B. 2129.)

LOADING, CONVEYANCE, AND UNLOADING OF HORSES.

General Rules 90, 165, 192, 206, and 210.

1.—NORTH EASTERN Horse Boxes are fitted with three different methods of tethering, viz. :—

(a) Bottom Shank.

The single or bottom shank tethering apparatus is in use in the older type Horse Boxes. When horses are loaded in boxes of this type, the length of the fastening must be regulated so that the animal cannot strike its head against the roof of the box. Care must also be taken that the rope moves freely through the hole so that the weight of the iron ball keeps the rope tight and is all borne by the animal's head.

(b) Bartrum's Patent.

With this appliance animals are secured by means of a "top" rope with a swivel and spring hook which is attached to a ring in front of the nose-band of the head collar. The rope is passed through a slot cut in the partition between the stall and the coupé over an adjustable pulley wheel, and is fastened on the coupé side to a ring which suspends a movable weight enclosed in a box.

Care must be taken that the centre pins of the adjustable pulley wheel fall securely in the "rests" at the top of the slot through which the rope passes when required the maximum height. The minimum height is gained when the pulley wheel is released from the top, and slides to the bottom of the slot.

Loading, Conveyance, and Unloading of Horses.—Continued.

The ropes connected with this apparatus are easily detached, and the Company's servants when unloading horses must see that the grooms and others do not misappropriate them.

(c) New Standard.

A considerable number of boxes have been fitted with an improved method of tethering which is somewhat on the lines of Bartrum's, and all new boxes are being fitted with this arrangement. The collar and shank are the same as Bartrum's, but instead of adjustable pulley wheels being used to regulate the height of the rope, two holes have been bored through the partition, one above the other. The movable weights are placed in the coupé, and the rope is fastened to the ring of the weight in the same way as Bartrum's.

For large horses and horses of average size, the rope should be passed through the top hole before being tied to the weight in the coupé; for small animals, the bottom hole should be used.

The length of rope, whether in the top or bottom hole can be regulated to meet varying circumstances when tying it to the weight.

2.—FOREIGN COMPANIES' HORSE BOXES are equipped with methods of tethering similar to the above; a number of Companies, however, have Horse Boxes fitted with collars to which are attached an upper and lower fastening, and when tying up horses in boxes fitted with this type of fastening the lengths of the upper and under fastenings must be varied with the height of the horses; for an ordinary sized horse of 14 to 16 hands high, the length of the upper fastening from the ring to the collar must not exceed 2 feet 6 inches, and the under fastenings not exceed 1 foot 8 inches; for taller or shorter horses the fastenings must be made longer and shorter in proportion. No alteration should be made in the length or mode of these fastenings except on specified application from the sender or owner, and on his undertaking the responsibility, when his request must be given effect to.

3.—In the case of small ponies instructions must in every instance be taken from the owner as to the mode of securing them in the box. In those cases where the sender does not express a desire for a small pony to be secured in any particular manner, the animal should be loaded in the centre stall with its head to the front of the box, the pony's own halter shank being passed between the upright post and the partition and secured to the post, another cord being affixed to the halter at the opposite side and secured in a similar manner.

In the event of a small pony having to be fastened in one of the side stalls owing to more than one animal of that type having to be conveyed in the same box, the pony's halter shank should be passed between the upright post and partition and secured as described in the previous paragraph, another cord, which should be about the thickness of a sheet string, being fixed to the halter at the opposite side and passed over the let down door of the box; the top door should then be closed over the cord the end of which should be passed round the upright fastening bolt and secured to the handle of the same.

Loading, Conveyance, and Unloading of Horses.—Continued.

4.—(a) Before accepting a horse from the public for transit, the animal must be carefully inspected to see whether it is suffering from any injury or wounds, and if any defect whatever be observed, the attention of the Consignor or his representative must be drawn to the matter, and a note of the injury made; the Live Stock Waybill should also be endorsed. No horse must be accepted unless provided with a halter or bridle.

(b) Blankets, sheets, saddles, etc., are not to be put on or taken off an animal on the dock, as accidents frequently arise through the animal falling over the dock edge. The owner should be asked not to carry out the operations, but should he insist, Company's servants are not to help him either by holding the animal or otherwise as they may thus render the Company liable. Blanketing, unblanketing, etc., should be done by the owner either off the Company's premises, or while the animal is in the box.

5.—Every person who is entrusted with the loading of horses must provide himself with the means of ascertaining the exact length of the fastening, and will be held responsible for seeing that the regulation length is strictly adhered to.

6.—When only one horse is to be conveyed, it must, as a rule be loaded in the centre stall; and, when two horses, in each of the side stalls.

7.—Accidents have arisen from the head divisions of the stalls not being fastened, and great care must be taken to ensure that they are efficiently secured.

8.—No horse box must, under any circumstances, be used in which the collars are not complete, or in which the stalls and headstalls cannot be securely fastened.

9.—The sender or person in charge of horses must be given an opportunity of examining the box, and be invited to say that he is satisfied with the loading. If he wishes any alterations made, his wishes must be given effect to on his undertaking the responsibility.

10.—Station Masters and others concerned must, when the exclusive use of a horse box, or the use of two stalls of a horse box is required for one horse, obtain the signature of the sender or his Agent to an endorsement on the counterfoil of the Live Stock Waybill to the following effect :—

exclusive use of a horse box
 “I desire the _____ at the usual charge
 use of two stalls of a horse box
 made by the Company for the same.”

11.—A young animal that has not been tied up before must not be accepted for carriage unless the owner agrees to its being conveyed loose in the box and to pay rate-and-a-half for the exclusive use of the vehicle. If the owner declines to pay rate-and-a-half, and asks for the horse to be loaded in one stall, he must, before loading is commenced, be required to sign the conditions on the Live Stock Waybill as applicable to a horse being conveyed at a reduced rate at Owner's risk.

Loading, Conveyance, and Unloading of Horses.—Continued.

12.—The guard must examine boxes at starting, during the journey, and at the termination of it, and satisfy himself as to the condition of the animals. He must satisfy himself before starting that he has a properly made out waybill for each box on his train.

Horse boxes must also be examined when transferred at junction stations from other Companies' trains and before being transferred to other Companies.

(S. 2/18406.)

13.—In the event of a horse injuring itself whilst in transit, the station discovering the injury must carefully note how the animal is tied, and measure and record in writing the length of the rope or ropes, and in the case of a horse slipping its head collar or getting down in a box, whether any injury is observable or not the same information must be obtained.

14.—Receiving stations must search the coupés of all horse boxes immediately on arrival, and any property other than the Company's must be removed. Should anything be found not connected with the horse travelling in the box, it must be dealt with as lost property.

15.—Immediately a horse is unloaded, the stalls and headstalls of the box in which it has travelled must be fixed in their proper positions and the box be properly cleaned and disinfected. Coupés of horse boxes must also be swept out and the windows cleaned.

(For instructions in regard to disinfection of horse boxes, see next page).

(B. 2018.)

16.—The Company's servants are not bound to load and unload animals which are known to be vicious. The box or wagon should be placed in a position in which the consignor or consignee can readily load or take delivery, and he should be so informed as soon as this is done.

17.—When a horse is difficult to load and appears likely to injure itself during the journey owing to restiveness, it is not to be accepted for carriage except upon the consignor signing an indemnity in the following terms. Particulars of every case of a horse being sent under this indemnity must be reported to the District Passenger Manager. The ordinary carriage charges are to be made. The indemnity is to be used both for local bookings and bookings to other Companies' lines.

"In consideration of the North Eastern Railway Company agreeing to convey my horse from.....to.....which has been restive and difficult to load, and may injure itself during the journey, I undertake to indemnify the Company against any damage done by the said horse to their property, and against the consequences of any delay to the trains of the Company, caused by the restiveness of the said horse, and also to relieve the Company and all other Companies or persons over whose lines the said horse may pass from all responsibility for injury to the said horse, except upon the proof that the injury to the same resulted from the wilful misconduct of the Company's servants."

CLEANSING AND DISINFECTION OF HORSE BOXES AND SPECIAL CATTLE BOXES.

General Rule 90.

HORSE BOXES.—All Horse Boxes must be swept out, cleaned and disinfected immediately after unloading. In this connection the following extract from "C.D." Booklet, dated October, 1915, headed "The Diseases of Animals Acts," must be specially borne in mind :—

HORSE BOXES AND OTHER RAILWAY VEHICLES, EXCEPT WAGONS, AFTER BEING USED FOR HORSES, ASSES OR MULES must, before being again used, be cleansed and disinfected by :—

- (1) Scraping and sweeping the floor and other parts with which the droppings of horses, asses, or mules have come in contact ;
- (2) Effectually removing therefrom, forthwith, well mixing with quicklime, and effectually removing from contact with animals, horses, asses, or mules, the scrapings, sweepings, dung, sawdust, fodder, litter, and other matter ;
- (3) Thoroughly washing with water by means of a sponge, brush, or other instrument, the sides of the vehicle and other parts with which the head or any discharge from the mouth or nostrils of a horse, ass, or mule has come in contact, and any halter or head-stall for the animal ;
- (4) Disinfecting AS FAR AS PRACTICABLE in the manner set out in Note (1) on page 17.

The disinfectant adopted by the N.E. Company is a one per cent. solution of Chloride of Lime containing not less than thirty per cent. of available Chlorine (Note (a) page 17 of the C.D. Booklet), and the following instructions for mixing and using the disinfectant must be observed :—

- (1) Pour two gallons of water into a bucket (the buckets usually supplied to stations hold 3 gallons, so that the bucket should be filled to two-thirds of its capacity.
- (2) Put one full measure (not more) of Chloride of Lime into the water.
- (3) Stir well with a stick.
- (4) Apply the solution to the specified parts of the box, taking care to apply it evenly and not in such quantity as to allow it to flow unnecessarily through the cracks of the floor on to the undergear of the vehicle.
- (5) After disinfecting head collars, wring out the sponge or cloth used and rub off any of the liquid left on the leather.
- (6) Keep the Chloride of Lime in a perfectly dry place.
- (7) Any disinfectant not required for immediate use must not be allowed to remain in the bucket, but must be at once thrown out, and the bucket, brush, etc., thoroughly washed before being put away. These precautions are necessary because the disinfectant has a certain action on metal and brush fibre.

(B. 199).

Cleansing and Disinfection of Horse Boxes and Special Cattle Boxes.—Continued.

SPECIAL CATTLE BOXES.—Special Cattle Boxes must be scoured and lime-washed, as ordered for Cattle Wagons on pages 14 and 15 of "C.D." Booklet, dated October, 1915, headed "The Diseases of Animals Acts," but it must be understood that, wherever possible, the work is to be done by the receiving stations immediately after unloading the vans, instead of sending them to the wagon cleaning depot.

Stations which are not in a position to clean and disinfect special cattle boxes immediately they are unloaded, must, in the case of N.E. vehicles, send them by first suitable means to the nearest cattle wagon cleaning depot, it being shewn on the label that the vehicles require to be cleansed. Foreign Companies' special cattle boxes which cannot be cleaned at the receiving station, should be sent to the nearest cleaning depot en route for home, so that they may be cleaned before leaving this Company's line. Where there is not a cleaning depot on the direct route home, the vehicles should be sent to the nearest cleaning depot, an advice being sent **the same day** to the Passenger Manager, so that arrangements may be made to free this Company from wrong sending charges.

ATTENDANT'S COMPARTMENTS.—The Attendant's compartment of horse boxes and special cattle boxes should be cleaned at the same time as the box is cleansed and disinfected. The floors of the compartment should be swept, the upholstery brushed or dusted, and the windows cleaned.

This work will be performed by the C. & W. cleaning staff at stations where such staff is appointed; at other stations the Traffic Department staff will attend to the matter. (B. 2141).

RETURN OF FOREIGN COMPANIES' EMPTY COACHING STOCK.

General Rules 90, 165, and 206.

Foreign Companies' empty coaching stock must be returned by passenger and empty coaching stock trains, the only exceptions which may be made to this rule are the following:—

(a) Horse boxes and carriage trucks; whilst these should whenever possible be forwarded by passenger and empty coaching stock trains, they may, if it would cause delay or inconvenience to such trains, be forwarded by goods trains marshalled as set out in paragraph 2 of the instructions for "Working of carriage trucks and other coaching stock on goods trains," (page 171-2, Vol. 1).

(b) In cases where Foreign Companies' stock is not fitted with the Westinghouse brake or pipe.

(c) In cases where the Divisional or District Superintendent has given special authority to the Station Master to return empty coaching stock on goods trains.

(d) Foreign Companies' coaching stock which on the outward journey has worked loaded to the N.E. line on freight trains.

Provision of Coaching Stock for Traffic to Foreign Companies' Lines.

General Rule 90.

1.—When horse boxes, carriage trucks, or other coaching stock vehicles are required for use to the line of a Company using the Vacuum brake, it must be understood that dual-fitted vehicles are to be provided.

2.—If, however, only one vehicle is to be despatched, and there is only Vacuum piped stock on hand, it may be used in order to save the empty haulage of a dual-fitted vehicle, but if a dual-fitted vehicle is on hand, it must be used. If more than one vehicle is forwarded, the proportion of Vacuum piped vehicles should not exceed one in six.

3.—Stations in wiring the Junction Stations must indicate on the telegram when a vehicle is fitted with the Vacuum pipe only. In the absence of such notification the Junction Station will assume the vehicle is fitted with the Vacuum brake complete.

4.—Where the number of piped vehicles received at an exchange Junction Station for one particular Foreign Company's train exceeds the proportion as set out in paragraph 1 of the General Instructions in regard to Continuous Brakes the Station Master must be prepared to tranship into vehicles fitted with the Vacuum brake complete. (B. 20,806).

Stations at which Carriages can be supplied with Gas.

General Rule 90.

Darlington.	Manors North.	*Sunderland.
*Harrogate.	*Morpeth.	*Tweedmouth.
Hull.	Newcastle Central.	*West Hartlepool.
Leeds.	*Northallerton.	York.
*Malton.	*Scarborough.	

The Stations marked * are supplied by means of travelling store-holders, and the supply of gas is limited. (O. 2772).

Allocation and Working of Passenger Train Tail and Side Lamps.**General Rule 90.**

1.—The whole of the Tail and Side Lamps required for Passenger Traffic have brass plates affixed to them with the name of the Depot to which they belong, and the letter "P." stamped on them.

2.—Below are shewn the Depot Stations, and the Stations attached thereto; the manner in which the Lamps are lettered is also indicated.

District.	Depot Station.	Stations dealing with Tail and Side Lamps under Depot Station.	Lettering on Lamps.
Newcastle and Sunderland	Newcastle	Akeld, Alnmouth, Alnwick, Alston, Amble, Bedlington, Belford, Blackhill, Blaydon, Birtley, Blyth, Carlisle, Chevington, Coldstream, Consett, Durham Elvet, Durham, Edinburgh (Waverley), Ferryhill, Haltwhistle, Heaton Carriage Sheds, Hedgeley, Hexham, Ilderton, Kelso, Kirknewton, Leamside, Low Fell, Manors North, Mindrum, Monkseaton, Morpeth, Murton, Newbiggin, Newsham, North Wylam, Pelaw, Penshaw, Seaham, Scotswood Bridge Sidings, South Gosforth, South Shields, Sunderland, Tweedmouth, Tyne Dock, Tynemouth, Wooler.	N'cle P.
Darlington and Middlesbro'	Darlington	Barnard Castle, Battersby, Billingham, Bishop Auckland, Crook, Eaglescliffe, Eston, Guisborough, Hartlepool, Kirby Stephen, Loftus, Middleton-in-Teesdale, Middlesbrough, Penrith, Picton, Port Clarence, Richmond, Saltburn, Shildon, Stanhope, Stockton, Tebay, Thornaby, Wearhead, Wear Valley Junction, Welbury, West Hartlepool.	D'ton P.
York	York	Askrigg, Aysgarth, Church Fenton, Doncaster, Forge Valley, Gilling, Grosmont, Hawes, Helmsley, Kirbymoorside, Malton, Market Weighton, Normanton, Northallerton, Pickering, Pilmoor, Sawdon, Scarborough, Seamer, Selby, Sledmere and F mber, Snainton, Thirsk, Wharrah, Whitby,	York P.
Leeds	Leeds.	Arthington, Birstwith, Boroughbridge, Dacre, Garforth, Harrogate, Holbeck, Knaresborough, Ilkley, Ledston, Masham, Melmerby, Otley, Neville Hill, Pateley Bridge, Ripon, Starbeck, Tanfield, Wetherby.	Leeds P.
Hull	Hull	Beverley, Bridlington, Doncaster, Driffeld, Goole, Hedon, Hull Riverside Quay, Hornsea Withernsea.	Hull P.

Allocation and Working of Passenger Train Tail and Side Lamps.—Continued.

3.—Station Masters at stations where a supply of lamps is kept, other than the Depots named above, must only retain the number of lamps allotted to them by the Divisional or District Superintendent. All other lamps must be returned without delay to the Depots for which they are lettered.

If lamps in excess of the allotted number are on hand at a Depot, the Station Master must report the matter to the Divisional or District Superintendent, so that it can be ascertained which stations in the District are short of their proper number of lamps.

Stations must not retain for their own use lamps which are not marked as belonging to their Depot, except in those cases where such lamps have been specially allotted.

4.—If, owing to exceptional circumstances, a Station Master finds that the number of lamps allotted is not sufficient, he must apply to the Divisional or District Superintendent for the additional lamps required; such lamps must be returned to the station to which they belong **immediately they are done with.**

5.—Tail and side lamps received on special trains must be returned home at once, under the Company's use traffic free label, unless there happens to be a return special on which the lamps can be worked back.

6.—The lamps of the various Depots will necessarily cross each other on trains, and the Station Masters at the Stations concerned must have an understanding with each other as to the working of the lamps so that they may be kept to proper workings and not get astray.

The Main Line trains must be lamped with either "Ncle. P" or "York P" lamps, according to the working arranged between the York and Newcastle Station Masters. "Ncle. P" tail lamps must work on the train sets belonging to the Newcastle and Sunderland districts; "Dton. P" tail lamps on those belonging to the Darlington and Middlesbrough Districts; "York P" "Leeds P" and "Hull P" tail lamps on the sets belonging to the York, Leeds, and Hull Districts respectively.

Excursion and special trains must carry lamps belonging to the Depot Station for the District in which the empty trains to form them originate.

Lamps on Foreign Companies' ordinary trains should be changed at the handing-over junction, with certain exceptions which will be notified to the Stations concerned by the Divisional or District Superintendents from time to time.

In the case of excursion trains to and from Foreign Companies' Lines, the lamp belonging to the originating Company should work through with the train set.

In cases where wrongly lettered lamps arrive, the lampman, or other person taking the lamp off the train, must report the case to the Station Master, who will take immediate steps to get the matter put right.

(B. 1511).

7.—When it is necessary to send lamps from the Depots to other stations or *vice versa*, they must be thoroughly cleaned before being despatched.

8.—The District Inspectors (Superintendent's Department) when visiting the stations, must see that these instructions are properly carried out. They will keep a record of the Lamp Rooms they visit, and report to the Divisional or District Superintendents and irregularities **which come under their notice.**

DISTRIBUTION AND WORKING OF PASSENGER ROOF LAMPS.

General Rule 90.

1.—All roof lamps are lettered and numbered for the Station to which they are allotted, thus :—

ALNMOUTH N.E.R. 1

and below is a list shewing the stations at which lamps are kept, and the number allotted to each place :—

District.	Stations dealing with Roof Lamps, and the Number allotted to each Station.
Newcastle . . .	Alnmouth (2), Alnwick (6), Alston (2), Amble (3), Blyth (1), Blackhill (2), Carlisle (10), Hexham (6), Morpeth (2), Newcastle (65), Tweedmouth (6), Tynemouth (3).
Sunderland . . .	Durham (6), Ferryhill (6), South Shields (6), Sunderland (12).
Darlington . . .	Barnard Castle (3), Bishop Auckland (6), Crook (2), Darlington (35), Kirkby Stephen (4), Middleton-in-Teesdale (3), Richmond (3), Shildon (2), Stanhope (3), Wearhead (3).
Middlesbrough . . .	Middlesbrough (6), Saltburn (3), Stockton (3), West Hartlepool (6).
York	Malton (4), Normanton (2), Northallerton (4), Pickering (2), Scarborough (3), Selby (2), Thirsk (2), Whitby (3), York (15).
Leeds	Harrogate (10), Leeds (20).
Hull	Beverley (4), Bridlington (6), Goole (2), Hull (12).

2.—Additional lamps for special events will not in future be supplied from the Stores Department, which will only keep in stock a few lamps to meet the necessary replacements.

With the exception of certain of the principal stations which have been allotted additional lamps to meet exceptional demands, the allocation has been made to meet the maximum requirements at each station under normal conditions. Should it be found that, owing to exceptional circumstances, the number of lamps allotted is not sufficient, Station Masters must apply to their Divisional or District Superintendent for the additional lamps required; such lamps must be returned to the station to which they belong **immediately they are done with.**

3.—When it is necessary to send lamps from one station to another, they must be thoroughly cleaned before being despatched. Lamps kept on hand in the Lamp Rooms must also be kept clean and ready for immediate use. At the principal stations, all the lamps need not be trimmed and supplied with oil, but a sufficient number must be so kept to meet any case of emergency which might arise; the remainder of the lamps, although not trimmed, should be kept thoroughly clean and ready for trimming at short notice.

Distribution and Working of Passenger Roof Lamps.—Continued.

(4). Except as provided for in paragraph 5, Horse Boxes and Special Cattle Boxes must be equipped with trimmed roof lamps in all cases where night travelling is involved and an Attendant accompanies the animal or animals. Stations to which roof lamps are not allotted must obtain the lamp required from the nearest station shewn to possess them.

(5). It will not be necessary to supply trimmed roof lamps to Horse Boxes and Special Cattle Boxes loaded to Agricultural, etc., Shows and Race Meetings on the North Eastern system, provided that the outward journey is made in daylight, as the station at which the Show or Race Meeting is held will be supplied by the Divisional or District Superintendent with what roof lamps are necessary to meet cases of night travelling connected with the return journey.

(6). Roof lamps must not be allowed to remain in Horse Boxes and Special Cattle Boxes when they are standing at stations; the lamps must be removed at the time the animals are unloaded and returned by the first train to the station for which the lamps are lettered, the owning station being wired by what train they are being despatched.

(7). In the case of roof lamps used to Foreign lines, the station from which the Horse Box or Special Cattle Box is despatched must notify the use of the roof lamp on the loading advice to "RS" thus:—

" H. 244 Derby Mid 8-34 p.m.

York Lamp 5."

and "RS" will arrange in regard to its return to the owning station.

Should a vehicle loaded to or from a Foreign line be provided with a roof lamp en route, the station supplying the lamp must wire "RS."

8.—Should any unlettered roof lamps come to hand, they must be sent at once to the Stores, Gateshead, with a suitable advice.

9.—The District Inspectors, when visiting the stations, must see that these instructions are being properly carried out. They will keep a record of the Lamp Rooms they visit, and report to their Divisional or District Superintendent any irregularities which come under their notice.

10.—Lamps for repairs must be dealt with in accordance with the following instructions. (B. 1761).

Lamps for Repairs.**General Rule 90.**

The following arrangements in regard to the repairing of lamps must be adopted:—

(a) The Chief Mechanical Engineer will repair:—

Locomotive Lamps.
Passenger and Freight Van Tail Lamps.
Passenger and Freight Van Side Lamp.
Passenger Roof Lamps.

The above must be addressed to the Stores Superintendent, Gateshead.

(b) All other lamps which require repairing must be dealt with as shewn below:—

Lamps for Repairs.—Continued.***Newcastle, Northumberland and Bishop Auckland District Engineers' Districts.**

Defective lamps (including the interiors of signal and crossing gate lamps, but excluding their outer cases) belonging to stations in the Newcastle, Northumberland and Bishop Auckland District Engineers' Districts must be promptly sent to the Stores Department, Gateshead.

The outer cases of signal and crossing gate lamps in the Newcastle and Northumberland District Engineers' Districts to be sent to the District Engineer, P.W. Works, Gateshead.

The outer cases of signal and crossing gate lamps in the Bishop Auckland District Engineer's District to be sent to the District Engineer, P.W. Works, Bishop Auckland.

***York, Darlington and Hull District Engineers' Districts.**

Lamps (except those for fixed signals and gates) to be sent to the District Engineer. Fixed signal and gate lamps to be sent to the Signalling Engineer.

Dock Engineer's Department, Hull.

All lamps used on lighters to be sent for repairs to the Storekeeper, Dock Yard, South Bridge Road, Hull.

GENERAL.

A record must be kept of the number of lamps sent for repairs, and Station Masters, etc., must see that the same number is duly returned; the address labels must shew clearly the Station from which the lamps have been forwarded, and the number of lamps in each consignment. Those sent by train must also have a Company's Use Traffic label affixed.

In cases where Station Masters, etc., at stations other than Depots cannot send tail or side lamps to be repaired without obtaining an equivalent from the Depot, they must advise the Stores Department to send the lamps, after being repaired, to the Depot, instead of to the station from which they were received; and they must in such cases clearly inform the Depot Station of the number and type of lamps which are being sent for repairs.

Care must be taken when sending defective roof, tail or side lamps, and hand lamps to be repaired, to send all parts belonging to them, such as cisterns, burners, reflectors, etc. Oil must not be left in the vessels.

In the event of a roof, tail, or side lamp getting damaged at a station to which it does not belong, that station must not send it to the Stores, but must forward it to the Station for which it is lettered, so as to ensure the owning Station having a correct record of all lamps sent away for repairs. (O. 6474).

* Printed forms of advice (E. 128) and special labels to be used for sending these lamps for repairs can be obtained on application to the Stores Superintendent at Gateshead.

INSTRUCTIONS IN REGARD TO THE DISTRIBUTION OF HORSE BOXES, CARRIAGE TRUCKS AND HOUNDS VANS.

General Rule (90).

1.—The distribution of Horse Boxes (H), Open Carriage Trucks (K, LK, LLK, and ZK), Covered Carriage Trucks (CK and LCK), Motor Trucks (MCK, ZCK and LMCK) and Hounds Vans (HN) is undertaken from Headquarters, and the movement of all such vehicles must be reported to Mr. W. H. Stephenson, York.

2.—As soon as a Station Master learns that he will have to load a horse box, carriage truck or hounds van away, and the required stock is available, he must telegraph to "R.S.," the following particulars:—

Individual number and description of vehicle.
Destination.
Train.
Date on which it is to be worked away.

3.—In the event of there being no vehicle of the required description on hand, the Station Master must telegraph (unless there is time to communicate by Urgent Train Message) the following:—

Earwig.
Description of Vehicle.
Train.
Destination.
Date on which it is to be worked away.

As this is only an order, and not a record of the movement of a specific vehicle, the Station Master must, when the vehicle is loaded out, wire "RS" its number, destination, and the train by which despatched.

4.—If the arrangement should be subsequently altered or cancelled, this information must be promptly wired.

5.—Vehicles sent to the Shops, or stopped for repairs, or vehicles sent to any station for inspection, must be advised promptly by wire in the same way as if loaded to another Station.

6.—With the exception of stations specially authorised to work vehicles away, receiving stations must retain empty vehicles pending instructions from Headquarters as to disposal. In cases where horse boxes are unloaded at the platform at an intermediate station and allowed to work forward empty on the train, the Station Master must advise the Guard where to detach the box and wire particulars to Headquarters.

7.—Stations at which N.E. horse boxes, carriage trucks and hounds vans are handed over from Foreign Companies must keep a sharp look out for vehicles returning empty and must wire particulars of any received; such vehicles must be held at the receiving station until ordered away.

Any station receiving a North Eastern horse box, carriage truck or hounds van loaded from a Foreign Company's line must at once notify Headquarters of its arrival.

(B. 1466).

Instructions in Regard to the Distribution of Horse Boxes, Carriage Trucks and Hounds Vans.—Continued.

8.—Telegrams from Headquarters ordering the removal of empty horse boxes, carriage trucks or hounds vans need not be acknowledged unless specially asked for, and telegrams will not be acknowledged by Headquarters: U.T.M.'s will be acknowledged. Wires from Headquarters will be so worded as to give Station Masters the opportunity of selecting the most suitable trains (in many cases the pick-up goods) by which to despatch stock, e.g.,

(i.) When vehicles are required for use the following day the message will read:—

(a) If a reply is required ... "DRAGON H. Copmanthorpe,
load 10-20 a.m."

(b) If no reply is required ... "Send H. Copmanthorpe,
load 10-20 morning."

(ii.) When vehicles are not required to load so early as the following day, the message will indicate the day on which they are required for use, thus:—

"Send H. Copmanthorpe load Friday."

(iii.) When vehicles are to be drawn into a centre for no particular order, and may be despatched by the most convenient train, the message will read:—

"Send _____ York."

9.—The following goods yards will obtain what horse boxes or carriage trucks are required from the Station Master at the Passenger Station shewn opposite to them, and will address all communications to him instead of to Headquarters.

YARD.	PASSENGER STATION.	YARD.	PASSENGER STATION.
Newcastle Forth	Newcastle Central	Middlesbrough	Middlesbrough.
Blaydon	" "	South Bank	" "
Park Lane	" "	Shildon	Shildon.
South Shields	South Shields.	Bishop Auckland	Bishop Auckland.
Monkwearmouth	Sunderland.	Penrith	Penrith.
South Dock	" "	Darlington	Darlington.
Tyne Dock	Jarrow.	York	York.
Durham Goods	Leamside.	Scarborough	Scarborough.
Dunston Area	Newcastle Central	Marsh Lane	Leeds New Station.
		Neville Hill	" " "
West Hartlepool	West Hartlepool.	Wellington Street	" " "
Stockton	Stockton.	Hull West	Hull, Paragon.
Grimsby	Middlesbrough.	Hull East	" "

The arrival of all horse boxes and carriage trucks in the yards must be promptly notified to the Station Master, and the empty vehicles must be transferred to the passenger section as soon as possible.

10.—When ordering covered trucks for aeroplane traffic, the message to Headquarters should give full particulars of the traffic proposed to be conveyed and should state whether it consists of complete aeroplanes (in cases or otherwise) or aeroplane parts.

Instructions in Regard to the Distribution of Horse Boxes, Carriage Trucks and Hounds Vans.—Continued.

11.—Cases have come under notice where 45-feet Covered trucks have been ordered unnecessarily for aeroplane traffic, and Station Masters, when taking orders for trucks from Military or Naval Authorities or Manufacturers, should satisfy themselves as to the dimensions of aeroplanes and parts required to be conveyed, so that the smallest type of truck suitable for their conveyance may be ordered. It must be understood that the truck or trucks required must be ordered by the Station Master direct from Mr. W. H. Stephenson, irrespective of any communication with the Passenger Manager, District Passenger Manager, or District Superintendent, in regard to train services, charges, etc.

12.—Motor Trucks (MCK), 45-ft. Covered Trucks (ZCK) and 45-ft. Open trucks (ZK) should not be ordered for the conveyance of motor cars, carriages or other traffic which can be loaded in ordinary covered or open trucks.

13.—Particulars of all carriage trucks required for theatrical companies must be received by Mr. W. H. Stephenson not later than Thursday in each week, the name of the theatrical company being given in each case. Stations will continue to furnish the Passenger Manager and District Passenger Manager, Newcastle, with the usual weekly particulars of theatrical companies travelling.

14.—With the exception of Long Covered Carriage Trucks (ZCK and LMCK) which must not be conveyed by goods trains except upon the authority of the General Superintendent, empty horse boxes and carriage trucks may, unless there are instructions to the contrary, be forwarded by Stock Trains, Mineral Trains, suitable Goods Trains booked to stop, or by those Passenger Trains which are permitted to convey horse boxes.

15.—The essence of the system of Central Control is to trace the movement of each vehicle by number, and any circumstances which involve the use of a vehicle the number of which is not known at Headquarters must be promptly notified to the latter.

Examples of such cases are given below:—

- (a) Station "A" has horse box No. 1 on hand, and has advised Headquarters in accordance with paragraph 2 that it will be used with traffic to "B." Meantime box No. 2 works in and is in a more convenient position to work out to "B" and is therefore used. Headquarters should at once be wired that No. 2 has been used instead of No. 1.
- (b) Station "A" has order necessitating the use of three horse boxes for traffic to "B," "C" and "D," and is supplied with boxes Nos. 5, 6 and 7. As the station master will, in most cases, not be able to say beforehand which box will be worked to "B," which to "C," and which to "D," it will be necessary that he should wire Headquarters immediately he knows to which point each box will be loaded.
- (c) A station has more than one horse box or carriage truck on hand, and is requested by Headquarters to send an empty vehicle to another point. It will be necessary for the station master to wire Headquarters the number of the vehicle actually sent.

**Instructions in Regard to the Distribution of Horse Boxes,
Carriage Trucks and Hounds Vans.—Continued.**

16.—It must be distinctly understood, unless specific instructions to the contrary are given, that the instructions contained herein are not intended in any way to interfere with the existing practice as regards:—

- (a) The trains by which horse boxes and carriage trucks are usually forwarded;
- (b) Advising in certain cases terminal stations of orders received for horse boxes and carriage trucks;
- (c) Wiring transfer stations of the transit of vehicles;
- (d) Submitting applications received for the conveyance of boxes or trucks by restricted trains.

All numbers of vehicles must be checked before particulars are wired to Headquarters, as serious inconvenience and delay take place if wrong numbers are given.

(B. 1466).

17.—Station Masters must appoint a responsible person to examine all Horse Boxes and Carriage Trucks immediately they have been unloaded, and report all defects in respect to stalls, headstalls, collars, crossbars, straps, etc., to the Divisional or District Superintendent, giving the owning Company and number of the Horse Box or Carriage Truck and the station from which received. Loading stations must also report cases where equipment is missing. Horse Boxes and Carriage Trucks returning empty from Foreign Companies' lines must be inspected at the N.E. Stations or Yard at which they are handed over to this Company.

(B. 1466).

**INSTRUCTIONS IN REGARD TO THE DISTRIBUTION OF
SPECIAL CATTLE BOXES.**

Special Cattle Boxes are, with one exception, dealt with in the same way as Horse Boxes and Carriage Trucks, and the movements of all Special Cattle Boxes must be notified to Mr. W. H. Stephenson, as set out in the instructions *re* Distribution of Horse Boxes and Carriage Trucks.

The exception above referred to is that Station Masters will apply to the District Passenger Manager for Special Cattle Boxes at the same time as they ask for the service.

(B. 2015).

Nailing of Chocks on the Floor of Open Carriage Trucks.

General Rule 90.

Chocks must only be nailed to the floor when it is not possible by any other means to properly secure the load, and when this is done, receiving Stations should carefully remove all nails from the floor of the trucks.

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List of Block Telegraph Signal Stations and Boxes, Signalmen's Hours of Duty, Sidings between Stations, Independent Running Lines and Relief Sidings.

The Independent Running Lines and Sidings will be available during Signalmen's hours of duty, except where stated to the contrary.

R.I.—Running Independent. Running Independents and Reception lines are, unless shewn to the contrary, entered by facing points worked from the signal box.

R.S.—Relief Sidings. Relief Sidings are, unless shewn to the contrary, entered by trailing points worked from the Signal box.

Sidings between stations are shewn in italics.

There are Telegraph Instruments at the places marked "T," and Switches at the places marked "S."

Distance from Signal Station Box or Siding next above next indicated.	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Normanton to Newcastle.					
	NORMANTON. Altofts Junction (Joint) West Riding Colliery T. Ground Frame ..	.. .. .	.. .. .	..	..	For West Riding Colliery. Connected with Down line and mechanically controlled from West Riding Colliery Box.
1 259	CASTLEFORD. Whitwood Junct. T.S.	During cessation of traffic to and from Methley direction from 6-0 a.m. Sunday until 5-30 a.m. Monday.				
0 424	Ground Frame ..	.. .. .	.. .. .	..	..	For Moss Street Branch. Connected with Down line and mechanically controlled from Whitwood Junction Box.
0 935	Gates .. .. .	.. .. .	Castleford Gates to Whitwood Jct. (R.I.) Gates box to Station (R.I.)	1271	388	
0 506	Station T.S.	.. .. .	.. .. .	..	..	Switch for Main line.
0 866	Old Station .. S.	After branch traffic ceases to 6-0 a.m., and after branch traffic ceases on Saturdays to 6-0 a.m. Mondays.	.. .. .	..	..	Switch for Main line.
0 467	Inner Junction T.	See Castleford to Garforth.	page 137			
0 687	Wheldale Colliery S.	10-30 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.				
0 502	Ground Frame ..	.. .. .	.. .. .	..	..	For Wheldale Colliery. Connected with Down line and mechanically controlled from Wheldale Colliery Box.
0 409	Ward's Siding ..	.. .. .	.. .. .	..	..	Connected with Up Main line. Key kept at Fryston South.
0 943	Fryston South.. T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Fryston South to North (R.I.)	..	706	
0 629	Fryston North T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Fryston North to South (R.I.)	750	..	

Distance from Signal Station Box or Siding next above or not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR BELIEF SIDING.	Standard of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds	Normanton to Newcastle.—Continued.				
1 1443	BURTON SALMON. Junction .. T.	.. .. .	Burton Salmon Jct. to Milford South (R.I.) Milford South to Milford East	4175	
1 281	MONK FRYSTON. Hllam Gates .. S.	.. .. .		
0 709	Station S.	4-0 a.m. Sundays to 6-0 a.m. Mondays.			
0 730	Milford Junction South	.. .. .	Milford East to Milford South Milford South to Burton Salmon Junction (R.I.)	4210	
0 498	Milford Junction S.	6-0 a.m. Sundays to 6-0 a.m. Mondays.	.. .. . Opposite box between platform line and goods line (R.I.)	152 ..	Switch for Hull line. Entered by facing points of cross-over road from platform line.
0 485	Milford Jct. East ..	See Milford Junction to	Gascoigne Wood, page 136		
0 685	Milford Jct. North S.	6-0 a.m. Sundays to 6-0 a.m. Mondays.			
0 1693	SHERBURN-IN-ELMET. Junction .. T.S.	After cessation of traffic to and from Gascoigne Wood direction, Sunday morning to 6-45 p.m., and from 8-0 p.m. Sundays to 4-15 a.m., and 5-20 a.m. alternate Mondays.	Sherburn Junction to Station (R.I.)	508	Switch for Main line.
0 706	Station T.	.. .. .		
1 1608	CHURCH FENTON. South S.	10-45 p.m. to 6-45 a.m. Same time Saturdays to 8-0 a.m. Sundays, 9-0 a.m. Sundays to 6-45 p.m., and 8-0 p.m. to 6-45 a.m. Mondays.			
0 715	North T.	.. .. .		
0 469	West	See Church Fenton to Harrogate, page 150			
1 920	ULLESKELF. Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
1 813	BOLTON PERCY. Station T.S.	9-15 a.m. Sundays to 6-45 p.m., and from 8-15 p.m. Sundays to 6-0 a.m. Mondays.			
2 175	Colton S.	6-0 p.m. to 10-0 a.m. Same time Saturday to 10-0 a.m. Monday.			
1 919	COPMANTHORPE. Station T.S.	.. .. .		
1 1679	YORK. Chaloner Whin Jct. S.	Sundays 5-0 a.m. to 9-20 a.m., and 5-30 p.m. to 9-0 p.m.	.. .. .	.. ..	Switch for Doncaster lines, and also between Leeds and Normanton lines.
0 1144	Dringhouses .. S.	Closed temporarily ..	Dringhouses to South Points Reception line. South Points to Dringhouses, Reception line.	531 508 ..	Controls Up and Down Doncaster and Down Leeds lines only.

Distance from Signal Station Box or Siding next above noted indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Normanton to Newcastle.—Continued.					
0 823	YORK.—Continued. South Points .. S.	6-0 a.m. Sundays to 6-0 a.m. Mondays.	South Points to Locomotive Yard Excursion line.	..	863	
0 757	Holgate Bridge ..	.. .. .	.. .. .	..	..	Ground frame electrically controlled from Loco. Yard box, and connected with Down Excursion line.
0 286	Locomotive Yard ..	.. .. .	Locomotive Yard to South Points Excursion line.	664	..	
0 472	Platform .. S.	.. .. .	.. .. .	..	..	Switch for Up and Down Main lines.
0 252	Waterworks ..	.. .. .	.. .. .	..	..
0 4	Leeman Road ..	(Distance from Platform box, 0 256).				Distance measured to a point on line opposite Loco Box
0 454	Clifton .. T.	(Distance from Waterworks box, 0 458).				
0 378	Locomotive Yard ..	<i>See below.</i> 12-0 noon or cessation of traffic Sundays, to 6-0 a.m. Mondays.				
0 684	North Junction .. No. 1 Down Goods T.S.					
0 362	YORK GOODS YARD. North Junction ..	<i>See below.</i> 6-0 a.m. Sundays to 6-0 a.m. Mondays.				
0 272		No. 1 Up Goods .. 6-0 a.m. Sundays to 6-0 a.m. Mondays.				
		North Junction .. 12-0 noon or cessation of traffic Sundays to 5-30 a.m. Mondays.				
0 1199		Severus Junct. T. 12-0 noon or cessation of traffic Sundays, to 5-30 a.m. Mondays.				
0 566		(Severus Junction from No. 1 Down Goods) (Severus Junction to Poppleton Junction)				
0 1002						
0 1356	Clifton .. T. Waterworks Siding ..	.. .. .	.. .. .	..	..	Connected with Up main line. Key kept at Poppleton Junction box.
0 775	Poppleton Junction T.S.	4-0 p.m. Sundays to 4-45 a.m. Mondays.	Poppleton Junction to Skelton Bridge (R.I.) Skelton Bridge to Poppleton Junction (R.I.)	..	2402	Switch for Main line.
1 549	Poppleton Station ..	<i>See York to Starbeck, page 150.</i>				
1 836	BENINGBROUGH.					
1 9	Skelton Bridge .. T.S.					
1 709	Hunting Bridge .. S.	1-0 a.m. Sundays to 6-0 a.m. Mondays.				
1 709	Station .. T.S.	.. .. .	Beningbrough to Tollerton (R.I.)	..	7040	
1 1042	Newton Siding .. T.S.	6-40 p.m. to 10-40 a.m. Same time Saturdays to 10-40 a.m. Mondays.	Newton Siding to Beningbrough (R.I.)	2632	..	
2 1019	TOLLERTON.					
2 1019	Station .. T.S.	Sundays after passing of 9-42 a.m. Up Slow to 5-30 p.m., and after passing of 8-42 p.m. Up Slow to 6-0 a.m. Mondays.	Tollerton to Alne (R.I.)	..	2165	

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Normanton to Newcastle.—Continued.					
1 861	ALNE. Station T.S.	.. .. .	Alne Station box to Tollerton Station box (Slow line) North of Station (R.S.)	2428	..	
				286	..	
2 306	RASKELF. Station T.S.	Except during shunting operations	South of station (R.S.)	..	360	
1 788	PILMOOR. Bishophouse Jct. T.S.	4-0 p.m. to 6-30 p.m., and 7-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.	.. .. .	..	..	Switch for Main line.
0 778	Sunbeck Junction..	See <i>Pilmoor to Driffield</i> , page 163.	.. .. .	..	..
0 964	Sessay Wood Jct. T.S.	4-0 a.m. Sundays to 6-0 a.m. Mondays	.. .. .	..	..	Switch for Main line.
			North of junction box (R.S.)	544	..	Trains run into Malton branch by facing points and shunt back into the siding, leaving there by facing points to main line.
0 1405	Station Junction T.S.	10-0 p.m. to 6-0 a.m. 10-0 p.m. Saturdays to 6-0 a.m. Mondays.	.. .. .	..	..	Switch for Main line.
			North of Station (R.S.)	325	..	
			In Borobridge branch end (R.S.)	..	436	
1 1608	SESSAY. Station T.S.	Except during shunting operations.	.. .. .	..	..
3 1039	THIRSK. Green Lane .. T.S.	.. .. .	Green Lane to South Junction (R.I.)	..	614	
0 810	South Junction T.S.	Sundays 12-0 noon to 5-30 p.m., and 8-0 p.m. Sundays to 3-30 a.m. Mondays.	South Junction to Green Lane (R.I.)	651	..	Switch for Main line.
0 432	Ground Frame ..	.. .. .	.. .. .	..	..	For Loco. Sidings, etc. Connected to Up Leeds line and mechanically controlled from South Box.
0 526	Middle T.S.	.. .. .	Middle to North Jct. (R.I.)	..	457	
			Middle to North Jct. No. 1 Reception line	..	363	
			Middle to North Jct. No. 2 Reception line	..	306	
			Middle to North Jct. No. 3 Reception line	..	284	
0 594	North Junction T.S.	From about 6-0 a.m. Sundays to 5-30 a.m. Mondays.	North Junction to Avenue Jct. (R.I.)	..	1903	
			North Jct. to Middle Reception line No. 1	576	..	
			North Jct. to Middle Reception line No. 2	576	..	
1 266	Avenue Junction T.S.	5-0 a.m. Sundays to 6-0 a.m. Mondays.	Avenue to North Jct. and Middle (R.I.)	2427	..	
			Avenue to Otterington (R.I.)	..	4547	
1 506	OTTERINGTON. Manor House Siding..	.. .. .	.. .. .	..	..	Connected with Up Independent line. Key kept at Otterington Station.
1 601	Station T.S.	Sundays 12-0 noon to 6-15 p.m., and 8-15 p.m. (or when 5-12 p.m. ex Newcastle clears) to 6-0 a.m. Mondays.	Otterington to Avenue Junction (R.I.)	4395	..	

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds.				Up | Dn.	
	Normanton to Newcastle.—Continued.				
1 1305	NORTHALLERTON. Huttons Wood .. S.	5-0 a.m. Sundays to 6-0 a.m. Mondays.			
0 1387	Longlands .. S.	2-0 a.m. Sundays to 6-0 a.m. Mondays.	.. .. .	.. ..	Switch for Main line.
0 1518	Boroughbridge Road	See Leeds to Hartlepool, page 141	.. .. .	.. ..
0 1238	South Junction T.S.	Sundays 6-0 a.m. to 6-15 p.m., and 9-0 p.m. Sundays to 6-0 a.m. Mondays	.. .. .	.. ..	Switch for Main line.
0 600	High Junction.. T.		.. .. .	.. ..
0 908	Low Junction ..	See Leeds to Hartlepool, page 141	.. .. .	.. ..	Castle Hills Jct. to Castle Hills Inner Jct. 565 yards.
0 931	Castle Hills Inner Junction .. T.	See Northallerton to Hawes, page 153	.. .. .	.. ..
0 1105	Castle Hills South T.S.	6-0 a.m. Sundays to 6-0 a.m. Mondays.	.. .. .	.. ..	Switch for Main line.
0 1010	Castle Hills North S.	Closed temporarily	South of Castle Hills Junction (R.S.) In Hawes Branch (R.S.)	247 819	Controls Up lines only.
0 1671	DANBY WISKE. Wiske Moor .. T.S.	6-0 a.m. Sundays to 6-0 a.m. Mondays.			
1 815	Station T.S.	Sundays, 6-0 a.m. to 6-0 p.m. Also 9-0 p.m. Sundays to 6-0 a.m. Mondays.			
1 1300	COWTON. Birkby T.S.	1-0 a.m. Sunday to 6-0 a.m. Monday.			
1 1415	Station T.S.	Sundays 9-0 a.m. to 6-0 p.m., and 9-0 p.m. Sundays to 6-0 a.m. Mondays.			
1 1232	Eryholme Junction T.S.	.. .. .	.. .. .	.. ..	Switch for Main line.
			North of station (R.S.) In Richmond Branch (R.S.)	339 431	
1 561	CROFT SPA. Dalton Bank .. T.S.	1-0 a.m. Sunday to 6-0 a.m. Monday.			
1 394	Station T.S.	1-0 a.m. Sunday to 6-0 a.m. Monday.			
0 1241	Black Banks Jct. T.S.	6-0 a.m. Sunday to 6-0 a.m. Monday.	Black Banks Jct. to Croft Jct., South Jct., and Platform West (R.I.)	3125	
1 269	DARLINGTON. Croft Junction T.S.	8-30 a.m. to 9-0 p.m. Sundays.	South Jct. to Croft Jct. No. 1 (R.I.) South Jct. to Croft Jct. No. 2 (R.I.) South Jct. to Croft Jct. No. 3 (R.I.) South Jct. to Croft Jct. No. 4 (R.I.)	616 450 424 424	
0 869	South Junction T.	.. .. .	South Jct. to North Junction (R.I.)	387	Distance South Jct. to North Jct. direct 870 yards.
0 478	Platform, East	Sundays, after traffic ceases to 6-45 p.m., attends to passenger traffic as required in meantime	Platform West to North Jct. (West of Down Platform line (R.I.))	313	Distance Platform East to North Jct. 396 yards.
0 485	Platform, West				
0 400	North Junction S.	.. .. .	North Jct. to Parkgate Jct. (R.I.) North Jct. to South Junction (R.I.)	468 704	East of Up Main.
0 904	Parkgate Junction T.S.	About 9-0 a.m. to 6-0 p.m. Sundays.	Parkgate Junction to North Jct. (R.I.)	887	Switch for Main line.
0 711	Albert Hill Junction	See Darlington to Tebay, page 174			
0 142	S. & D. Crossing ..	See Fighting Cocks Loop	Line, page 173		
0 1696	Springfield .. S.	After traffic ceases Sunday evening to 6-0 a.m. Monday.	Springfield to Parkgate Junction (R.I.)	1472	S. & D. Crossing to Springfield Signal Box, 0 m. 1554yd

Distance from Signal Station Box or Siding next above not indented M. Yds.	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards. Up | Dn.	REMARKS.
Normanton to Newcastle.—Continued.					
AYCLIFFE.					
1 1154	Low Beaumont Hill S.	6-0 a.m. Sunday to 6-0 a.m. Monday.			
2 227	Station T.S.		South of station (R.S.) South of station (R.S.)	464 310	
BRADBURY.					
2 727	Preston-le-Skerne T.S.	6-0 a.m. Sunday to 6-0 a.m. Monday.	North of box (R.S.)	040	
2 346	Station T.S.	9-0 a.m. Sunday to 6-0 a.m. Monday. Attends to stopping passenger trains on Sundays.	South of station (R.S.) South of station (R.S.)	344 272	
FERRYHILL.					
2 325	No. 3 T.S.				Switch for Team Valley line.
0 847	No. 2 S.	Sundays 9-0 a.m. to 6-10 p.m. and 9-0 p.m. Sundays to 4-30 a.m. Mondays.			Switch for Team Valley and Leamside lines. (Does not control trains on Team Valley line except Pilot in and out of Sand Sidings).
0 498	No. 1 T.		Ferryhill No. 1 to Coxhoe Jct. (R.I.)	1344	
0 1499	Coxhoe Junction S.	After traffic ceases on the Hartlepool Branch until 5-40 a.m. Same time Saturdays to 5-40 a.m. Mondays. Sundays attends for Hartlepool Branch Passenger trains, also 6-18 a.m. and 5-12 p.m. O.P.'s Ex Newcastle via Leamside.			Switch for Team Valley, Leamside and Spennymoor lines.
0 922	East Howle Crossing	See Ferryhill to Bishop Auckland, page 129			
1 344	Cornforth Lane Jct.	See Ferryhill to Coxhoe, page 129			
0 1048	West Cornforth	See Ferryhill to West Hartlepool, page 130			
0 1570	Thinford Siding ..				Connected with Down Leamside line ground frame mechanically controlled from and key kept at Tursdale Junction.
0 348	Tursdale Junction T.S.	6-0 a.m. Sundays to 4-0 a.m. Mondays.			Switch for Team Valley and Leamside lines.
1 711	Bowburn Colliery ..	See Ferryhill to Newcastle	via Leamside, page 88		
CROXDALE.					
1 292	Hett Mill S.				
1 1294	Station T.S.	11-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.			
0 1447	Brownay Colliery T.S.	4-0 p.m. to midnight, and from cessation of Colliery traffic Saturdays to midnight Sunday.	South of box (R.S.)	395	Entered by facing points worked from box.
DURHAM.					
1 81	Littleburn Colliery T.S.	Midnight Saturdays to 6-0 a.m. Mondays.	North of Colliery Jct. (R.S.)	345	
0 1421	Bridge House Jct. S.	10-0 p.m. to 6-0 a.m., and from same time Saturdays to 6-0 a.m. Mondays			Switch for Team Valley line.
0 720	Baxter Wd. No. 2 T.	See Scotswood to Blackhill	and Durham, page 113		
0 849	Relly Mill Junct. T.S.	After branch traffic has ceased about 9-0 a.m. Sundays to 6-0 p.m., and from cessation of branch traffic to 4-0 a.m. Mondays.			Switch for Team Valley line.
0 1667	South S.	After passing of 10-30 a.m. ex Newcastle Sundays to 6-0 p.m. Sundays.			

Block Telegraph Signal Stations, etc.—Continued.

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Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds.	Normanton to Newcastle.—Continued.				
0 339	DURHAM.—Continued. North T.	.. .. .		
0 492	Crook Hall .. S.	11-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.			
0 1690	Newton Hall Junct. S.	After passing of 10-30 a.m. E.P. ex Newcastle, Sundays, until 4-0 a.m. Mondays. Attends for Down Branch Trains.	.. .. .	..	Switches for Team Valley and Up Leamside lines.
0 1069	Frankland Junction	See Sunderland to Bishop Auckland, page 122			
1 1422	PLAWSWORTH. Kimbleworth Colliery Junction .. T.S.	Midnight Saturdays to 6-0 a.m. Mondays.			
0 1011	Station T.S.	11-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.	South of Station (R.S.)	389 ..	
0 1675	CHESTER-LE-STREET. Chester Moor Colliery T.S.	10-0 p.m. to 6-0 a.m., and same time Saturdays to 6-0 a.m. Mondays.			
1 198	Station T.S.	Midnight Saturdays to 5-0 a.m. Mondays. Attends for stopping passenger trains on Sundays.			
1 718	BIRTLEY. Ouston Junction T.S.	After passing of 10-35 a.m. Newcastle to Blackhill. Sundays to 6-0 p.m.	.. .. .	..	Switch for Team Valley and Annfield Plain line.
1 253	Junction .. T.S.	Midnight Saturdays to 5-0 a.m. Mondays. Attends stopping passenger trains Sundays.			
0 637	Union Brickworks Siding	.. .. .	.. .. .	..	Ground frame connected with Down Slow line and electrically controlled from Birtley Jct. box. Key kept at Station Office.
0 251	North S.	5-0 p.m. to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays.	North of Station (R.S.)	435 ..	Entered by facing points worked from box.
1 477	LAMESLEY. Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
1 541	LOW FELL. Station T.S.	.. .. .	.. .. .	..	Switch for Team Valley line.
0 694	Permanent Way Siding.	See Dunston Extension, page 115	.. .. .	..	Ground frame electrically controlled from Low Fell Sidings Box.
1 639	BENSHAM. Station S.	10-0 p.m. to 6-0 a.m., and same time Saturdays to 5-0 a.m. Mondays.			
0 1085	GATESHEAD. King Edward Bridge Junction T.	.. .. .	King Edward Bridge Junction to Greensfield (R.I.)	.. 539.	
0 723	Via King Edward Bridge GATESHEAD. King Edward Bridge Jct. T. NEWCASTLE. No. 3 .. T No. 2 No. 1 Greensfield Junction T.	.. .. .		
0 377		.. .. .		
0 249		.. .. .		
0 674		.. .. .	Greensfield Junction to King Edward Bridge Junct. (R.I.)	623	
0 236	High Street ..	See Ferryhill to Newcastle, via Leamside, page 89			
0 184	Gateshead Junction ..				
0 573	No. 1				

Distance from Signal Station Box or Siding next above or not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Ferryhill to Newcastle (via Leamside).					
	FERRYHILL.					
	No. 1 T.					
0 1499	Coxhoe Junction . . . S.	} See <i>Normanton to Newcastle</i> , page 86				
0 1570	Thainford Siding . . .					
0 348	Tursdale Junction . . S.					
	SHINCLIFFE.					
1 711	Bowburn Colliery . . S.	6-0 a.m. Sundays to 6-0 a.m. Mondays.				
1 162	Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
1 81	Whitwell Junction . .	Sundays after passing of 6-30 a.m. ex York to 5-45 p.m.	North of box (R.S.).	337	..	
	SHERBURN COLLIERY.					
1 197	Station S.	6-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 715	Colliery Junction . . T.S.	After cessation of Colliery traffic about 10-30 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.	.. .. .	..	..	Switch for Leamside line
0 755	Broomside	See <i>Murton to Durham (Elvet)</i> , page 126				
	LEAMSIDE.					
1 339	Belmont Junction . T.S.	Midnight Saturdays to 5-0 a.m. Mondays.	.. .. .	..	..	Switch for Leamside line.
0 1304	Auckland Junction . T.	.. .. .	North of box (R.S.)	807	..	
0 425	Station T.S.	9-0 p.m. to 5-0 a.m. Sundays attends to passenger trains.	Auckland Junction to Station box (R.I.)	..	301	Single line used in both directions.
0 516	Adventure Pit Siding .	.. .. .	.. .. .	..	..	Ground frame connected with Up line electrically controlled from Leamside Station box.
	FENCEHOUSES.					
1 677	Rainton Crossing . . S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 1002	Ground Frame . . .	.. .. .	.. .. .	..	..	Ground frame connected with Down line North of the Box electrically controlled from Station Box.
0 343	Station T.	Sundays after passing of 9-10 a.m. Passenger ex Sunderland to 5-30 p.m.				
0 485	Ground Frame . . .	.. .. .	.. .. .	..	..	Ground frame connected with Up line and Downside South of box electrically controlled from Station box.
0 1335	Wapping Bridge . . S.	9-0 p.m. to 5-0 a.m., Mondays to Fridays; 9-0 p.m. Fridays to 5-30 a.m. Saturdays; 9-30 p.m. Saturdays to 5-0 a.m. Mondays.	Wapping Bridge to Penshaw Stn. (R.I.) Penshaw Station to Wapping Bge. (R.I.)	1764 1764	..	
	PENSHAW.					
1 32	Station T.S.	10-0 p.m. Saturdays to 4-0 a.m. Mondays.	Penshaw Station to Penshaw Jct. (R.I.)		674	
0 652	Junction T.	.. .. .	Penshaw Jct. to Penshaw Station (R.I.) Penshaw Jct. to Penshaw Station (R.I.)	704 715		Single line used in both directions.
0 658	Cox Green Junction	See <i>Sunderland to Bishop Auckland</i> , page 122				

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
					Up	Dn.	
M. Yds.	Ferryhill to Newcastle (via Leamside).—Continued.						
0 1705	WASHINGTON. South Junction	T.S.	After passing of 12-10 a.m. goods ex Starbeck about 5-0 a.m. Sundays to 4-30 a.m. Mondays.	Up Pontop to Up Main (R.I.) South Junction to Station (R.I.)	263 .. 354	Switch for Leam-side line. Single line used in both directions.	
0 989	Biddick Lane Crossing	} See Tyne Dock to Annfield Plain, page 114	About 4-45 a.m. Sundays to 5-0 a.m. Mondays.				
0 652	Chemical Works						
0 514	Station						S.
1 609	USWORTH. Station	T.	10-0 a.m. to 5-20 p.m. Sundays.				
0 1871	Colliery Junction	T.S.	6-0 p.m. to 10-0 a.m. Same time Saturdays to 10-0 a.m. Mondays.				
0 1373	PELAW. Fellingsby ..	S.	10-0 a.m. Sunday to 5-20 p.m.				
1 1357	Junction	T.		Pelaw Junction to Felling Station (R.I.)	.. 2620		
0 487	Station	T.S.	Sundays 10-0 a.m. to 7-0 p.m., and 11-0 p.m. to 5-0 a.m. Mondays	Felling Station to Pelaw Junction (R.I.)	2651		
0 1002	FELLING. Heworth	S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays				
0 526	International Siding ..					Ground frame connected with Up Goods line mechanically controlled from and key kept at Felling Station box.	
0 1110	Station	T.S.		Felling Station to High Street, Gateshead (R.I.) High Street, Gateshead to Felling Station (R.I.)	.. 2698 2702		
0 756	GATESHEAD. No. 2 Ground Frame.					Connected with Up Independent line, and electrically controlled from St. James' Bridge box.	
0 1179	St. James Bridge ..						
0 635	Borough Gardens Goods Sidings		6-0 a.m. to 10-0 p.m. Sundays.			On Goods lines.	
0 1082	Park Lane Junction	T.		Park Lane Junction to High Street (R.I.)	.. 437		
0 534	High Street			High Street to Park Lane Junction (R.I.)	967		
0 200	Gateshead Junction ..		See Normanton to Newcastle, page 87				
Newcastle to Berwick.							
	NEWCASTLE. No. 1		See Normanton to Newcastle, page 87				
0 500	MANORS EAST. Manors Junction	T.					
0 538	MANORS NORTH Station	T.	See Newcastle to Tynemouth (via Backworth), page 107				
0 456	Argyle Street ..	T.					
0 588	Ouseburn	S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays			Switch for Main and Tynemouth lines.	

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds.	Newcastle to Berwick.—Continued.				
0 562	HEATON.				
0 844	Riverside Junction ..				
0 403	Malings Siding ..	See <i>Heaton to Percy Main</i> , page 105			
	Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
0 661	South Junction T.S.		Heaton South to Heaton North (R.I.)	.. 664	Switch for Main and Tynemouth lines.
0 569	East Junction ..	See <i>Heaton to Tynemouth</i> , page 104	Heaton North to Heaton South (R.I.)	590 ..	
0 809	North Junction T.S.	6-0 a.m. Sundays to 6-0 a.m. Mondays.	Heaton North to Benton Bank (R.I.)	.. 467	
			Benton Bank to Heaton North (R.I.)	498	
0 422	Benton Bank .. T.S.				
0 1607	"C" Pit .. S.	8-0 p.m. to 4-0 a.m. Same time Saturdays to 4-0 a.m. Mondays.			
0 1275	FOREST HALL. Benton Quarry T.S.	Midnight Saturdays to 4-0 a.m. Mondays.			Switch for Main line.
0 547	Benton Station T.S.	} See <i>Newcastle to Tynemouth (via Backworth)</i> , page 108			
0 843	Benton East Junction.				
0 1184	Station T.S.				
0 1295	KILLINGWORTH.				
0 405	Sidings T.S.	Open as required.			
	Station T.S.	After passing of 2-33 p.m. passenger train Newcastle to Morpeth on Sundays until 6-0 p.m.			
1 1725	ANNITSFORD. Dudley Colliery T.S.	Midnight Saturdays to 6-0 a.m. Mondays.	Dudley Colliery to Dam Dykes (R.I.)	.. 767	
0 1131	Dam Dykes .. S.	After passing of 2-33 p.m. passenger train Newcastle to Morpeth on Sundays to 6-0 p.m.	Dam Dykes to Dudley Colliery (R.I.)	756 ..	
0 1692	CRAMLINGTON. Ground Frame ..		South of station box (R.S.)	544 ..	Ground frame points controlled from box.
0 470	Station T.S.	After passing of 7-0 p.m. mail from Edinburgh Saturdays to 6-0 a.m. Mondays.	North of Station (R.S.)	506 ..	
1 1197	PLESSEY. Station T.S.	After passing of 2-33 p.m. passenger train Newcastle to Morpeth on Sundays to 6-0 p.m.			
0 380	Ground Frame ..				
2 434	STANNINGTON. Station T.S.	After passing of 2-33 p.m. passenger train Newcastle to Morpeth on Sundays to 6-0 p.m.	Stannington to Clifton Crossing (R.I.)	.. 1188	
0 1322	Clifton Crossing ..	After passing of 2-33 p.m. passenger train Newcastle to Morpeth on Sundays until 5-45 p.m.	Clifton Crossing to Stannington (R.I.)	1195 ..	

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Newcastle to Berwick.—Continued.					
1 1462	MORPETH. South T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 464	Station T.S.	After passing of 2-33 p.m. O.P. ex Newcastle Sundays until 5-40 p.m.	.. .. .	.. ..		Switch for Main line.
0 351	Level Crossing.. T.S.	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.	Between Morpeth North and Morpeth Level Crossing (R.I.) Between Morpeth Level Crossing and Morpeth North (R.I.)	606 581		This is a continuation of the weigh siding to Morpeth Station box.
0 690	North S.	4-30 p.m. to 8-30 a.m. Same time Saturdays to 8-30 a.m. Mondays.				
1 641	PEGSWOOD. Station T.S.	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.				
0 755	Ashington Junct. T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. .. .	.. ..		Switch for Main line.
1 91	LONGHIRST. Station T.S.	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.	South of Station (R.S.)	.. 460		
2 150	WIDDRINGTON. Ulgham Grange .. S.	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.				
0 1716	Station T.S.	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.				
0 1097	Colliery S.	Closed except when required for the purpose of putting in loaded coal wagons and taking out empties.				
0 1227	CHEVINGTON. Station T.S.	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.				
0 1619	Amble Junction .. T.S.	Saturdays after passing of 10-20 p.m. from Edinburgh to 6-0 a.m. Mondays.	.. .. .	.. ..		Switch for Main line.
2 1038	Broomhill Station..	See Chevington to Amble, page 96				
1 1043	ACKKLINGTON. Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	South of Station (R.S.)	.. 461		

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds	Newcastle to Berwick.—Continued.				
2 514 1 139	WARKWORTH. Southside .. S. Station .. T.S.	Closed temporarily. Sundays after passing of 11-30 a.m. E.P. Edin- burgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.			
0 1700	ALNMOUTH. <i>Shortridge</i>				Ground frame con- nected with Up line. Key kept at Alnmouth South Box.
1 186	Wooden Gate Crossing S.	Sundays after passing of 11-30 a.m. E.P. Edinbro' to Newcastle until neces- sary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.	Wooden Gate Cross- ing to Alnmouth South (R.I.)	1302	Switch for Main line.
0 1539	South T.S.	6-0 a.m. Sundays to 6-0 a.m. Monday.	Alnmouth South to Wooden Gate Cross- ing (R.I.)	1214	Switch for Main line.
0 7	Ground Frame ..				Connected with Up Main line. Con- trolled from Aln- mouth North box.
0 91 0 301	Ground Frame .. North T.	See Alnmouth to Alnwick. Sundays after passing of 11-30 a.m. E.P. Edinbro' to Newcastle until neces- sary to deal with L.E. Alnmouth to Alnwick at 4-40 p.m.	page 96 North of Station (R.S.) Between down main line and Alnwick branch line (R.S.)	554 284	Entered by trailing connection from Alnwick Branch Up line or facing connection from Down Main.
2 861	LONGHOUGHTON. Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
1 203	Howick Hough ..	Open as required ..			Controls Up line only.
0 1513	LITTLE MILL. Station T.S.	Sundays after passing of 11-30 a.m. E.P. Edin- burgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.	Little Mill to Stam- ford Crossing (R.I.)	1556	
1 120	Stamford Crossing S.	Sundays after passing of 11-30 a.m. E.P. Edin- burgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.	Stamford Crossing to Little Mill (R.I.)	1549	
2 902	CHRISTON BANK. Station T.S.	Sundays after passing of 11-30 a.m. E.P. Edin- burgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.	South of Station box (R.S.)	319	
0 909	Falldon	Sundays after passing of 11-30 p.m. E.P. Edin- burgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.			Private Station

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
					Up	Dn.	
M. Yds.	Newcastle to Berwick—Continued.						
2 115	CHATHILL. Ground Frame .. ..	.. .. .	South of Station (R.S.)	537	..	Ground frame controlled from Station box.
0 621	Station T.S.	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.					
0 340	Ground Frame .. ..	.. .. .	.. .. .	..	..	Connected with Down line, and controlled from Station box.
0 1655	NEWHAM. Station	T.S.	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.				
2 169	LUCKER. Station	T.S.	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.				
2 210	BELFORD. Ground Frame South..	.. .. .	South of Station (R.S.)	403	..	Ground frame mechanically controlled from Station box.
0 427	Station T.S.	Sundays after passing of 10-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.	South of Station (R.S.)	..	450		
0 524	North Ground Frame ..	.. .. .	North of Station (R.S.) (behind coal depots)	1393	..	Ground frame mechanically controlled from Station box.
0 1277	Crag Mill .. ..	.. .. .	.. .. .	..	..
2 687	Smeafeld T.S.	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.	.. .. .	..	..	Connected with Up line. Points worked from gate box. Private Station.
3 1162	BEAL. Station	T.S.	Beal to Goswick (R.I.)	..	3509		
		Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.	South of Station (R.S.)	..	330		
2 327	GOSWICK. Station	T.S.	Goswick to Beal (R.I.)	3526	..		
2 1301	SCREMERSTON. Station	T.S.	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle until necessary to open to deal with 4-20 p.m. E.P. Berwick to Newcastle.				

Distance from Signal Station Box or Siding next above not indicated		BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
					Up	Dn.	
M. Yds.		Newcastle to Berwick.—Continued.					
1 12		TWEEDMOUTH. Billingdean .. ..	.. .. .	.. .. .	..	..	Ground frame connected with Down line. Key kept at South box. Porter attends when required.
0 1699		Goods .. ..	.. .. .	.. .. .	..	..
0 329		South T.					Ground frame points controlled from South box.
0 330		North T.	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle and 12-40 p.m. empty train Berwick to Tweedmouth until necessary to open to deal with 3-50 p.m. empty train Tweedmouth to Berwick.				
0 1755		BERWICK. Berwick Junction ..	Sundays after passing of 11-30 a.m. E.P. Edinburgh to Newcastle and 12-40 p.m. empty train Berwick to Tweedmouth until necessary to open to deal with 3-50 p.m. empty train Tweedmouth to Berwick.				
Berwick to Edinburgh (N.B.)							
		Berwick Junction (N.E.)	See Newcastle to Berwick. above				
0 350		BERWICK. Central .. ..	.. .. .	.. .. .	
0 512		North .. ..	.. .. .	.. .. .	
0 1053		Marshall Meadows ..	Sundays 6-0 a.m. to 9-30 p.m. 6-0 a.m. Sundays to 6-0 a.m. Mondays.				
4 1232		BURNMOUTH. Station .. ..	.. .. .	.. .. .			After passing of 6-21 a.m. E.P. ex Berwick Sundays to 6-0 a.m. Mondays.
1 1078		AYTON. Station .. ..	.. .. .	.. .. .			10-0 p.m. to 6-0 a.m., and same time Saturdays to 6-0 a.m. Mondays.
3 1342		Reston Junction ..	.. .. .	.. .. .			7-0 a.m. to 10-0 p.m. Sundays.
0 440		Reston West ..	.. .. .	.. .. .			10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.
4 1672		Grantshouse .. ..	.. .. .	.. .. .			After passing of 6-21 a.m. ex Berwick to 11-45 a.m., and 1-0 p.m. to 7-0 p.m. Sundays.
4 1056		COCKBURNSPATH. Station .. ..	.. .. .	.. .. .			6-0 a.m. to 10-20 p.m., Sundays, and from 11-30 p.m. Sundays to 6-0 a.m. Mondays.
2 1408		INNERWICK. Station .. ..	.. .. .	.. .. .			6-0 a.m. Sundays to 6-0 a.m. Mondays.
2 836		Oxwellmains, Siding ..	.. .. .	.. .. .			3-15 p.m. to 11-20 a.m., and same time Saturdays to 11-20 a.m. Mondays.

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING	Standage of Independent or Siding in yards.	REMARKS.
					Up | Dn.	
M. Yds.	Berwick to Edinburgh (N.B.)—Continued.					
	DUNBAR.					
2 110	East	After passing of 6-21 a.m. ex Berwick to 7-0 p.m. Sundays.				
0 528	West	After passing of 6-21 a.m. ex Berwick to 11-30 a.m. and 12-40 p.m. to 7-0 p.m. Sundays.				
2 66	Beltonford	3-0 p.m. to 5-0 p.m. and 6-30 p.m. to 7-0 a.m. next day except that opens 6-15 a.m. on Tuesdays. From 6-30 p.m. Saturdays to 7-0 a.m. Mondays.				
3 1034	EAST LINTON. Station	After passing of 6-21 a.m. ex Berwick to 10-0 p.m. Sundays.				
2 946	EAST FORTUNE. Station	After passing of 6-21 a.m. ex Berwick to 6-0 a.m., and same time Saturdays to 6-0 a.m. Mondays.				
2 1694	DREM. Junction	8-0 a.m. Sundays to 6-0 a.m. Mondays.				
3 176	LONGNIDDRY. Aberlady Junction ..	10-30 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.				
1 880	Station	After passing of 6-21 a.m. ex Berwick to 11-20 a.m. and 12-20 p.m. to 6-50 p.m. Sundays.				
2 505	Riggonhead	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
1 814	PRESTON PANS. Station	After passing of 6-21 a.m. ex Berwick Sundays to 5-45 a.m. Mondays.				
1 132	Morrison's Haven ..	12-30 a.m. to 7-0 a.m. Mondays.				
0 528	INVERESK. Wallyford	10-0 p.m. to 6-0 a.m., and same time Saturdays to 6-0 a.m. Mondays.				
0 1452	Station	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 572	Monktonhall Junction	Sundays after passing of 6-21 a.m. Express Berwick to 10-0 p.m.				
1 0	NEW HAILES. Niddrie East	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Monday.				
0 550	Junction	From 11-35 p.m. Saturdays to 4-6 a.m. Mondays.				
1 22	JOPPA	6-0 a.m. Sundays to 12-5 a.m. Mondays.				
0 440	PORTOBELLO East					
0 968	West	6-0 a.m. Sundays to 12-5 a.m. Mondays.				
	EDINBURGH—(Waverley).					
0 968	Craigentinny					
0 1056	Piershill Junction ..	6-0 a.m. Sundays to 10-0 a.m. Mondays.				
0 506	St. Margarets					
0 990	Abbeyhill Junction ..					
0 990	Waverley East					

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds.	Chevington to Amble.				
0 530	CHEVINGTON. Amble Junction Ground Frame	.. See Newcastle to Berwick,	page 91	.. ..	Controlled by tablet. Points facing to Up trains.
0 1176	Ground Frame	.. ..	.. ..	.. ..	Controlled by tablet. Points facing to Up trains
1 1392	BROOMHILL. Station .. ..	.. After last engine or train has passed off the Branch at Amble Junction until 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. Attends -0 p.m. to 10-0 p.m. Sundays to light signal lamps, and hand staff to Broomhill Colliery driver.			
2 234	AMBLE. Station .. ..	.. After traffic ceases Saturdays to 1-0 a.m. Mondays			
	Alnmouth to Alnwick.				
0 7	ALNMOUTH. South	} See Newcastle to Berwick,	page 92		Connected with Alnwick Branch Platform line. Controlled from Alnmouth North box.
0 91	Ground Frame			
0 220	North —	.. See Newcastle and Berwick,	page 92		
2 821	ALNICK— Shilbottle Colliery Junction. S.	9-0 p.m. to 8-15 a.m. Same time Saturdays to 8-15 a.m. Mondays.			
0 700	Station Junction T.	After traffic ceases to 6-0 a.m., and on Saturdays after traffic ceases to 6-0 a.m. Mondays. Sundays attends to passenger traffic.			
	Alnwick to Coldstream.				
	ALNICK. North	T. From 7-30 p.m. to 7-30 a.m. Same time Saturdays to 7-30 a.m. Mondays.			
6 1102	EDLINGHAM. Station	T. Station staff attend to trains			
2 1598	WHITTINGHAM. Station	T. Station staff attend to trains.			
1 1215	GLANTON. Station	T. .. ..	.. ..	.. ..	Not a block post. Ground Frame controlled by electric staff. Points facing to Up trains

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standardage of Independent or Siding in yards.		REMARKS.
				Up	Down	
M. Yds.	Ainwick to Coldstream.—Continued.					
2 21	HEDGELEY. Station	T.	Station staff attend to trains.			
2 288	WOOPERTON. Station	T.	Station staff attend to trains.			
2 1558	ILDERTON. Station	T.	Station staff attend to trains.			
3 786	WOOLER. South	T.	8-15 p.m. to 7-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
0 388	North	T.	8-15 p.m. to 7-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
2 983	AKELD. Station	T.	Station staff attend to trains.			
2 1642	KIRKNEWTON. Station	T.	Station staff attend to trains.			
2 536	MINDRUM. <i>Kilham Siding</i> .. ..	..	.. .. .	..	..	Points worked from Gate Crossing Cabin and facing to Up trains.
2 162	Station	T.	Station staff attend to trains.			
3 1097	COLDSTREAM. Station	T.	See Tweedmouth to Kelso, below.			
	Tweedmouth to Kelso.					
	TWEEDMOUTH. North	T.	See Newcastle to Berwick, pag- 94			
2 730	<i>West Ord</i> .. ..	..	.. .. .	..	..	Ground Frame connected with Down line. Key kept by Goods Guard.
1 1100	VELVET HALL. Station	T.S.	When traffic permits, after passing of 4-15 p.m. goods ex Kelso until 8-0 a.m. From same time Saturday to 8-0 a.m. Monday. Sundays attends passenger trains.			
2 1231	NORHAM. Station	T.S.	During cessation of traffic.			
2 1415	TWIZELL. Station	T.S.	After passing of 4-15 p.m. goods ex Kelso to 1-0 p.m. Same time Saturdays to 1-0 p.m. Mondays.			
2 1134	COLDSTREAM. <i>Ground Frame</i> .. ..	..	.. .. .	..	..	Connected with Up line. Controlled from Station box.
0 471	Station	T.	During cessation of traffic			
1 1433	<i>Learmouth Siding</i> .. ..	..	.. .. .	..	..	Ground Frame connected with Down line. Key kept at Coldstream Station Box

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Da.	
M. Yds.	Tweedmouth to Kelso.—Continued.					
1 454	SUNILAWS. Station T.	Station staff attend to trains.				
1 1153	CARHAM. <i>Carham Tile Works</i> .. ..	.. .. .	.. .. .	.. .. .	.. .. .	Ground Frame connected with Up line. Key kept at Carham Station.
0 1129	Station T.	Station staff attend to trains.				
2 356	SPROUSTON Station T.	After traffic ceases to 7-30 a.m.				
2 565	KELSO. Station	Station staff attend to trains.	.. .. .	.. .. .	.. .. .	North British box.
Newcastle to Carlisle.						
0 723	NEWCASTLE. No. 3 T. King Edward Bridge Junction	See <i>Normanton to Newcastle</i> , page 87				
0 842	Forth Junction .. ..	.. .. .			
0 983	ELSWICK. Elswick Works .. S.	After traffic ceases Saturdays to 6-0 a.m. Mondays.	Forth Junction to Elswick Works (R.I.)	..	1245	
0 495	<i>Elswick West</i>	After Works Office hours.				Not a block post
0 651	Station T.S.	Sundays 6-0 a.m. to midnight.	Elswick Station to Scotswood Junction (R.I.)	..	1409	
0 723	Delaval .. S.	After traffic ceases Saturdays to 5-0 a.m. Mondays.				
0 987	SCOTSWOOD. Junction .. T.S.	Sundays 6-0 a.m. to 5-0 p.m. and 9-0 p.m. to 11-45 p.m.	Scotswood Junction to Elswick Station (R.I.)	1482	..	Switch for Newcastle and Car-
0 1071	Montague Colliery ..	See <i>Scotswood to North Wylam</i> , page 103				
0 913	BLAYDON. Scotswood Bridge Junc.	See <i>Scotswood to Blackhill and Durham</i> , page 111				
0 642	Blaydon Junction ..	.. .. .			
0 956	East .. ..	.. .. .	.. .. .	.. .. .	.. .. .	Ground frame. Do.
0 376	<i>Dock Siding</i> .. ..	.. .. .	.. .. .	.. .. .	.. .. .
0 150	<i>Gas House Siding</i> ..	.. .. .	.. .. .	.. .. .	.. .. .
0 247	Cowen's Crossing .. S.	10-0 p.m. to 6-0 a.m. 9-30 p.m. Saturday to 6-0 a.m. Monday.				
0 371	<i>Blaydon Burn</i> .. ..	.. .. .	.. .. .	.. .. .	.. .. .	Ground frame connected with Down line. Controlled from Cowen's Crossing box.
0 874	Addison Colliery .. T.	Sundays after passing of 9-50 p.m. N.B. Goods Duddingston to Newcastle (Saturdays) until necessary to open for 12-5 a.m. E.P. Carlisle to Newcastle, and 12-40 a.m. E.P. Newcastle to Carlisle, Mondays, except attendance given for Sunday passenger trains.	East of signal box (R.S.)	..	198	

Distance from Signal Station Box or Siding next above not indented M. Yds.	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards. Up | Dn.	REMARKS.
Newcastle to Carlisle.—Continued.					
0 1280	RYTON. Peth Lane .. T.S.	10-20 a.m. Sundays, or after passing of 9-50 a.m. Passenger ex Newcastle until 2-30 p.m.	Peth Lane to Addison Colliery (R.I.)	1101 ..	
0 737	Station .. .. .	.. .. .	.. .. .	.. ..	Not a block post.
1 780	WYLAM. Clara Vale .. T.S.	9-0 p.m. or after passing of 12-0 noon Goods ex Hexham to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays.			
0 1396	Station T.	Sundays after passing of 9-50 p.m. N.B. Goods Duddingston to Newcastle (Saturdays) until necessary to open for 12-15 a.m. E.P. Carlisle to Newcastle, and 12-40 E.P. Newcastle to Carlisle, Mondays, except attendance given for Sunday passenger trains.			
0 1199	West Wylam Jct. T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	West Wylam Junct. to Prudhoe (R.I.)	2196 ..	Switch for Newcastle and Carlisle line.
1 860	PRUDHOE. Station T.	Sundays after passing of 9-50 p.m. N.B. Goods Duddingston to Newcastle (Saturdays) until necessary to open for 12-5 a.m. E.P. Carlisle to Newcastle and 12-40 a.m. E.P. Newcastle to Carlisle, Mondays, except attendance given for Sunday passenger trains.	Prudhoe to West Wylam Jct. (R.I.)	2259 ..	
0 354	Colliery S.	6-0 p.m. to 10-0 a.m. Same time Saturday to 10-0 a.m. Mondays.			
0 1222	ELTRINGHAM. Mickley East .. T.S.	Sundays after passing of 9-50 p.m. N.B. Goods Duddingston to Newcastle (Saturdays) until necessary to open for 12-5 a.m. E.P. Carlisle to Newcastle, and 12-40 a.m. E.P. Newcastle to Carlisle, Mondays, except attendance given for Sunday passenger trains.	.. .. .	.. ..	Connected with Down line. Key kept at Prudhoe Colliery Box.
0 956	STOCKSFIELD. Mickley West .. T.S.	10-0 p.m. to 6-0 a.m., and on Saturdays after cessation of mineral traffic about 8-0 p.m. to 6-0 a.m. Mondays.			
1 195	Station T.S.	9-30 p.m. to 5-30 a.m. 10-45 p.m. Saturdays to 5-30 a.m. Mondays.	East of Station (R.S.)	520 ..	
2 548	RIDING MILL. Station T.S.	10-0 p.m. to 6-0 a.m. Sundays attends to passenger trains 6-0 p.m. to 8-30 p.m.	West of Station (R.S.)	457 ..	
2 400	CORBRIDGE. Station T.S.	9-30 p.m. to 5-30 a.m. 11-0 p.m. Saturdays to 5-30 a.m. Mondays. Attends from 6-0 p.m. to 8-0 p.m. on Sundays.	East of Station (R.S.)	540 ..	
0 947	Dilston Road .. ..	.. .. .	.. .. .	.. ..	Siding connected to Up and Down lines.
0 1600	Widehaugh East .. S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Widehaugh East to Widehaugh West (R.I.)	897 ..	
0 1022	Widehaugh West .. S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Widehaugh West to Widehaugh East (R.I.)	900 ..	

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				Up	Down	
M. Yds.	Newcastle to Carlisle.—Continued.					
0 1653	HEXHAM. East T.S.	Sundays after passing of 9-50 p.m. N.B. Goods Duddingston to New- castle (Saturdays) until necessary to open for 12-5 a.m. E.P. Carlisle to Newcastle, and 12-40 a.m. Newcastle to Car- lisle, Mondays. Attends for passenger trains Sun- days.				
0 408	West S.	11-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
1 78	Border Counties Jct. T.S.	10-0 p.m. to 5-0 a.m., except Saturdays, 3-30 a.m. Sundays or after passing of 9-50 p.m. No. 13 Goods Duddingston to Forth until 6-0 a.m. Mon- days. Sundays attends to branch traffic.	.. ..	.. ..	.. ..	Switch for New- castle and Car- lisle line.
2 1622	Glendue Quarry ..	See Hexham to Allendale, page. 102				
2 286	Wall (N.B. box) ..	Hexham to Reedsmouth, N.B.				
1 1287	FOURSTONES. Warden T.	Sundays after passing of 9-50 p.m. N.B. Goods Duddingston to New- castle (Saturdays) until necessary to open for 12-5 a.m. E.P. Carlisle to Newcastle and 12-40 a.m. E.P. Newcastle to Carlisle, Mondays. At- tends for passenger train Sundays.	East of Signal box (R.S.) West of signal box (R.S.)	.. 469 418 ..		
1 213	Station T.S.	10-0 p.m. to 6-0 a.m. 10-0 p.m. Saturdays to 6-0 a.m. Mondays.				
3 401	HAYDON BRIDGE. East T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Haydon Bridge East to West box (R.I.) Haydon Bridge West box to East (R.I.)	.. 572 747 ..		
0 721	West T.	Sundays after passing of 9-50 p.m. N.B. Goods Duddingston to New- castle (Saturdays) until necessary to open for 12-5 a.m. E.P. Carlisle to Newcastle, and 12-40 a.m. Newcastle to Car- lisle, Mondays. Attends for passenger trains Sun- days.				
1 1575	Haydon Bridge Colliery	6-30 p.m. to 10-30 a.m. (11-30 a.m. Weds & Sats) Same time Saturdays to 10-30 a.m. Mondays.				
1 1679	BARDON MILL. Level Crossing					
0 414	Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	East of Station .. (R.S.)	.. 521		Ground Frame.
2 260	HALTWHISTLE. Blackett Colliery T.S.	2-45 p.m. to 10-45 a.m. Same time Saturdays to 10-45 a.m. Mondays.				
2 157	East S.	6-0 p.m. to 7-30 a.m. Same time Saturdays to 7-30 a.m. Mondays.	East of station (R.S.)	.. 465		
0 732	Station T.S.	Sundays after passing of 9-50 a.m. N.B. Goods Duddingston to New- castle (Saturdays) until necessary to open for 12-5 a.m. E.P. Carlisle to Newcastle and 12-40 a.m. E.P. Newcastle to Carlisle, Mondays. At- tends for passenger trains Sundays.	East of station (R.S.)	370 ..		

Distance from Signal Station Box or Siding next above not indented M. Yds.	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Down	
	Newcastle to Carlisle.—Continued.					
3 657	GREENHEAD. Station	T.S.	10-15 p.m. to 6-15 a.m. Same time Saturdays to 6-15 a.m. Mondays. Open as required.	West of station (R.S.)	343 ..	
1 294	Thirlwall Colliery Jct.	T.S.				
0 1341	GIESLAND. Station	T.S.	10-15 p.m. to 6-15 a.m. Same time Saturdays to 6-15 a.m. Mondays.			
1 955	Upper Denton ..		Sundays after passing of 9-50 p.m. N.B. Goods Duddingston to New- castle (Saturdays) until necessary to open for 12-5 a.m. E.P. Carlisle to Newcastle, and 12-40 a.m. Newcastle to Car- lisle, Mondays. Attends for passenger trains Sun- days.			
2 510	LOW ROW. Station	T.	Sundays after passing of 9-50 p.m. N.B. Goods Duddingston to New- castle (Saturdays) until necessary to open for 12-5 a.m. E.P. Carlisle to Newcastle and 12-40 a.m. E.P. Newcastle to Carlisle, Mondays. At- tends for passenger trains Sundays.	East of station (R.S.)	.. 452	
1 938	NAWORTH. Station					Not a block post.
523	BRAMPTON JUNCTION. Junction	T.S.	9-30 p.m. to 5-30 a.m. 10-0 p.m. Saturdays to 5-30 a.m. Mondays.			
0 1744	Brampton Fell	T.S.	Sundays after passing of 1-10 a.m. E.P. Carlisle to Newcastle until nec- essary to open to deal with 12-5 a.m. E.P. Car- lisle to Newcastle, and 12-40 a.m. E.P. New- castle to Carlisle, Mon- days, except attends passenger trains on Sun- days.	Brampton Fell to Hell Beck (R.I.)	.. 945	
0 940	Hell Beck	S.	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.	Hell Beck to Brampton Fell (R.I.)	845 ..	
2 288	HOW MILL. Station	T.	Sundays after passing of 1-10 a.m. E.P. Carlisle to Newcastle until nec- essary to open to deal with 12-5 a.m. E.P. Car- lisle to Newcastle, and 12-40 a.m. E.P. New- castle to Carlisle, Mon- days, except attends passenger trains on Sun- days.	West of box (R.S.)	520 ..	
0 708	HEADS NOOK. Station					
0 953	Broadwath	T.	Sundays after passing of 1-10 a.m. E.P. Carlisle to Newcastle until nec- essary to open to deal with 12-5 a.m. E.P. Car- lisle to Newcastle, and 12-40 a.m. E.P. New- castle to Carlisle, Mon- days, except attends passenger trains on Sun- days.			No a block post

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Da.	
M. Yds.	Newcastle to Carlisle.—Continued.				
0 1581	WETHERAL. Corby Gates .. T.	Sundays after passing of 1-10 a.m. E.P. Carlisle to Newcastle until necessary to open to deal with 12-5 a.m. E.P. Carlisle to Newcastle, and 12-40 a.m. E.P. Newcastle to Carlisle, Mondays, except attends passenger trains on Sundays.			
0 482	Station S.	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.			
1 1467	SCOTBY. Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 5-45 a.m. Mondays. Sundays attends to Down Passenger Trains			
1 243	CARLISLE. Durrant Hill .. T.S.	Sundays, during cessation of goods traffic to 6-0 a.m. Mondays.			
0 606	London Road Goods Yard	Sundays 10-30 a.m., or after arrival in shed of engine working 7-15 a.m. passenger Newcastle to Carlisle to 5-30 p.m.			
0 717	Petteril Bridge Junction	Sundays 10-30 a.m., or after arrival in shed of engine working 7-15 a.m. passenger Newcastle to Carlisle to 5-30 p.m.			
0 499	London Road Junction	Sundays 10-30 a.m., or after arrival in shed of engine working 7-15 a.m. passenger Newcastle to Carlisle to 5-30 p.m.			
0 764	Citadel No. 5,	L. & N.W. box.			
0 512	Bog Junction	8-0 a.m. to 6-0 p.m. Sundays.			
0 425	Rome Street Junction.	8-0 a.m. to 6-0 p.m. Sundays.			
0 202	Denton Depot .. ..	.. .. .	.. .. .	.. ..	Ground frame connected with Up line. Key kept at Depot.
0 116	Anderson's Siding ..	.. .. .	.. .. .	.. ..	Ground frame connected with Down line. Controlled from Rome Street box.
0 311	Co-operative Siding ..	.. .. .	.. .. .	.. ..	Ground frame connected with Up line. Key kept in General Foreman's Office, London Road Goods Yard.
0 289	Dalston Road	6-0 a.m. Sundays to 6-0 Mondays.			
	Hexham to Allendale.				
	HEXHAM. Border Counties Jct. T.	See Newcastle to Carlisle, page 100			
2 1622	ELLINGTON. Glendue Quarry .. ..	.. .. .	.. .. .	.. ..	Ground frame. Key kept by guard. Points facing to Down trains.
2 414	Station .. .. .	.. .. .	.. .. .	.. ..	Not a block post. Frame locked by staff.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Hexham to	Allendale—Continued.				
	LANGLEY.					
2 878	No. 1 Ground Frame ..	.. .. .	.. .. .	..	..	Locked by Staff.
0 338	No. 2 Ground Frame ..	.. .. .	.. .. .	..	..	Locked by Staff.
	STAWARD.					
1 1194	Station .. T.	.. .. .	.. .. .	..	..	Not a block post. Frame locked by staff.
	ALLENDALE.					
2 1101	No. 1 Ground Frame ..	.. .. .	.. .. .	..	..	} Controlled by staff.
0 203	No. 2 Ground Frame ..	.. .. .	.. .. .	..	..
	Haltwhistle to Alston.					
	HALTWHISTLE.					
9 1335	Station .. T. <i>See Newcastle to Carlisle, page 100</i> Plenneller Colliery ..	.. .. .	.. .. .	..	..	Ground frame released by Occupation key to be obtained from Haltwhistle Station box. Points facing to Down trains.
	FEATHERSTONE PARK.					
2 384	Station T.	.. .. .	.. .. .	..	..	Not a block post. Frame released by electric tablet.
	COANWOOD.					
1 223	Station	Station staff attends trains.				
	LAMBLEY.					
0 988	Station	Station staff attends trains.				
0 383	<i>Armstrong's Siding</i>	<i>See Lambley Fell Branch, below.</i>				
	SLAGGYFORD.					
3 1474	Station .. ..	.. .. .	.. .. .	..	..	Not a block post.
1 290	<i>Barhaugh Siding</i> ..	.. .. .	.. .. .	..	..	Ground Frame controlled by Train Staff. Points facing to Down trains.
	ALSTON.					
3 443	Station	During cessation of traffic.				
	Lambley Fell Branch.					
	LAMBLEY.					
0 383	Station .. <i>Armstrong's Siding</i> ..	.. .. .	.. .. .	..	..	Ground Frame controlled by Staff for the Branch.
0 1392	End of Branch ..					
	Scotswood to North Wylam.					
	SCOTSWOOD.					
	Junction .. T. <i>See Newcastle to Carlisle, page 98</i>					
0 1071	Montague Colliery T.S.	4-0 p.m. to 8-0 p.m. Same time Saturdays to 8-0 a.m. Mondays.				
	LEMINGTON.					
0 553	<i>West Denton Colliery</i> ..	.. .. .	.. .. .	..	..	Ground frame connected to Up line. Key kept at Walbottle signal box.
0 386	Station .. ..	.. .. .	.. .. .	..	..	Not a block post.
0 760	Walbottle .. T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 550	<i>Union Sidings</i> ..	.. .. .	.. .. .	..	..	Ground frame. Works signals on Throckley Coal Co.'s line. Key kept at Walbottle Signal box.

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds.				Up | Da.	
	Scotswood to North Wylam.—Continued.				
0 867	NEWBURN. <i>Newburn Mill Sand and Gravel Co.'s Siding</i>	.. .. .	.. .. .	.. ..	Ground frame connected with Up line. Key kept at Newburn Station.
0 861	Station T.	10-30 p.m. to 5-20 a.m. Same time Saturdays to 5-20 a.m. Mondays.	.. .. .	.. ..
0 343	Ground Frame .. ..	.. .. .	.. .. .	.. ..	Connected with Up line. Key kept at Newburn Station Box.
0 398	Throckley	Closed temporarily.	.. .. .	.. ..
	HEDDON-ON-THE-WALL.				
0 1738	Station .. ..	.. .. .	.. .. .	.. ..	Not a block post. Ground frame connected with Up line. Key kept at North Wylam Station box.
0 510	<i>Heddon Colliery.</i> .. ..	.. .. .	.. .. .	.. ..
1 866	NORTH WYLAM. Station T.S.	10-30 p.m. to 5-20 a.m. Same time Saturdays to 5-20 a.m. Mondays.	.. .. .	.. ..
0 1178	WYLAM. West Wylam Junction.	See Newcastle to Carlisle,	page 99		
	Brampton Junction to Brampton Town.				
	BRAMPTON JUNCTION. Junction	See Newcastle to Carlisle,	page 101		
1 381	BRAMPTON TOWN. <i>Town</i> .. ..	.. .. .	.. .. .	.. ..	Ground Frame on Up side of line locked by staff key kept at Brampton Junction Box.
0 65	Station .. ..	.. .. .	.. .. .	.. ..	Not a block post.
	Heaton to Tynemouth.				
	HEATON. South Junction T.	See Newcastle to Berwick,	page 90		
0 569	WALKER GATE. Heaton East Junct. T.	9-0 p.m. to 5-0 a.m. Same time Saturdays to 4-45 a.m. Mondays.	.. .. .	.. ..
0 652	Station T.S.	.. .. .	.. .. .	.. ..
1 3	WALLSEND. Station T.S.	10-30 p.m. to 4-30 a.m. Same time Saturdays to 4-30 a.m. Mondays.	.. .. .	.. ..
0 1134	Church Pit Crossing T.	.. .. .	.. .. .	.. ..
1 40	HOWDON-ON-TYNE. Station T.	.. .. .	.. .. .	.. ..
0 1213	PERCY MAIN. Junction T.	See Earsdon Junction to	Northumberland Dock	page 107	
0 390	Percy Main North..	.. .. .	.. .. .	.. ..
0 1591	NORTH SHIELDS. Preston Colliery T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. .. .	.. ..
0 595	Station T.	.. .. .	.. .. .	.. ..	Ground frame connected to Down line and controlled from Tynemouth Junc. Key kept at North Shields Station Box.
0 1432	<i>Depot Siding</i> .. ..	.. .. .	.. .. .	.. ..

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
					Up | Dn.	
M. Yds.	Heaton to Tynemouth.—Continued.					
0 227	TYNEMOUTH Junction	T.				
0 153	South ..	T.S.	Midnight Saturday to 7-0 a.m. Sunday, and 1-0 p.m. Sunday to 4-0 a.m. Monday.			
0 416	North ..	S.	9-30 p.m. to 5-30 a.m., and same time Saturdays to 5-30 a.m. Mondays.			
Heaton (Riverside Junction), to Percy Main (Riverside Branch).						
	HEATON. Riverside Junction ..		See Newcastle to Berwick. page 90			
0 38	BYKER. Station ..					Not a block post.
0 806	SAINT PETERS. Malings Siding	S.	6-0 p.m. to 10-0 a.m. Same time Saturdays to 10-0 a.m. Mondays.			
0 998	Station ..	T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
0 891	SAINT ANTHONY'S. Tyne Quarry Siding ..					Ground frame connected with Down line and controlled from Station box.
0 457	Station ..	S.	Attendance given as required.			
0 638	WALKER. Newcastle and Gateshead Gas Co.'s Siding ..					Ground frame connected with Up line. Key kept at Walker Station box.
0 1252	Station ..	T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
0 1000	Richardson's Siding ..					Ground frame connected with Up line. Key kept at Tyne Dry Docks Siding and Walker Station box.
0 623	CARVILLE. Tyne Dry Docks Sdg. S.	S.	5-0 p.m. to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays.			
0 886	Station ..	T.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Carville Station to Parson's Works Siding (R.I.)	335	
0 590	Parson's Works Sdg. S.	S.	5-0 p.m. to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays.	Parson's Works Siding to Carville Station (R.I.)	284	
0 560	POINT PLEASANT. Station ..	S.	8-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.			
0 423	Wallsend Slipway Co. ..					Ground frame connected with Down line. Controlled from Point Pleasant Station box.
0 566	WILLINGTON QUAY. Station ..	T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	West of station (R.S.)		This siding will only hold about eight wagons and is intended to be used for reducing the loads of engines.
0 1697	PERCY MAIN. Junction ..	T.	See Heaton to Tynemouth. page 104			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds.				Up | Dn.	
	Morpeth to Backworth.				
0 636	MORPETH. Station Barmoor West ..	T. ..	See Newcastle to Berwick page 91 10-30 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays. Sundays attends to passenger trains.		
0 1530	HEPSCOTT. Station .. ..	.. ..	10-30 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays. Sundays attends to passenger trains.		
1 1695	CHOPPINGTON. Colliery .. ..	.. ..	11-0 p.m., or sooner if traffic has ceased, to 6-0 a.m. Same time Saturdays to 5-0 a.m. Mondays. Sundays attends to passenger trains.		
0 399	Station .. ..	.. ..	11-0 p.m., or sooner if traffic has ceased, to 6-0 a.m. Same time Saturdays to 5-0 a.m. Mondays. Sundays attends to passenger trains.		
0 1184	BEDLINGTON. Barrington Colliery Jct.		10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.		
0 892	North	T. ..	After traffic ceases Saturdays to 5-0 a.m. Mondays. Sundays attends to passenger trains.		
0 247	South .. ..	.. ..	After traffic ceases Saturdays to 5-0 a.m. Mondays. Sundays attends to passenger trains.		
0 1657	BEBSIDE. Station	T. ..	After traffic ceases Saturdays to 5-0 a.m. Mondays. Sundays attends to passenger trains.		
0 544	Colliery Junction	S. ..	Only open when required for traffic purposes.		
1 546	NEWSHAM. Plessey Road ..	.. ..	After traffic ceases Saturdays to 5-0 a.m. Monday. Attends to passenger trains Sundays.		
0 423	North	T. ..	After traffic ceases Saturdays to 5-0 a.m. Monday. Attends to passenger trains on Sunday.	Newsham North to Newsham South (R.I.)	616 ..
0 687	South .. ..	.. ..	After traffic ceases on Saturday to 5-0 a.m. Monday. Attends to passenger trains on Sundays.	Newsham South to Newsham North (R.I.)	.. 621
0 475	Ground Frame ..	.. ..	.. ..	.. ..	Connected with Up line. Controlled from Newsham South box.
1 46	HARTLEY Station	T.S. ..	11-0 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.	.. ..	Switch for Morpeth and Backworth line.
0 870	Avenue Crossing ..	See Hartley to Monkseaton	page 110		
1 410	SEATON DELAVAL. Station	T.S. ..	After traffic ceases Saturdays to 1-0 a.m. Mondays.		

Distance from Signal Station Box or Siding next above or not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or siding in yards.		REMARKS.
				Up	Dn.	

M. Yds

Morpeth to Backworth.—Continued.

0 1669	SEGHILL North	T.	After traffic ceases Saturdays to 6-0 p.m. Sundays. Attends to passenger trains on Sundays.			
0 412	South		After traffic ceases Saturdays to 6-0 p.m. Sundays. Attends to passenger trains on Sundays.			
1 586	BACKWORTH Holywell Siding	T.	After traffic ceases Saturdays, to 6-0 p.m. Sundays. Attends to passenger trains on Sundays.			
0 722	Earsdon Junction	T.S.	After cessation of traffic Saturdays to 12-0 midnight Sundays, except when required to be open for Crumlington Colliery traffic.	..	..	Switch for Morpeth and Backworth line.
0 617	Station		See Newcastle to Tynemouth via Backworth (B. & T.)			page 108

Earsdon Junction to Northumberland Dock.

0 590	Earsdon Junction	T.S.	See Morpeth to Backworth above.			
0 573	Blue Bell Crossing	..	.. ..	..	..	Ground frame connected with Up line. Key kept at Blue Bell Crossing box.
0 258	Shiremoor Colliery	..	.. ..	..	..	Ground Frame. Connected with Up line. Key kept at Blue Bell Crossing box.
0 258	Prospect Hill Siding	..	.. ..	..	..
0 488	PERCY MAIN (Blyth and Tyne Section) North Junction	..	After cessation of traffic on Saturdays to 1-0 a.m. Mondays.			
0 390	Junction	T.	See Heaton to Tynemouth.			
0 266	Low Platworth	S.	10-0 p.m. to 6-0 a.m. After traffic ceases Saturdays to 6-30 a.m. Mondays.			
0 572	Engine Shed Junction.		After cessation of traffic on Saturdays to 1-0 a.m. Mondays.			
0 336	Tyne Commissioners No. 1		After cessation of traffic on Saturdays to 1-0 a.m. Mondays.			
	Tyne Commissioners No. 2 and Tyne Commissioners No. 3		Closed during cessation of traffic.	..	..	Tyne Commissioners' Private Line.
	Albert Edward Dock Junction.		Closed during cessation of traffic	..	..	Tyne Commissioners' Private Line.

Newcastle to Tynemouth, via Backworth (B. & T.).

	NEWCASTLE	..	See Newcastle to Berwick. page 89			
	MANORS EAST. Manors Junction	..	.. ..	
0 538	MANORS NORTH Station	T.S.	6-0 a.m. to 8-0 a.m. Sundays.			
0 504	JESMOND. Station	S.	4-0 a.m. to 10-0 p.m. Sundays.			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Down	
M. Yds.	Newcastle to Tynemouth, via Backworth (B. & T.).—Continued.					
0 1718	WEST JESMOND. Station T.S.	10-30 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.				
0 956	Craghall Dene Siding					Ground frame connected with Up line and controlled from South Gosforth Station box.
0 569	SOUTH GOSFORTH. Station T.S.	11-0 p.m., or earlier if third rail is dead, to 5-0 a.m. (live rail testing night correspondingly later). Same time Saturdays to 5-0 a.m. Mondays. Sundays attends to passenger trains.				Switch for B. & T. line.
0 904	West Junction	See South Gosforth to Ponteland, page 109				
0 712	East Junction S.	8-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.				Switch for B. & T. line.
1 650	BENTON. Ground Frame					Connected with Up line. Controlled from Station box.
0 401	Station T.S.	After traffic ceases to 4-30 a.m. After traffic ceases Saturdays to 8-0 a.m. Sundays, and after passing of 11-15 p.m. ex. Heaton Junction on Sundays to 4-30 a.m. Mondays.				Switch for B. & T. line.
0 547	Benton Quarry T.S.	See Newcastle to Berwick.	page 90			
0 1005	Benton East Junction S.	After traffic ceases Saturdays to 4-30 a.m. Mondays.				Switch for B. & T. line.
0 560	Killingworth Crossing T.S.	After Seaton Burn Colliery's traffic ceases Saturday nights to 12-0 midnight Sundays.				
0 673	BENTON SQUARE..	Closed temporarily.				
0 794	Holyoake					Ground frame connected with Down line. Key kept at Killingworth Crossing box.
0 1271	BACKWORTH. Station T.	After traffic ceases Saturdays and third rail is dead, to 6-0 a.m. Sundays.				
0 617	Earsdon Junction S.	See Morpeth to Backworth.	page 107			
1 415	MONKSEATON. Earsdon Grange . . . S.	7-30 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.				
1 244	West S.	11-30 p.m. to 4-0 a.m. Same time Saturdays to 4-0 a.m. Mondays.				
0 478	East T.					
0 971	WHITLEY BAY. Station S.	9-0 p.m. to 5-0 a.m., and from same time Saturdays to 5-0 a.m. Mondays.				
0 667	CULLERCOATS. Station T.S.	11-40 p.m., if electric traffic has ceased (open Wednesdays until after the testing of live rails) to 4-0 a.m. Same time Saturdays to 6-50 a.m. Sundays. 10-45 p.m., or after electric traffic ceases Sundays to 4-0 a.m. Mondays.				
1 328	TYNEMOUTH. North S.	See Heaton to Tynemouth.	page 105			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds.				Up | Dn.	
	South Gosforth to Ponteland.				
	SOUTH GOSFORTH. Station T.S.	See Newcastle to Tynemouth, via Backworth (B.	& T.)	page 108	
0 904	WEST GOSFORTH. West Junction (loop) S.	Closed temporarily			Switch for Ponteland line.
0 647	Station S.	During cessation of traffic.			Distance West to East 635 yards.
0 1628	COXLIDGE. Station	Attends to passing trains.			
0 1323	Bell's Siding No. 1 .. ..	.. ..			Locked by tablet
0 172	Bell's Siding No. 2 .. ..	.. ..			Do.
	KENTON. Station				
0 962	Station				Not a block post.
1 864	CALLERTON. Station	Attends to passing trains.			
0 869	East Walbottle Colliery Siding	.. ..			(Late Prestwick Colliery. Ground frame locked by Tablet. Points facing to Down trains.
0 966	PONTELAND. Prestwick Siding				Ground frame locked by Tablet. Points facing to Down trains.
1 324	Station	During cessation of traffic			Ground frame locked by tablet. Points facing to Down trains.
Darras Hall Branch.					
	PONTELAND. Station	See South Gosforth to Ponteland, above.			
0 260	DARRAS HALL. East				Ground frame (controlled by staff) on Down side of line.
0 237	West				Ground frame (controlled by staff) on Down side of line.
Newsham to Blyth.					
0 496	NEWSHAM. North T. Isabella Colliery Junct.	See Morpeth to Backworth. After traffic ceases Saturday to 5-0 a.m. Monday. Attends to passenger trains Sunday.	page 106		
1 166	BLYTH. Blyth Crossing	After traffic ceases Saturday to 5-0 a.m. Monday. Attends to Passenger trains Sunday.			
0 165	Ground Frame				Controlled from Blyth Station box.
0 15	Station	After traffic ceases Saturday to 5-0 a.m. Monday. Attends to Passenger trains on Sunday.			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards. Up | Dn.	REMARKS.
M. Yds.	Blyth Crossing to Newsham, via Staiths.				
	BLYTH.				
0 448	Blyth Crossing	See <i>Newsham to Blyth</i> , page 109			
	Harbour Branch	11-0 p.m. to 4-0 a.m. week-days. Same time Saturdays to 4-0 a.m. Mondays.			
0 705	Links Road	11-0 p.m. to 4-0 a.m. Same time Saturdays to 4-0 a.m. Mondays.			
0 742	Crofton Mill Colliery S.	7-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.			
1 168	NEWSHAM.				
	North T.	See <i>Morpeth to Backworth</i> , page 106			
	Hartley to Monkseaton.				
	HARTLEY.				
0 870	Station T.	See <i>Morpeth to Backworth</i> , page 107			
	Avenue Crossing T.	11-0 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.	Hartley Junction to Avenue Crossing (R.I.)	590	Single line used in both directions.
2 296	MONKSEATON.				
	<i>Contractor's Siding</i> .. ..	.. .. .	.. .. .	.. ..	Temporary ground frame released by Occupation Key. Points facing to Down trains.
	(Briardene)				
0 205	<i>Red House Manure Siding</i>	.. .. .	.. .. .	.. ..	Ground frame Points locked by Tablet. Points facing to Up trains
0 1488	West	} See <i>Newcastle to Tynemouth, via Backworth (B. & T.)</i> page 109			
0 478	East				
	Bedlington to Newbiggin.				
	BEDLINGTON.				
0 394	North T.	See <i>Morpeth to Backworth</i> , page 106			
	<i>Robinson's Brickwork Siding</i>	.. .. .	.. .. .	.. ..	Ground frame connected with Down line. Controlled from Bedlington North box.
0 1206	West Sleekburn Jct. S.	When traffic ceases Saturdays to 5-0 a.m. Mondays.			
0 843	Winning Colliery Crossing	See <i>Cambois Branch</i> , page 111			
0 991	NORTH SEATON.				
	Marchey's House Jct. ..	After traffic ceases Saturdays to 5-0 a.m. Mondays attends to passenger trains.	.. .. .	.. ..	Distance from Winning Colliery Crossing to Marchey's House Junction, 860 yards.
0 752	Station T.	After traffic ceases Saturdays to 5-0 a.m. Mondays. Sundays attends to passenger trains.			
1 150	ASHINGTON.				
	Hirst Junction .. T.S.	After traffic ceases Saturdays to 5-0 a.m. Mondays.	.. .. .	.. ..	Switch for Bedlington and Newbiggin line.
1 123	NEWBIGGIN.				
	Woodhorn Colliery Junction T	After traffic ceases Saturdays to 5-0 a.m. Mondays. Sundays attends to Passenger trains 6-0 a.m. to finish.			
0 706	<i>Woodhorn Siding</i> .. ..	.. .. .	.. .. .	.. ..	Temporarily disconnected.
0 1466	Station T.	Midnight, or after traffic ceases, to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays. Sundays attends to passenger trains.			

Block Telegraph Signal Stations, etc.—Continued.

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Distance from Signal Station Box or Siding next to or not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Da.	
M. Yds.	Cambois Branch.				
	BEDLINGTON. West Sleekburn Junct.	See Bedlington to Newbiggin page 110			
0 991	Marchey's House Junction	Do.	.. .. .	.. ..	The distance between Marchey's House Jct. and Winning Colliery Crossing Boxes is 860 yards.
0 842	Winning Colliery .. Crossing	After traffic ceases Saturdays to 5-0 a.m. Mondays.			
0 1626	Freeman's Crossing ..	Closed temporarily as a block post.			
0 1338	NORTH BLYTH. Cambois Colliery ..	After traffic ceases Saturdays to 5-0 a.m. Mondays.			Key kept at North Blyth Staiths Signal box.
0 1609	Ground Frame ..	.. .. .	— .. ..	.. ..
0 410	Staiths Sidings ..	After traffic ceases Saturdays to 4-0 a.m. Mondays.			
	Cambois Colliery to Cowpen Staiths (Cowpen Coal Co.'s Line).				
0 770	NORTH BLYTH. Cambois Colliery .. Ground Frame ..	See Cambois Branch above			
0 1039	Ground Frame ..	.. .. .	.. .. .	.. ..	Key kept by Cambois Colliery Co.'s Staff. Controlled by Electric Staff. Key kept at Mineral Sidings Office.
0 457	Cowpen Staiths ..	7-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays, or as required.			
	Scotswood to Blackhill and Durham.				
0 642	BLAYDON. Scotswood Bridge Jct. Blaydon Junction T.S.	See Newcastle to Carlisle, page 98			
		2-0 a.m. Sundays to 4-0 a.m. Mondays.	.. .. .	.. ..	Switch for Scotswood and Durham line. Blaydon Jct. box to Blaydon Branch Jct. ground frame, 489 yards.
0 606	Blaydon Main Colliery	See Redheugh Branch, page 115			
0 526	SWALWELL Junction .. T.S.	9-0 p.m. to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays.	.. .. .	.. ..	Switch for Scotswood and Durham line.
0 1147	Station .. T.S.	10-0 p.m. if stopping trains have ceased, to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. (Attends on Sundays, 8-0 p.m. to 9-0 p.m.)			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Op	Da.	
M. Yds.						
	Scotswood to Blackhill and Durham.—Continued					
2 502	ROWLANDS GILL. Lockhaugh Junction T.S.	9-0 p.m. to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays.				
0 1202	Victoria Garesfield Colliery	.. .. .	.. .. .	..	..	Ground frame controlled from Rowlands Gill Station box. Connected to Garesfield Colliery Line and works points leading to empty and laden sidings.
0 1290	Station T.S.	10-10 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
1 417	LINTZ GREEN. Friarside Colliery S.	8-25 p.m. to 8-0 a.m. 10-0 p.m. Saturdays to 8-0 a.m. Mondays.	Friarside to Lintz Green (R.L.)	53	5	Single line used in both directions.
0 8f	Station T.	After passing of last train to 4-15 a.m. Same time Saturdays to 4-15 a.m. Mondays. Sundays attends to passenger trains.				
1 1500	HIGH WESTWOOD. Hamsterley Junction T.	After passing of last train to 4-30 a.m. From cessation of traffic Saturdays to 4-30 a.m. Mondays. Sundays attends to passenger trains.				
0 1100	Westwood Colliery Siding	.. .. .	.. .. .	..	..	Ground frame controlled from Westwood Colliery Jct box). Connected to Down Line.
0 341	Westwood Colliery Junction T.	After passing of last train to 4-30 a.m. After cessation of traffic Saturdays to 4-30 a.m. Mondays. Sundays attends to passenger trains.				
0 1117	EBCHESTER. Station T.	11-0 p.m. to 4-30 a.m. Same time Saturdays to 4-30 a.m. Mondays. Sundays attends to passenger trains.				
0 1591	SHOTLEY BRIDGE. Station T.	11-0 p.m. to 4-35 a.m. Same time Saturdays to 4-35 a.m. Mondays. Sundays attends to passenger trains.				
1 453	BLACKHILL. North T.	10-15 p.m. to 4-35 a.m. Same time Saturdays to 4-35 a.m. Mondays. Sundays attends to passenger trains.				
0 236	South T.	10-45 p.m. to 4-35 a.m. Same time Saturdays to 4-35 a.m. Mondays. Sundays attends to passenger trains.				

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds.	Scotswood to Blackhill and Durham.—Continued.				
0 1638	CONSETT North T.	After cessation of traffic to 4-30 a.m. Same time Saturdays to 4-30 a.m. Mondays. Sundays attends to passenger trains.	Consett North and Consett South (R.I.)	454	Single line used in both directions. Standage for trains to or from Blackhill direction 286 yards.
0 887	Consett East Junct.	See <i>Birtley to Annfield Plain and Blackhill</i> , page 117	Consett South and Consett North (R.I.)	117	
0 377	South T.	9-30 p.m. to 5-30 a.m. Same time Saturdays to 5-30 a.m. Mondays. Sundays attends to passenger trains.		394	Single line used in both directions.
0 568	Hownes Gill Junction	See <i>Darlington to Consett</i> , page 179			
4 1209	KNITSLEY Station T.	After cessation of traffic to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. Sundays attends passenger trains.			
3 43	LANCHESTER. Station T.	After cessation of traffic to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. Sundays attends to passenger trains.			
1 1262	WITTON GILBERT. Malton Colliery T.S.	3-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.			
2 359	Station T.	After cessation of traffic to 6-0 a.m. Attends passenger trains on Sundays.			
2 225	ALDIN GRANGE. Bear Park Colliery T.S.	8-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.			
0 1260	Baxter Wood No. 1 T.S.	After traffic ceases to Baxter Wood No. 2 to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Baxter Wood No. 1 to No. 2 (R.I.)	253	Single line used in both directions. Standage for Up trains 200 yards. Switch for Scotswood and Durham line.
0 461	Baxter Wood No. 2 T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. ..	..	This box is under Brandon Colliery Station.
0 537	DURHAM. Relly Mill Junction T.S.	See <i>Normanton to Newcastle</i> , page 86			
	Tyne Dock to Annfield Plain.				
	TYNE DOCK. Bottom	After cessation of traffic, about 11-0 a.m., on Sunday, to 3-15 a.m., Monday.			
0 593	Ground Frame .. ..	.. ..	.. ..	..	Connected with Down line.
0 706	Bank Top	After cessation of traffic, about 11-0 a.m. on Sunday, to 10-30 p.m. Sunday.			
0 365	Green Lane Junction..	After cessation of traffic, about 11-0 a.m. on Sunday, to 10-30 p.m. Sunday.	Green Lane to Pontop Crossing (R.I.)	613	

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independ- ent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds.	Tyne Dock to Annfield Plain.—Continued.				
0 1578	BROCKLEY WHINS. Junction ..	See Pelaw to Sunderland.	page 118		
0 1107	Pontop Crossing ..	See Pelaw to Sunderland. page 118	Pontop Crossing to Green Lane (R.I.)	578	
0 1336	BOLDON Redworth Lane ..	After passing of Washing- ton Yard Pilot and 2-35 a.m. Croft Junction to Tyne Docks Goods to 6-0 a.m. Mondays.			
0 976	Baldon Station ..	After passing of Washing- ton Yard Pilot and 2-35 a.m. Croft Junction to Tyne Dock Goods to 6-0 a.m. Mondays.			
1 294	Three Horse Shoes .. (Hylton Lane Sdgs.)	After passing of Washing- ton Yard Pilot and 2-35 a.m. Croft Junction to Tyne Dock Goods to 6-0 a.m. Mondays.			
0 1739	Southwick Junction S.	6-0 p.m. to 10-0 a.m. Same time Saturday to 10-0 a.m. Monday.	.. .. .	..	Switch for Ann- field Plain line. This box is under Usworth Station. Siding connected to Up Line.
0 480	Low Barnston ..	.. .. .	.. .. .	..	Do.
0 39	High Barnston ..	.. .. .	.. .. .	..
0 991	WASHINGTON. Washington Chemical Works S.	After Yard Pilot finishes on Sundays, to 6-0 a.m. Monday.	Washington Chemical Works to South Junction (R.I.)	304	
0 652	South Junction T.S.	See Ferryhill to Newcastle, via Leazeside, page 89	Washington South Junction to Chem- ical Works (R.I.)	730	Single line used in both directions.
0 324	Tavern Sidings ..	.. .. .	.. .. .	..	Ground Frame con- nected to Up and Down lines, and electrically con- trolled from South Junction box.
0 665	Biddick Lane Crossing.	After traffic ceases on Saturdays, to 6-0 a.m. Mondays.			
0 837	Fatfield ..	.. .. .	.. .. .	..	Ground frame.
0 758	Harraton Colliery ..	.. .. .	.. .. .	..	Do.
1 927	STELLA GILL. Beamish Junction ..	From cessation of traffic Saturday nights to 5-0 a.m. Mondays.			
0 1316	South Pelaw Junct. T.	See Birley to Annfield Plain and Blackhill, page 116			116
0 1560	Pelton Station ..				
0 581	Stella Gill Flatts ..		South Pelaw Junction to Stella Gill (Flatts Box). No. 1 Incoming (R.I.) No. 1 Outgoing (R.I.)	352 368	368
0 431	Ground Frame ..	.. .. .	.. .. .	..	Ground frame con- trolled from Stella Gill Flatts signal- box.
0 608	Waldridge Bank Foot..	From cessation of traffic Saturday nights to 6-0 a.m. Mondays.			
0 1205	Waldridge Bank Head				
0 1247	Eden Hill Bank Foot..				
0 1140	Eden Hill Bank Top ..				
1 387	Stanley Bank Head ..	From cessation of traffic Saturday nights to 6-0 a.m. Mondays.	West Stanley Goods Yard & West Shields Colliery (R.S.)	187	
0 1737	Louisa Colliery West Junction and West Shield Row Colliery	.. .. .	.. .. .	..	Ground frame.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds.	Tyne Dock to Anfield Plain.—Continued.				
0 851	STELLA GILL.—Continued. Oxhil	Mondays to Thursdays. 9-15 p.m. to 5-15 a.m. Fridays, 9-15 p.m. to midnight. Saturdays, 3-0 p.m. to 5-15 a.m. Mondays.			
0 1283	Anfield Plain Junction ..	See Birley to Anfield Plain and Blackhill, page 115			
0 852	Anfield Plain Stn. ..				
0 52	Anfield Plain Crossing	From cessation of traffic on Saturday to 4-0 a.m. Monday.			
	Allhusen's Branch.				
549	Park Lane Junction .. Albany Road Crossing	See Ferryhill to Newcastle. 9-0 p.m. Saturdays to 6-0 a.m. Mondays.	page 89		
	Redheugh Branch.				
	DUNSTON-ON-TYNE. Ground Frame				Redheugh Gas Works.
0 785	East	After cessation of traffic Saturdays to commencement of traffic on Monday.			
0 719	West	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.			
0 724	Whickham Junction S.	2-0 a.m. Sundays to 6-0 a.m. Mondays.	Whickham Jct. to Derwenthaugh Junction (R.I.)	1224	Switch for Blaydon Main and Low Fell line.
0 1369	DERWENTHAUGH. Derwenthaugh .. S.	2-0 a.m. Sundays to 6-0 a.m. Mondays.	Derwenthaugh Jct. to Whickham Jct. (R.I.)	1165	Switch for Blaydon Main and Low Fell line
0 635	Blaydon Main Colliery.	2-0 a.m. Sundays to 4-0 a.m. Mondays.			
0 743	Swalwell Junction ..	See Scotswood to Blackhill and Durham, page 111			
0 606	BLAYDON. Blaydon Junction..	See Scotswood to Blackhill and Durham, page 111			
0 1083	Blaydon Branch Junction.				
0 489	Blaydon East	See Newcastle to Carlisle, page 98			Ground frame.
	Dunston Extension.				
0 694	LOW FELL. Station Permanent Way Sidings	See Normanton to Newcastle, page 87			Ground frame electrically controlled from Low Fell Sidings Box.
0 823	Low Fell Sidings S.	6-0 a.m. Sundays to 5-30 a.m. Mondays. Attends P. Way Specials ex Store Yard Sidings on Sundays.			
0 1361	DUNSTON-ON-TYNE. Norwood Junction ..	6-0 a.m. Sundays to midnight.			Distance Norwood Junction to King Edward Bridge Jct. 1 m. 817 yds.
0 1233	Dunston East	See Redheugh Branch, above			
0 629	Station S.	10-0 p.m. to 6-0 a.m. After passenger traffic ceases Saturdays to 6-0 a.m. Mondays.			
0 1576	Whickham Junction S.	See Redheugh Branch, above			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Tanfield Branch.					
	TEAMS. Teams Crossing ..	4-0 p.m. to 8-0 a.m. Mondays to Thursdays; 4-0 p.m. Fridays to 7-0 a.m. Saturdays; 3-0 p.m. Saturdays to 8-0 a.m. Mondays.				
0 1169	Lobley Hill Bank Top.	After cessation of traffic to 7-0 a.m. or commence- ment of traffic. Same time Saturdays to 7-0 a.m. Mondays.				
1 1175	Pontop and Jarrow Crossing	After cessation of traffic to 7-0 a.m. or commence- ment of traffic. Same time Saturdays to 7-0 a.m. Mondays.				
1 1663	Tanfield Crossing.	After cessation of traffic to 7-0 a.m. or commence- ment of traffic. Same time Saturdays to 7-0 a.m. Mondays.				
	Birtley to Annfield Plain and Blackhill.					
	BIRTLEY. Ouston Junction T.S.	See <i>Normanton to Newcastle</i> , page 87				
0 1249	PELTON. South Pelaw Junc. T.S.	After cessation of Annfield Plain branch traffic on Saturdays to 5-0 a.m. Mondays.	.. .. .	..	..	Switch for Ann- field Plain line.
0 581	Stella Gill Flatts ..	See <i>Tyne Dock to Annfield Plain</i> , page 114				
0 1560	Station T.S.	9-45 p.m. to 5-45 a.m. Same time Saturdays to 5-45 a.m. Mondays.				
2 257	BEAMISH. Station T.S.	9-45 p.m. to 5-45 a.m. Same time Saturdays to 5-45 a.m. Mondays.				
1 1252	SHIELD ROW. Station T.S.	9-30 p.m. to 5-30 a.m. Same time Saturdays to 5-30 a.m. Mondays. Sun- days attends to stopping passenger trains.				
1 1740	ANNFIELD PLAIN. Junction .. T.S.	After cessation of traffic Saturdays to 5-0 a.m. Mondays.	.. .. .	..	..	Switch for Birtley and Annfield Plain line.
0 523	Annfield Plain ..	See <i>Tyne Dock to Annfield Plain</i> , page 115				
0 852	Crossing Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. Sundays attends when required for theatrical traffic.				
2 871	LEADGATE. South Medomsley T.S. Colliery	After cessation of traffic to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
957	Station S.	Attends for Pickup Goods train only.				

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				Up	Dn.	
M. Yds.	Birtley to Annfield Plain and Blackhill.—Continued.					
0 814	CONSETT. Bradley Crossing T.S.	7-30 p.m. to 3-30 a.m. Same time Saturdays to 3-30 a.m. Mondays.	If box required open for Consett Iron Co.'s traffic on alternate Saturdays attendance to be arranged.
0 933	Carr House East T.	9-15 p.m. (after traffic ceases Wednesdays) to 5-30 a.m. After traffic ceases Saturdays to 5-30 a.m. Mondays. Attends Sundays as necessary to deal with attaching and detaching of theatrical traffic.	Carr House East to Carr House West (R.I.)	472		Single line used in both directions.
0 666	Carr House West T.	After traffic ceases to 5-30 a.m. Same time Saturdays to 5-30 a.m. Mondays. Sundays attends passenger train.				
0 1495	Consett East Junct. S.	8-0 p.m. to 6-15 a.m. Same time Saturdays to 6-15 a.m. Mondays.	.. .. .	..	..	Switch for Birtley and Blackhill line.
0 656	BLACKHILL. Hownes Gill Junct.	See Darlington to Consett, page 179				
0 887	Consett North Jct.	See Scotswood to Blackhill and Durham. page 118		118		
	Pelaw to South Shields.					
	PELAW. Junction .. T.	See Ferryhill to Newcastle (via Leanside). page 89				
1 23	HEBBURN. Graham's Crossing S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Sundays, and after cessation of traffic on Sunday, to 6-0 a.m. Monday.				
0 792	West S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	West box to Station box (R.I.)	..	519	Single line used in both directions.
0 553	Station S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 5-0 a.m. Sundays, and after passing of Goods about 6-0 a.m. Sundays to 6-0 a.m. Mondays.	Station box to West box (R.I.)	386	..	Single line used in both directions.
0 1362	JARROW. Pontop Junction S.	7-45 p.m. to 8-15 a.m. Same time Saturdays to 8-15 a.m. Mondays.				
0 871	Station S.	Midnight Saturdays to 4-0 a.m. Same time Saturdays to 6-0 a.m. Sundays, and after passenger traffic ceases Sundays to 4-0 a.m. Mondays.				
1 407	TYNE DOCK. St. Bede's Junction S.	1-0 a.m. Sundays to 5-0 a.m. Mondays.	.. .. .	..	..	Switch for Pelaw and South Shields line.
0 749	Esparto Warehouse Siding	See Tyne Dock Bottom Branch, page 118				
1 64	Harton Junction ..	From cessation of traffic Saturdays to 4-0 a.m. Mondays. Sundays attends to passenger trains from 5-30 a.m. until traffic ceases.	.. .. .	..	..	Harton Junction to Green Lane, 880 yards.
0 551	Whitburn Junction.	See Garden Lane Branch. page 118				
0 1146	Hilda Junction S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds.				Up | Da.	
	Pelaw to South Shields.—Continued.				
0 1090	HIGH SHIELDS. Station S.	10-30 p.m. to 4-35 a.m. Same time Saturdays to 5-40 a.m. Sundays. Sun- days attends to passen- ger trains and after cessation of traffic to 4-35 a.m. Mondays.			
0 694	SOUTH SHIELDS. Garden Lane Junct. S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. ..	.. ..	Switch for Pelaw and South Shields line.
0 435	West	During cessation of traffic.			
0 189	East	During cessation of traffic.			
	Garden Lane Branch.				
0 551	TYNE DOCK. Harton Junction ..	See Pelaw to South Shields. page 117			
	Whitburn Junction ..	After traffic ceases about 5-0 p.m. to 7-0 a.m., and after traffic ceases Sat- urdays to 7-0 a.m. Mon- days.			
0 379	Deans Coal Depots ..	.. ..	.. ..	.. ..	} Ground frames. Key kept at Har- ton Junction.
0 253	Deans Quarry ..	.. ..	.. ..	.. ..
0 1564	SOUTH SHIELDS. Garden Lane Junction.	See Pelaw to South Shields. above.			
	Tyne Dock Bottom Branch.				
0 740	TYNE DOCK. St. Bede's Junction ..	See Pelaw to South Shields. page 117			
0 322	Esparto Warehouse Siding Bottom	See Tyne Dock to Annfield Plain. page 113			
	Pelaw to Sunderland.				
0 1477	PELAW. Junction .. T. Springwell .. S.	See Ferryhill to Newcastle (via Leamside). page 113 10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
2 212	BROCKLEY WHINS. Junction .. T.S.	Midnight Saturdays to 6-0 a.m. Mondays.	.. ..	.. ..	Switch for Pelaw and Sunderland line.
0 617	Boldon Colliery Ground Frame ..	.. ..	.. ..	.. ..	} Signals only are connected to this frame.
0 1458	Hedworth Lane ..	See Tyne Dock and Annfield Plain page 113-14		14	
0 1578	Green Lane Junction				
0 609	Pontop Crossing S.	After passing of Washing- ton Yard Pilot and 2-35 a.m. Croft Junction to Tyne Dock Goods, Sun- days to 6-0 a.m. Mon- days.	.. ..	.. ..	Switch for Pelaw and Sunderland line.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Pelaw to	Sunderland.—Continued.				
0 1168	EAST BOLDON. East Boldon Junct. S.	After passing of 12-30 a.m. Goods Monkwearmouth to Washington until 6-0 a.m. Saturdays after passing of 10-5 p.m. Goods Monkwearmouth to Washington until 6-0 a.m. Mondays.	-- -- --	..	..	Switch for Pelaw and Sunderland line. Distance East Boldon Junction to Hedworth Lane 1 mile 181 yards.
0 732	Tile Shed Crossing S.	.. .. .	Tile Shed Crossing to East Boldon Station (R.I.)	555	..	Single line used in both directions.
0 943	Station T.	.. .. .			
1 473	Fulwell Sidings S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 1314	MONKWEARMOUTH. North Dock Jct. S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	-- -- --	..	..	Switch for Pelaw and Sunderland line.
0 540	Fulwell Crossing ..	On North Dock Branch	.. .. .	..	..	Level Crossing Box
0 816	Wearmouth Junct. S.	After arrival of 9-55 p.m. Goods ex Hull, about 6-40 a.m. on Sundays to 3-50 a.m. Mondays.	Wearmouth Junction to Monkwearmouth Station R.I. No. 1. Wearmouth Junction to Turntable Dwarf Frame No. 2 Wearmouth Goods Yard to Wearmouth Junction (R.I.)	862	..	Switch for Pelaw & Sunderland line. On Down line side.
				332	..	On Down line side.
				..	840	Entered by trailing points worked from Wearmouth Junction box.
0 827	Station S.					
0 868	SUNDERLAND. North S	Midnight to 4-30 a.m. On Sundays is open as required only.				
0 256	South T.					
	Brockley Whins to Hedworth Lane.					
	BROCKLEY WHINS. Junction	See Pelaw to Sunderland.	page 118			
0 617	BOLDON. Colliery Ground Frame.	.. .. .	.. .. .	..	..	Signals only are connected to this ground frame.
0 841	Hedworth Lane ..	See Tyne Dock and Annfield Plain, page 114				
1 183	East Boldon Junction	Midnight Saturdays to 6-0 a.m. Mondays.				
	Ryhope to West Hartlepool.					
0 1181	RYHOPE. Ryhope Grange Jct. TS. Ryhope Colliery Jct. S.	See Sunderland to C style Eden, page 124				
0 584	RYHOPE EAST. Station .. ..	.. .. .	.. .. .	..	..	Not a block post.
1 847	SEAHAM COLLIERY. Hall Dene Station .. (private)	After cessation of traffic on Saturdays to 4-30 a.m. Mondays. Sundays attends passenger trains.				
0 1326	Seaham Junction T.	After cessation of traffic Saturdays to 4-30 a.m. Mondays. Sundays attends passenger trains.	Seaham Junction to Dawdon Crossing R.I.	226	..	

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Un	Dn.	
M. Yds.	Ryhope to West Hartlepool.	<i>Continued.</i>				
0 316	SEAHAM Station .. ..	.. .. .	.. .. .	..	..	Not a block post. Ground frame controlled by Seaham Junction.
0 486	Dawdon Crossing ..	After cessation of traffic on Saturdays to 5-0 a.m. Mondays. Sundays attends to passenger trains.	.. .. .	..	..
1 50	Seabanks Junction	After cessation of traffic on Saturdays about 6-0 p.m. to 5-0 a.m. Mondays	.. .. .	..	..	Branch from Dawdon Crossing.
1 1536	Hawthorn Junction S.	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.	.. .. .	..	..	Switch for Seaham and Hartlepool line.
1 1698	EASINGTON Station T.S.	After cessation of traffic about 10-30 p.m. Saturdays to 6-0 a.m. Mondays.	North of box (R.S.) South of box (R.S.)	393 415	..	Entered by trailing points from Down line, and by facing points from Up line worked from box.
1 1254	HORDEN Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	North of Station (R.S.) North of Station (R.I.)	427 343	..	
1 1445	BLACKHALL ROCKS Station S.	9-0 p.m. to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays.	.. .. .	..	..
1 1685	HART Station T.S.	See Ferryhill to Hartlepool, page 131	.. .. .	..	..
Hylton, Southwick, and Monkwearmouth.						
0 602	USWORTH Southwick Junction .. Southwick Junction ..	See Tyne Dock to Annfield	Plain. page 114 .. .. .	..	..	Ground frame connected with Up and Down lines by crossover road. Mechanically controlled from Southwick Junction.
0 1440	SOUTHWICK North Hylton Depot ..	.. .. .	.. .. .	..	..	Points worked by Guard of Branch Goods train. Key kept at Southwick Goods Yard Office
1 201	Castletown Junction ..	Closed until further notice.	.. .. .	..	..
1 1173	Diamond Hall Jct.	See Sunderland to Bishop	Auckland, page 121	..	..
0 753	Hylton Coll. East Junc.	.. .. .	.. .. .	..	..	Ground frame.
0 248	Shipyards Siding ..	.. .. .	.. .. .	..	..	Ground frame connected with Up line. Key kept at Priestman's Siding Signal box.
0 483	Priestman's Siding ..	After traffic ceases about 6-0 p.m. to 8-0 a.m., and after traffic ceases about 4-0 p.m. Saturdays to 8-0 a.m. Mondays.	
0 988	Southwick Goods Yard and Thompson's High Siding	Ground frame.

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M. Yds.				Up Dn.	
	Hylton, Southwick and Monkwearmouth.—Continued.				
0 290	MONKWEARMOUTH. Wearmouth Colliery ..	After traffic ceases about 6-0 p.m. to 8-0 a.m., and after traffic ceases about 4-0 p.m. Saturdays to 8-0 a.m. Mondays.			
0 908	Station	See <i>Pelaw to Sunderland.</i> page 119			
	Harton Branch.				
0 617	TYNE DOCK. Harton Junction .. Harton Colliery Junct.	See <i>Pelaw to South Shields.</i> page 117 10-45 p.m. to 4-45 a.m. Same time Saturdays to 4-45 a.m. Mondays. Attends passenger trains on Sundays.			
0 1207	EAST BOLDON. <i>White Lee</i> .. .. .	.. .. .	.. .. .	.. .. .	Ground frame. Key kept at Tyne Dock Stn. Office.
0 1007	Tile Shed Crossing ..	See <i>Pelaw to Sunderland.</i> page 119	Tile Shed Crossing to East Boldon (R.I.)	660 ..	
	Sunderland to Bishop Auckland.				
0 542	SUNDERLAND. South Fawcett Street Junction	See <i>Pelaw to Sunderland.</i> page 119 11-0 a.m. to 5-0 p.m. Sundays.			
0 425	MILLEFIELD. Burnfield Junction S.	5-0 p.m. to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays.	.. .. .	.. .. .	Switch for Bishop Auckland line.
0 788	Station T.S.	7-45 p.m. to 7-30 a.m., and from 7-45 p.m. Saturdays to 7-30 a.m. Mondays.			
0 400	Diamond Hall Jct. S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. .. .	.. .. .	Switch for Bishop Auckland line.
1 1173	Castletown Junction	See <i>Hylton, Southwick and Monkwearmouth.</i> page 120			
0 532	<i>King's House</i> .. .. .	.. .. .	.. .. .	.. .. .	Ground frame.
0 885	PALLION. Station T.S.	Sundays after the passing of the 1-5 a.m. Goods ex Croft Junction to 5-30 a.m. Mondays.	.. .. .	.. .. .	Switch for Bishop Auckland line.
0 1604	HYLTON. Ford Works .. S.	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.			
0 986	Station T.	Sundays, 10-0 a.m. to 5-0 p.m. 5-45 p.m. to 7-30 p.m., and 10-0 p.m. Sundays to 5-30 a.m. Mondays.	South of station (R.S.)	.. 328	
0 528	Ground Frame .. .. .	.. .. .	South of station (R.S.)	207 ..	R.S. entered from ground frame, connected with Up line and mechanically controlled from Station Box.
0 1338	<i>Oferton Lane</i> .. .. .	.. .. .	.. .. .	.. .. .	Ground frame. Key kept at Hylton Station Box

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
					Up | Dg.	
M. Yds.	Sunderland to Bishop Auckland.--Continued.					
1480	COX GREEN. Station	T.	Sundays, 10-0 a.m. to 5-0 p.m. 5-45 p.m. to 7-30 p.m., and 10-0 p.m. Sundays to 5-30 a.m. Mondays.			
0 727	Junction	S.	Midnight Saturdays to 9-0 a.m. Mondays.	Cox Green Junction to Penshaw Junction. (R.I.)	308 ..	Single line used in both directions.
0 958	PENSHAW. Junction	T.	See Ferryhill to Newcastle (via Leamside). page 88			
0 652	Station	T.S.				
1 32	FENCEHOUSES. Wapping Bridge ..	S.				
0 1335	Goods Yard					
0 485	Station	T.				
0 343	Ground Frame ..					
0 1002	Rainton Crossing ..					
677	LEAMSIDE. Adventure Pit Siding ..					
0 506	Station	T.S.				
0 425	Auckland Junction ..	T.				
0 805	Nanny Goat Sidings ..					Ground frame connected to Up line and electrically controlled from Auckland Junction box.
1 828	Frankland Junction	T.S.	10-0 a.m. Sundays to 5-30 p.m. Sundays, and after passing of 8-55 p.m. ex Durham Sundays to 5-0 a.m. Mondays.			
0 1069	DURHAM. Newton Hall Junction ..	S.	See Normanton to Newcastle. pages 86-87			
0 1690	Crook Hall	S.				
0 492	North	T.				
0 339	South	S.				
0 1667	Relly Mill Junction ..	T.S.				
0 849	Bridge House Junction ..					
0 605	BRANDON COLLIERY. Dearness Valley Junction ..	T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			Switch for Bishop Auckland line. Distance Baxter Wood No. 2 to Dearness Valley Junction, 472 yds.
0 405	Dearness West	T.S.	See Durham to Waterhouses. page 127			
0 1595	Brandon Junction	T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
0 439	Newside Siding ..					Ground frame connected to Up line and electrically controlled from Brandon Junction box.
0 511	Station Goods Yard ..					Ground frame connected to Up line and electrically controlled from Brandon Junction box.
1 1076	BRANCEPETH. Station	T.	After traffic ceases about 10-0 p.m. (Saturdays about 11-10 p.m.) to 6-0 a.m. Mondays. Sundays attends passenger trains.			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Sunderland to	Bishop Auckland.	<i>—Continued.</i>			
	WILLINGTON.					
1 1469	Brancepeth Colliery Junction T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Brancepeth Colliery (R.S.)	..	383	
0 1719	Station .. T.S.	10-0 p.m. to 6-0 a.m. About 11-10 p.m. Saturdays to 6-0 a.m. Mondays.	Willington Station to Bowden Close (R.I.)	683	..	
0 729	Bowden Close Colliery Junction .. S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Bowden Close to Willington Station (R.I.)	..	597	
	HUNWICK.					
0 770	Rough Lea Junct. T.S.	4-30 p.m. to 8-30 a.m. Same time Saturdays to 8-30 a.m. Mondays.	Rough Lea to Hunwick Colliery Junct. (R.I.)	694	..	
0 810	Colliery Junction S.	4-30 p.m. to 8-30 a.m. Same time Saturdays to 8-30 a.m. Mondays.				
0 422	Station .. T.	From cessation of traffic about 10-0 p.m. to 6-0 a.m., and about 11-15 p.m. Saturdays to 6-0 a.m. Mondays. Sundays attends passenger trains.				
1 183	Newton Cap Colliery ..	.. .. .	.. .. .	..	..	Ground frame controlled from Newton Cap Jet. Box.
0 408	Newton Cap Junct. S.	10-0 p.m. to 6-0 a.m. Same time Saturday to 6-0 a.m. Monday.				
	BISHOP AUCKLAND.					
0 1336	North .. S.	From cessation of traffic on Saturdays to 4-15 a.m. Mondays. Sundays attends to passenger trains only.	.. .. .	..	..	Switch for Sunderland and Bishop Auckland line.
0 278	West ..	See <i>Darlington to Consett.</i> page 178				
0 458	East .. T.					
	Deptford Branch.					
	PALLION.					
0 659	Station .. T.	See <i>Sunderland to Bishop Auckland.</i> page 121				
	Ogden's Lane ..	From about 4-0 p.m. Saturday, to 5-0 a.m. Monday.				
0 293	Deptford Siding ..	.. .. .	.. .. .	..	..	Ground frame connected to Down Line, controlled from and Key kept at Deptford Junction box.
0 166	Deptford Junction ..	After traffic ceases until 7-0 a.m., and from same time Saturdays to 7-0 a.m. Mondays (Lambton Collieries man).				
	South Dock to Sunderland.					
	SOUTH DOCK.					
0 577	Hendon Junction ..	See <i>South Dock to Ryhope.</i> page 125				
	Hendon Bank Top ..	.. .. .	.. .. .	..	..	Ground frame connected to Down line. Key kept at Van Attendants' Cabin.
0 188	D'Arcy Street Depots ..	} .. .. .	.. .. .	..	..	Ground frames. Not controlled.
0 181	Tatham Street Depots		.. .. .	..	..
	SUNDERLAND.					
0 812	Fawcett Street Junction	See <i>Sunderland to Bishop Auckland.</i> page 121				

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
	Up	Down					
M. Yds.	Sunderland to Castle Eden.						
0 1376	SUNDERLAND. South Vilette Road ..	T. S.	See <i>Pelaw to Sunderland.</i> page 119 10-0 p.m. to 6-0 a.m. Mondays to Saturdays; after siding traffic ceases Saturdays to 6-0 a.m. Mondays.				
1 208	RYHOPE. Ryhope Grange Junct.	T.S.	After cessation of traffic about 2-0 a.m. Sundays to 5-0 a.m. Mondays. Sundays attends to all traffic between 7-30 a.m. and 9-20 a.m., and 3-40 p.m. to 9-30 p.m.	South of Box (R.S.)	291	..	Entered by facing points from Up Wellfield Line, and by trailing points from Down Seaham Line. Switch for Ryhope and West Hartlepool line.
0 1181	Colliery Junction	S.	After cessation of traffic Saturdays to 6-0 a.m. Mondays.	.. .. .	..	..	Switches for Ryhope and West Hartlepool and Sunderland and Castle Eden lines.
1 1431	Hall Dene .. ..	..	See <i>Ryhope to West Hartlepool.</i> page 119				
0 402	Station	T.S.	11-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.				
2 176	SEATON. Station	T	After cessation of traffic to 6-15 a.m. Same time Saturdays to 6-15 a.m. Mondays. Sundays attends passenger trains.				
0 866	Bank Head	T.S.	After cessation of traffic to 6-15 a.m. Same time Saturdays to 6-15 a.m. Mondays. Sundays attends passenger trains.	South of Box (R.S.)	180	..	
1 649	MURTON. Junction	T.S.	After cessation of traffic about 10-15 p.m. to 6-15 a.m. Same time Saturdays to 6-15 a.m. Mondays.	.. .. .	..	..	Switch for Sunderland and Castle Eden line.
				West of Box (R.S.)	285	..	Entered by trailing points from Elvet Branch and Main Down.
1 599	Hetton Colliery ..	..	See <i>Murton to Durham (Elvet).</i> page 126				
1 28	SOUTH HETTON. South Hetton Jct.	T.S.	4-30 p.m., or when Colliery traffic has ceased, to 9-30 a.m. Same time Saturdays to 9-30 a.m. Mondays.				
0 620	Station .. ..	..	.. .. .	.. .. .	..	..	Not a block post.
1 138	HASWELL. Station	T.	After cessation of traffic about 10-15 p.m. to 6-45 a.m. Same time Saturdays to 6-45 a.m. Mondays. Sundays attends passenger trains.				
0 269	Goods Siding .. ..	..	.. .. .	.. .. .	..	..	Ground frame connected to Up line and electrically controlled from Station box.
1025	Pesspool Junction	T.S.	After cessation of branch traffic about 8-0 p.m. to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays.				

Distance from Signal Station Box or Siding next above or not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Sunderland to Castle Eden.—Continued.					
0 1689	SHOTTON BRIDGE. Station .. .. .	.. .. .	.. .. .	..	..	Not a block post.
0 1039	Shotton Colliery Junction T.S.	4-15 p.m. to 6-15 a.m., and from 4-15 p.m. Saturdays to 6-15 a.m. Mondays.				
0 1207	THORNLEY. Station Junction T.S.	10-0 p.m. to 6-0 a.m. After departure of 9-33 p.m. ex Sunderland, on Saturdays to 6-0 a.m. Mondays.	.. .. .	..	..	Switch for Sunderland and Castle Eden line.
0 1236	WELLFIELD. Station Junction T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. Sundays attends to morning passenger trains.	.. .. .	..	..	Switch for Sunderland and Castle Eden line.
0 1673	CASTLE EDEN. Junction .. T.S. }	See Ferryhill to Hartlepool	page 131	295	..	
0 743	Station S. }					
	Thornley Colliery Branch.					
0 567	THORNLEY. Station Junction T.S. Wheatley Hill Junction	See Sunderland to Castle Eden. above 10-0 p.m. to 6-0 a.m. After cessation of traffic about 2-0 p.m. Saturdays to 6-0 a.m. Mondays.				
0 192	Ludworth Colliery Junction	Only open when required to let the Weardale Iron Co.'s engine to and from the Ludworth branch.	.. .. .	..	..	Key of box kept by Colliery Co.'s engineman.
0 172	Crow's House Siding ..	.. .. .	.. .. .	..	..	Ground frame connected with Down line only. Key kept at Wheatley Hill Junction signal box.
	South Dock to Ryhope.					
0 534	SOUTH DOCK. Hendon Junction ..	After traffic ceases Sunday mornings to midnight Sunday.	Hendon Junction to Londonderry Jct. (R.I.)	665	..	Single line used in both directions.
0 417	Londonderry Junction.	After traffic ceases Saturdays to midnight Sundays.				
0 176	Walker's Sidings ..	.. .. .	.. .. .	..	..	Ground frame connected with Up Ryhope line. Key kept by Guard.
0 673	White House ..	.. .. .	.. .. .	..	..	Ground frame connected with Down Londonderry line, mechanically controlled from Londonderry Jct. box. Key kept by Guard.
0 1233	Hendon Gas Works .. Siding	8-0 p.m. to 7-30 a.m. Same time Saturdays to 7-30 a.m. Mondays.				
	RYHOPE. Ryhope Grange Jct. T.S.	See Sunderland to Castle Eden.	page 124			

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Silksworth Colliery Branch.					
	Ryhope Colliery Junct.	See <i>Sunderland to Cattle</i>	<i>Eden. page 124</i>			
0 619	Silksworth Junction ..	After traffic ceases to 5-0 a.m., and from about 4-0 p.m. Saturdays to 6-0 a.m. Mondays.				
1 1631	Silksworth Colliery ..	.. .. .	.. .. .	..	..	(Colliery Co.'s box)
	Murton to Durham (Elvet).					
	MURTON Junction .. T.S.	See <i>Sunderland to Cattle</i>	<i>Eden. page 124</i>			
1 599	HETTON Colliery ..	After passing of last passenger train to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 600	Station T.	After passing of last passenger train to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Station and Tunnel (R.S.)	226	214	Entered from single line at station box.
0 1252	North Hetton .. T.S.	After cessation of traffic, about 5-0 p.m., to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays.				
1 1360	PITTINGTON Station T.	After passing of last passenger train to 6-0 a.m., and from same time Saturdays to 6-0 a.m. Mondays.				
0 1646	Broomside .. T.	After cessation of traffic about 10-30 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.				
0 755	Sherburn Colliery Junction T.	See <i>Ferryhill to Newcastle.</i>	<i>via Leamside. page 88</i>			
1 709	SHERBURN HOUSE Station S.	4-10 p.m. to noon, and from same time Saturdays to 12-0 noon Mondays.	.. .. .	..	..	Switch for Murton and Durham Elvet line.
			Station (R.S.) ..	86	..	Available for Up and Down trains. Points facing to Up and Down trains.
1 888	DURHAM (ELVET) Station	After last passenger train to 6-45 a.m., and from same time Saturdays to 6-45 a.m. Mondays				
	Belmont Junction to Durham Goods.					
	LEAMSIDE Belmont Junction ..	See <i>Ferryhill and Newcastle.</i>	<i>page 88</i>			
1 308	DURHAM GOODS. <i>Kepler East</i> .. ..	.. .. .	.. .. .	..	..	Ground rames locked by staff.
0 253	<i>Kepler West</i> .. ..	.. .. .	.. .. .	..	..

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Durham to Waterhouses.					
	Dearness Valley Junct. T.S.	See <i>Sunderland to Bishop Auckland</i> , page 122				
0 405	Dearness West T.S.	5-0 p.m. to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays.	Dearness West to Dearness Valley Junction (R.I.)	..	332	These boxes are under Brandon Colliery Station.
1 841	USHAW MOOR. <i>Ushaw Moor Goods</i> ..	.. .. .	.. .. .	..	..
0 420	New Brancepeth Colliery T.	After traffic ceases about 9-20 p.m. (Weds. 10-15), until 7-30 a.m. About 11-15 p.m. Saturdays to 7-30 a.m. Mondays.				
0 1419	Ushaw Moor Junct. T.	After traffic ceases about 9-15 p.m. (Weds., 10-15 p.m.) until 7-30 a.m. 11-15 p.m. Saturdays to 7-30 a.m. Mondays.	East of box (R.S.) West of box (R.S.)	..	212 255	Entered by facing points in down direction. Entered by facing points in Up direction.
1 4	WATERHOUSES. Flass Junction. T.	After traffic ceases about 9-15 p.m. (Weds., 10-10 p.m.) until 7-30 a.m. 11-15 p.m. Saturdays to 7-30 a.m. Mondays.	East of box (R.S.)	344	..	Entered from single line at Flass Jct. by facing points in down direction.
0 1291	Station .. ..	.. .. .	.. .. .	..	..	Not a block post.
0 240	Waterhouses Brickyard Crossing	.. .. .	.. .. .	..	..	Ground frame controlled by electric tablet.
0 978	Goods Crossing T.	After traffic ceases about 9-15 p.m. (Weds., 10-10 p.m.) until 7-30 a.m. 11-15 p.m. Saturdays to 7-30 a.m. Mondays.				
	Norton Junction (West) to Ferryhill.					
	NORTON-ON-TEES. East Junction T.S.	.. .. .	.. .. .	..	..	Switch for Leeds and Hartlepool line.
0 746	West Junction. T.	After traffic ceases Sundays to 4-0 a.m. Mondays.	Norton West to Norton East (R.I.)	..	472	
0 1576	CARLTON. East .. T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. .. .	..	..	Switch for Norton and Ferryhill line.
0 747	North	See <i>Thornaby to Wellfield</i> , page 129	.. .. .	..	..
0 1492	Station .. T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. .. .	..	..	Switch for Norton and Ferryhill line and Up and Down Mineral lines.
1 841	STILLINGTON. <i>Outlet from Down Siding</i> ..	.. .. .	.. .. .	..	..	Ground Frame connected with Down Main line electric Main line electrically controlled from Station box.
0 464	Station .. T.	After passing of last down goods Sunday mornings to midnight.				
0 1574	<i>Outlet from Down Independent</i> ..	.. .. .	.. .. .	..	..	Ground Frame connected with Down line. Outlet from Down R.I.
0 611	Junction .. T.S.	After mineral traffic ceases Saturdays to midnight Sundays.	.. .. . East of Junction (R.S.)	..	461	Switch for Norton and Ferryhill line.
1 206	<i>Elstob Lane</i> ..	See <i>Simpasture Branch</i> , page 128				
4 815	<i>Traveller's Rest</i> ..					

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
					Up	Dn.	
M. Yds.	Norton Junction (West) to Ferryhill.—Continued.						
	SEDGEFIELD.						
1 945	Morden Bridge .	S.	7-30 p.m. to 3-30 a.m. Same time Saturdays to 4-0 a.m. Mondays.				
1 130	Relief Sidings ..	T.S.	6-30 p.m. to 2-30 a.m. Same time Saturdays to 4-0 a.m. Mondays.	Relief Sidings Box to Station box (R.I.)	926	..	
0 1073	Station ..	T.S.	9-0 p.m. to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays.	Station Box to Relief Sidings Box (R.I.)	..	964	
0 1337	Bishop Middleham	S.	2-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 723	Chilton Junction	T.S.	About 7-0 p.m. to 3-0 a.m. After mineral traffic ceases on branch Saturdays about 4-0 p.m. to 3-0 a.m. Mondays.	.. .. .	..	..	Switch for Norton and Ferryhill line.
1 47	Gipsy Lane	..	See Chilton Branch, page below				
	FERRYHILL.						
0 1736	Mainsforth Colliery	S.	8-0 p.m. to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays.	North of box to No. 3 box (R.I.)	332	..	Single line used in both directions. Ferryhill Goods Branch is treated as being "Up" from Ferryhill No. 1 to Mainsforth Colliery.
0 557	No. 3 ..	..	See Normanton to Newcastle. page 86	No. 3 Box to Sidings Box (R.I.) No. 3 Box to Sidings Box (R.I.)	..	502	Reception line to North Goods and Mineral Yards. Standage for trains off Normanton and Newcastle line 668 yards.
0 574	Up Goods Yard	..	.. .. .	South of Ground Frame (R.I.)	563	..	Ground frame Outlet from Relief Sidings (see below). Outlet at Ground Frame above.
0 404	Sidings ..	..	From cessation of traffic Sundays to 4-0 a.m. Mondays.	South of box (R.I.)	435	..	
	Chilton Branch.						
	SEDGEFIELD.						
	Chilton Junction	..	See Norton Junction (West) to Ferryhill. page 128				
	LEASINGTHORNE.						
1 47	Gipsy Lane	..	2-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
1 62	Windlestone Colliery	..	.. .. .	.. .. .	..	..	Ground frame locked by tablet.
0 811	Chilton Crossing	..	2-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 644	Crossover Leasingthorne and Chilton Branch Lines.	..	.. .. .	.. .. .	..	..	Ground frame controlled by Chilton Crossing signal-box.
	Simpasture Branch.						
	STILLINGTON.						
1 206	Junction ..	T.S.	See Norton Junction (West) to Ferryhill. page 128				Ground Frame connected to Up line
	Elstob Lane ..	..	.. .. .		
3 109	Travellers' Rest	..	2-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
1 1705	Simpasture Junction ..	..	See Darlington to Consett. page 178				

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds	Ferryhill to Coxhoe.				
	FERRYHILL. Coxhoe Junction	S.	See <i>Normanton to Newcastle</i> . page 86		
1 344	CONHOE. Cornforth Lane Junct.		5-0 p.m. to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays.		
0 1385	Station		Only open when goods is shunting about 11-0 a.m. to 12-30 p.m.		
	Ferryhill to Bishop Auckland.				
	FERRYHILL. Coxhoe Junction	S.	See <i>Normanton to Newcastle</i> . page 86		
0 922	SPENNYMOOR. East Howle Crossing		10-0 p.m. to 7-0 a.m. About 11-15 p.m. Saturdays to 7-0 a.m. Mondays.		
1 288	Dean and Chapter Colliery	S.	10-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.		
0 857	Binchester Junction	S.	Closed temporarily.		
0 484	Merrington Lane		10-0 p.m. to 7-0 a.m. About 11-15 p.m. Saturdays to 7-0 a.m. Mondays.		
0 609	East	S.	From cessation of traffic to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.		
0 420	West	T.	10-0 p.m. to 7-0 a.m. About 11-20 p.m. Saturdays to 7-0 a.m. Mondays.		
1 1055	BYERS GREEN. Burnhouse Junction	T.	From cessation of traffic to 7-0 a.m., and after traffic ceases Saturdays to 7-0 a.m. Mondays.		
0 737	Station .. ..		.. .. .	.. ..	Not a Block post. Ground frame for Siding connections locked by tablet.
1 1256	COUNDON. Station	T.	During cessation of traffic.		
1 1064	BISHOP AUCKLAND. East	T.	See <i>Darlington to Consett</i> . page 178		
	Thornaby to Wellfield.				
0 1257	THORNABY. Bowesfield Junction .. Bowesfield West	S.	See <i>Saltburn to Darlington</i> . page 172 12-0 noon to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays.	.. ..
2 1459	CARLTON South	S.	Closed temporarily .. ..	.. ..	Switch for Newport and Shildon line.
0 1529	Carlton Station	T.S.	See <i>Norton Junction (West) to Ferryhill</i> . page 127	127	
0 927	North	T.S.	After Mineral traffic ceases (about 9-45 p.m.) to 5-45 a.m. Same time Saturdays to 5-45 a.m. Mondays.	.. ..	Switch for Stockton and Wellfield line.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	

M. Yds.

Thornaby to Wellfield.—Continued.

1	60	THORPE THEWLES. Station T.S.	5-10 p.m. to 6-0 a.m.; 10-0 a.m. to 2-30 p.m. 5-10 p.m. Saturdays to 6-0 a.m. Mondays.	..	..	..	..	Down trains can only detach at Thorpe Thewles during time box is open except by special arrangement with the Middlesbrough District Superintendent.
2	860	WYNYARD. Station T.S.	8-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	..	..	..	..	Ground frame connected with Down line mechanically controlled from Signal box.
0	316	Horse Dock Siding ..	.. .. .	..	..	..	..	Down trains can only detach during time box is open, except by special arrangement with Middlesbrough District Superintendent.
3	57	HURWORTH BURN. Station T.S.	10-45 a.m. to 6-45 a.m. Same time Saturdays to 6-45 a.m.	..	..	..	..	Switch for Thornaby and Wellfield line.
1	1523	WINGATE. South Junction S.	7-15 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.	..	..	..	..	See Ferryhill to Hartlepool. page 131
0	720	Station T.S.	See Ferryhill to Hartlepool.	..	..	..	..	See Sunderland to Castle Eden. page 125
1	714	WELLFIELD. Station Junction T.	See Sunderland to Castle Eden.	..	..	..	..

Ferryhill to Hartlepool.

0	711	FERRYHILL. No. 1 Box Thrislington Colliery ..	See Normanton to Newcastle, page 86	..	..	..	..	Ground frame Thrislington Colly. Branch, page 132. Key kept at No. 1 box
C	1499	Coxhoe Junction ..	See Normanton to Newcastle page 86	..	..	..	..
0	1048	WEST CORNFORTH. Station T.	After traffic ceases about 10-0 p.m. to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays. Sun- days attends to passen- ger trains.	..	..	..	..
0	994	COXHOE BRIDGE. Cornforth Quarry ..	.. .. .	..	..	..	..	Ground frame connected to Down line. Key kept at Coxhoe Bridge Station Box.
0	1445	Station T.S.	10-30 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.	Coxhoe Bridge to Kelhoe Bank Foot (R.I.)	735	..	..	Single line used in both directions.
0	937	Kelhoe Bank Foot T.S.	After cessation of traffic about 9-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	..	..	..	..
0	1220	Raisby Hill High Quarry S.	Signalman attends as required.	..	..	..	..

Distance from Signal Station Box or Siding next to or not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds.	Ferryhill to Hartlepool. Continued.				
0 1218	COXHOF BRIDGE.—Kelloe Bank Head T.S.	Continued. 4-0 p.m. if Freight traffic permits to 8-0 a.m. Saturdays after cessation of Freight traffic to 8-0 a.m. Mondays.	East of box (R.S.)	.. 565	
0 1528	TRIMDON. Trimdon Grange ..	After cessation of traffic to 5-30 a.m.; 10-0 p.m. Saturdays to 5-30 a.m. Mondays. Sundays attends to passenger trains.			
0 1120	Station T.S.	After traffic ceases to 8-45 a.m. Same time Saturdays to 8-45 a.m. Mondays.			
0 708	Deaf Hill Colliery S.	4-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
1 619	WINGATE. Station T.S.	10-0 p.m. Saturdays to 6-0 a.m. Mondays.	.. .. .	.. ..	Switch for Ferryhill and Hartlepool line.
0 720	South Junction ..	See Thornaby to Wellfield.	page 130		
0 487	Colliery .. S.	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.	.. .. .	.. ..	Switch for Ferryhill and Hartlepool line. The distance from Wingate Colliery box to Wingate Crossing gate box is 892 yards.
0 1223	CASTLE EDEN. Junction .. T.S.	After traffic ceases to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays. Sundays attends to Passenger trains.	Castle Eden Junction to Castle Eden Station (R.I.)	434 ..	Switch for Ferryhill and Hartlepool line.
0 743	Station .. S.	11-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.	East of Station (R.S.) East of Station (R.I.)	.. 537 485 ..	Outlet at ground frame.
0 650	Ground Frame ..	.. .. .	.. .. .	.. ..	Exit from Up Independent to Up Main. Controlled from Station box.
0 1318	HESLEDEN. Station S.	11-0 p.m. if mineral traffic has ceased to 4-30 a.m. and from same time Saturdays to 5-30 a.m. Monday.	Hesleden Station to Hesleden Bank Head (R.I.)	475 ..	
0 717	Hesleden Bank Head T.S.	8-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.	Hesleden Bank Head to Hesleden Station (R.I.)	.. 390	
0 1644	Taylor's Siding ..	.. .. .	.. .. .	.. ..	Entered by hand points. Connected with Down line.
1 110	HART. Ground Frame ..	.. .. .	.. .. .	.. ..	Exit from Down Independent to Down Main mechanically controlled from Station Box.
0 666	Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	West of box (R.S.)	.. 537	Entered by facing points at the station box. Outlet at ground frame above.
1 586	Cemetery North S.	After traffic ceases Saturdays to 5-0 a.m. Mondays except attendance to trains via Coast line on Sundays.	.. .. .	.. ..	Switch for Ferryhill and Hartlepool line.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Ferryhill to Hartlepool. Continued.					
0 1219	HARTLEPOOL.					
0 768	Cemetery West ..	See Leeds to Hartlepool, page 143				Ground frame.
0 597	Cemetery North Mineral Sidings.					
	Cemetery Junction S. South	See Leeds to Hartlepool. page 143				
Ferryhill to Thrislington Colliery.						
0 711	FERRYHILL.					
	No. 1 ..	See Normanston to Newcastle, page 86				Ground frame.
	Thrislington Colliery ..					Key kept at No. 1 box.
Leeds to Hull.						
0 405	LEEDS (NEW). (L. & East	N.W. & N.E. Joint).				
0 1273	MARSH LANE.					
	East T.S.	After traffic ceases into and out of Yard Sundays about 3-30 a.m. to 6-0 a.m. Mondays.	Marsh Lane East to Neville Hill No. 2 (R.I.)	..	1083	
			Marsh Lane East to Neville Hill No. 1 (R.I.)			
			Neville Hill to Waterloo Junction (R.I.)	..	4235	
0 1255	Neville Hill Junct. T.S.		Waterloo Junction to Killingbeck	..		
0 1008	Waterloo Junction S.	After Goods traffic ceases Sundays to 5-0 a.m. Mondays.	Neville Hill to Waterloo Junction	..	633	
			R.I. No. 2	..	688	
			Do. R.I. No. 3	..	757	
			Do. R.I. No. 4	..		
			Waterloo Junction to Neville Hill	788	..	
			Do. R.I. No. 2	750	..	
			Do. R.I. No. 3	775	..	
			Do. R.I. No. 4			
1 218	CROSS GATES.					
	Killingbeck .. S.	5-0 a.m. Sundays to 5-0 a.m. Mondays. Sundays attends passenger trains required to stop at Cross Gates.	Killingbeck to Waterloo			
			Waterloo to Neville Hill No. 1 (R.I.)	4196		
0 1286	West S.	Closed until further notice.	Neville Hill to Marsh Lane East			
0 893	East Junction T.S.	5-0 a.m. Sundays to 2-45 a.m. Mondays. Sundays attends to passenger trains requiring to stop at Cross Gates.				Switch for Leeds and Hull line.
0 816	North	See Wetherby to Cross Gates page 151				
0 880	Manston .. S.	10-30 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.	Goods Branch (R.S.)	..	1184	
1 443	GARFORTH.					
	Barnbow .. S.	Except when required to be open on weekdays for working the Exchange Sidings, about 9-30 a.m. and 3-30 p.m.				
9 1566	West T.S.	11-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.				

Distance from Signal Station Box or Siding next to abutment indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds.	Leeds to Hull.—Continued.				
0 627	GARFORTH—Continued. East T.S.	Sundays, 9-30 a.m. to 2-0 p.m., and from 4-0 p.m. to 6-0 p.m. as traffic permits.	.. .. . West of box (R.S.)	.. .. .. 374	Switch for Leeds and Hull line.
0 489 0 427	Inner Junction .. Black Pits .. S.	See Castleford to Garforth. Open as a block post on special occasions only.	page 137 East of box (R.S.)	341 ..	
0 473	Ground Frame ..	.. .. .	East of box (R.S.)	.. 857	Siding connected with Down line, mechanically controlled from Black Pits Box.
1 468	MICKLEFIELD. Peckfield Colliery S.	11-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.			
0 730	Junction .. T	During cessation of traffic on Sundays.	East of Box (R.S.)	315 ..	
1 1733	Huddleston Quarry	See Church Fenton to Micklefield. page 136			
0 1602	Newthorpe Quarry S.	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.			
2 307	SOUTH MILFORD. Station T.S.	10-0 p.m. to 6-0 a.m. Mondays to Fridays; 10-0 p.m. Fridays to 5-30 a.m. Saturdays; 10-0 p.m. Saturdays to 6-0 a.m. Mondays.			
1 660	GASCOIGNE WOOD. Junction .. T.	Sunday during cessation of traffic	.. .. .	.. ..	Distance Sherburn Junction to Gascoigne Wood Jct., 1 mile 202 yards.
0 393	Ground Frame ..	.. .. .	.. .. .	.. ..	For Mineral Sidings Connected with Up Sherburn Branch line and electrically controlled from Gascoigne Wood Jct. box.
0 1049	Hagg Lane	Sundays during cessation of traffic.	East of Box (Reception line) Gascoigne Wood to Hagg Lane (R.I.) Reception line No. 1 Reception line No. 2 Reception line No. 3 Hagg Lane to Gascoigne Wood (R.I.) (R.I.) Reception line No. 1 Reception line No. 2 Reception line No. 3 Reception line No. 4	.. .. .. .. .. .. 636 1116 541 706 660 660	{ For Leeds and Sherburn line. For Milford line.
			..	578	
			..	725	
			..	536	
			..	422	
			..	422	
			..	636	
			..	1116	
			..	541	
			..	706	
			..	660	
			..	660	
0 733	Ground Frame ..	.. .. .	.. .. .	.. ..	For Reception line. Connected with Down Main line, and electrically controlled from Hagg Lane box.
1 421	HAMBLETON. Station	Sundays during cessation of traffic.			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
					Up	Dn.	
M. Yds.	Leeds to Hull.—Continued.						
	SELBY.						
1 1317	Thorpe Gates ..	T.	Sundays during cessation of traffic.				
1 1476	Wistow Junction ..		Sundays during cessation of traffic.	Wistow Junction to South No. 1 (R.I.)	..	618	
				Wistow Junction to South No. 2 (R.I.)	..	543	
0 896	South	T.	.. .. .	South to Wistow Junction (R.I.)	..	598	
0 423	North .. ..		.. .. .		
0 85	Bridge (Ouse Swing Bridge)		.. .. .	.. .. .	..		Not a block post.
0 746	Barlby .. ..		.. .. .		
0 444	Barlby Junction	T.	.. .. .	Barlby Junction to Barlby No. 1 (R.I.)	527	..	
				Barlby Junction to Barlby No. 2 (R.I.)	473	..	
1 91	Osgodby		See York to Shaftesbury Junction, page 155				
0 689	Cliff	S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
2 108	Cliff Common	T.	See Selby to Driffield, page 161				
	HEMINGBROUGH.						
1 1343	Station	T.	Sundays during cessation of traffic	East of station (R.S.)	500	..	
				West of station (R.S.)	..	311	
	WRESSLE.						
2 1235	Station	T.	Sundays during cessation of traffic.				
	HOWDEN.						
2 1235	Station	T.	Sundays during cessation of traffic.	East of station (R.S.)	412	..	
				West of station (R.S.)	..	464	
	EASTRINGTON.						
1 47	Caville Bridge ..	S.	5-0 p.m. to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays, except when required to open earlier for Cattle trains on Monday.				
2 31	Station	T.	Sundays during cessation of traffic.				
	STADDLETHORPE.						
2 356	Junction	T.S.	After Doncaster branch traffic ceases on Sunday mornings to 4-0 a.m. Mondays.	.. .. .	..		Switch for Leeds and Hull line.
0 657	East	S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 783	Oxmardike Crossing ..		Closed temporarily.				
0 1420	Brickyard Siding ..		.. .. .	.. .. .	..		Ground frame connected with Up Slow line. Key kept at Broomfleet Signal box.
1 85	Broomfleet		During cessation of traffic on Sundays.				
	BROUGH.						
3 1045	Pump House Siding ..		.. .. .	.. .. .	..		Ground frame connected with Down Slow line and controlled by Brough West box.

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.		POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.		Stands of Independent or Siding in yards.		REMARKS.	
							Up | Dn.			
M. Yds.	Leeds to Hull.—Continued.									
0 53	BROUGH.—Continued. Saw Mill Siding ..		..	..	..	..	..	..	Ground frame connected with Up Slow line and controlled by Brough West box.
0 425	West	S.	11-0 p.m. to 7-0 a.m. 11-0 p.m. Saturdays to 7-0 a.m. Mondays.							
0 433	East	T.	During cessation of traffic Sundays.							
1 586	FERRIBY. Melton Siding ..		..	..	..	..	..	..	Ground frame connected to Up Slow line and electrically controlled from Melton Lane Box.
0 805	Melton Lane ..	S.	Open as a block post 9-0 a.m. to 5-0 p.m. weekdays. Gate box remainder of day and on Sundays.							
1 2	Station	T.S.	11-0 p.m. to 7-0 a.m. (Saturdays opens at 6-0 a.m.). After passing of 8-55 p.m. O.P. ex Church Fenton and 8-57 O.P. ex Doncaster Saturdays to 7-0 a.m. Mondays.							
2 46	HESSLE. Quarry ..		..	S.	3-20 p.m. to 7-20 a.m. Mondays to Thursdays; 3-20 p.m. Fridays to 6-10 a.m. Saturdays; 2-10 p.m. Saturdays to 7-20 a.m. Mondays.		..	..	Controls Down Main, Down Slow and Up Main lines only.
0 1210	Station	T.	During cessation of traffic.							
0 873	Haven Junction ..	S.	12-0 midnight Saturdays to 1-0 a.m. Mondays.							
1 43	Junction	T.S.	During cessation of traffic to and from Goods Yard Sundays until resumption of traffic Mondays.				Hessle Junction to Haven Junction (E.I.)	1845	..	Switch for Leeds and Hull line.
0 954	St. Andrew's Dock West Junction		See Hull Yards, page 136.							
1 616	HULL. Hessle Road Junct.		T.	During cessation of traffic, Sundays.						
1 1189	Cottingham Junct.		See Dairycoates East to Cottingham Junction, page 136							
0 1741	Anlaby Road Junction.		During cessation of traffic, Sundays.							
0 464	Victoria Crossing ..		See Hull to Seamer, page 157							
0 638	West Parade Jct.	S	After traffic ceases on Hornsea and Withernsea Branches to 5-30 a.m. Sundays, attends to Hornsea and Withernsea trains.				Switch for Leeds and Hull, and Hull and Seamer lines
0 481	Park Street .. ..	..	..	..	..	..
0 246	Paragon Station Yard.									
Hull Yards.										
	MINERAL YD									
1 1613	{	Hessle Haven .. Junction S.	..	..	..	..	..	..	Distance, Dairycoates West to Hessle Road Jct., via No. 7 Section, 72 yards.
0 850		Dairycoates West	About midnight Saturdays to midnight Sundays. (See page 136).							
		Dairycoates East								

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards. Up | Dn.	REMARKS.
M. Yds.	Hull Yards.—Continued.				
0 954	Hessle Junction St. Andrew's Dock West Junction S.	See Leeds and Hull. page 135 6-0 a.m. Sundays to 12-0 midnight.			
0 615	Dairycoates West	(See page 135).			
0 898	St. Andrew's Dock Junction S.	8-0 a.m. to midnight Sundays.			
0 552	Dairycoates East	After cessation of traffic Sundays to midnight.	.. ..	.. ..	Distance Hessle Road Junction to Dairycoates East, 882 yards.
0 671	Albert Dock West S.	About midnight Saturdays to midnight Sundays.	.. ..	.. ..	Distance Albert Dock West of Liverpool Street, 508 yards.
0 150	Billingsgate	See Hull. Riverside Quay	Branch, below		
0 178	Albert Dock East S.	About midnight Saturdays to midnight Sundays.			
0 438	Foreshore. S.	About midnight Saturdays to midnight Sundays.			
0 599	Neptune Street ..	About 6-0 a.m. Sundays to 6-0 a.m. Mondays.			
0 568	Manor House Jct.	About 6-0 a.m. Mondays.			
	Hull Riverside Quay Branch.				
0 150	Albert Dock West S. Billingsgate ..	See Hull Yards above Open for passing of boat trains as required.			
0 1080	Riverside Quay Station	Open for passing of boat trains as required.			
	Dairycoates East to Cottingham Junction.				
0 850	Dairycoates East ..	See Hull Yards above.			
0 882	Dairycoates West ..				
0 1741	Hessle Road Junct. T.	See Leeds to Hull. page 135			
1 1189	Anlaby Road Junct. Cottingham Junct. T.S.	See Leeds to Hull. page 135 See Hull to Seamer. page 137			
	Milford Junction to Gascoigne Wood Junction.				
0 485	Milford Junction .. Milford Junct. East S.	See Normanton to Newcastle. page 82 6-0 a.m. Sundays to 6-0 a.m. Mondays.	.. ..	.. ..	Switch for Passenger line.
0 1292	Gascoigne Wood Junct.	See Leeds to Hull. page 133			
	Church Fenton to Micklefield.				
	CHURCH FENTON. South S.	See Normanton to Newcastle. page 82			
2 1480	MICKLEFIELD. Huddleston Quarry S.	Open as block post on special occasions only.	.. ..	.. ..	Points and signals worked by guards of goods trains which require to call for traffic purposes. Siding connected to Down Line. Key kept at Micklefield Station Office.
1 1679	Junction .. T.	See Leeds to Hull. page 133			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
Castleford to Garforth.					
	CASTLEFORD. Cutsyke Jct. (T. & Y.) S. Glasshoughton Colly. S.	Open 8-50 a.m. to 10-50 a.m. as required. Closed 12-0 noon to 1-0 p.m., and 5-50 p.m. to 8-50 a.m. Same time Saturdays to 8-50 a.m. Mondays.			
0 551					
0 433	Ridgefield Siding				Worked by ground frame electrically controlled from Castleford Station box.
0 439	Station T.	} See Normanton to Neward stle. page 81			
0 866	Old Station .. S.				
0 467	Inner Junction	After branch traffic ceases to 6-30 a.m. After branch traffic ceases on Saturdays to 6-30 a.m. Mondays.	South of box (R.S.)	449	
1 747	LEDSTON. Station T.	After traffic ceases about 10-30 p.m. to 6-30 a.m., and about midnight Saturdays to 6-30 a.m. Mondays.			
1 133	KIPPAX. Bowers Allerton Colliery Junction T.	After traffic ceases about 10-30 p.m. to 6-30 a.m., and about midnight Saturdays to 6-30 a.m. Mondays.	West of box (R.S.) East of box (R.S.)	295 220	} Available for Up or Down trains. Entered by facing points in either direction. Locked by key attached to staff. Points facing to Down trains.
0 924	Ground Frame				
0 262	Station T.	After traffic ceases about 10-30 p.m. to 6-30 a.m., and about midnight Saturdays to 6-30 a.m. Mondays.			
2 885	GARFORTH. Inner Junction	After traffic ceases about 10-30 p.m. to 6-30 a.m., and about midnight Saturdays to 6-30 a.m. Mondays.			
0 489	East T.S.	See Leeds to Hull, page 133			
Ripley Junction to Pateley Bridge.					
	NIDD BRIDGE. Ripley Junction	See Leeds to Hartlepool. page 140			
1 132	RIPLEY VALLEY. Station T.	During cessation of traffic. Sundays attends for Milk trains.			
1 742	HAMPSTHWAITE. Station				Not a block post.
1 303	BIRSTWITH. Station T.	During cessation of traffic. Sundays attends for Milk trains.			
2 1209	DARLEY. Station T.	During cessation of traffic. Sundays attends for Milk trains.			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
					Up	Dn.	
M. Yds.	Ripley Junction to Pateley Bridge—Continued.						
1 980	DACRE. Platform Ground Frame	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Controlled from Dacre Station Box Facing to Down trains.
0 236	Station	T.	During cessation of traffic. Sundays attends for Milk trains.	.. .. .	.. .. .	.. .. .
0 1522	Inglby's Siding	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Ground frame locked by tablet. Facing to Down trains.
1 474	Glasshouse Siding	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Ground frame locked by tablet. Facing to Up trains.
1 154	PATELEY BRIDGE. Station	T.	During cessation of traffic. Sundays attends for Milk trains.	.. .. .	.. .. .	.. .. .
Wortley Junction to Holbeck (G.N.R.)							
0 323	Wortley Junction Geldard Junction	.. .. T.S.	See Leeds to Hartlepool, below 6-0 a.m. Sundays to 4-30 a.m. Mondays.	.. .. .	.. .. .	.. .. .	Switch for Wortley Junction and Holbeck line.
0 400	Holbeck "B."	.. ..	G.N. box.	.. .. .	.. .. .	.. .. .
Leeds to Hartlepool.							
	LEEDS (New Station). Station West Canal	} See Leeds to Hull, page 132					
0 261	West .. ..	.. ..	.. ..	.. .. .	.. .. .	.. .. .
0 160	Canal .. ..	.. ..	.. ..	.. .. .	.. .. .	.. .. .
0 878	Viaduct (L. & N.W.)	.. ..	box).	.. .. .	.. .. .	.. .. .
0 117	Leeds Junction (Mid.)	.. ..	.. ..	.. .. .	.. .. .	.. .. .
0 429	HOLBECK. Whitehall Jct. (Mid.)	.. ..	.. ..	.. .. .	.. .. .	.. .. .
0 599	Wortley Jct. (Mid.) Armley Bridge (Mid.)	.. .. .. ..	.. ..	.. .. .	.. .. .	.. .. .
0 86	Wortley Junction (N.E.)	.. ..	After passenger traffic ceases about 9-45 p.m. Sundays to 3-50 a.m. Mondays.	.. .. .	.. .. .	.. .. .	Switch for Leeds and Hartlepool line.
0 535	Armley Junction	S.	After Goods traffic ceases. Sundays until 6-0 a.m. Mondays.	.. .. .	.. .. .	.. .. .
0 481	Castleton Bridge	S.	After Goods traffic ceases. Sundays to 6-0 a.m. Mondays.	Castleton Bridge to Armley Junction (R.I.) Armley Junction to Wortley Junction Reception line.	424 .. 364 ..	.. ..
0 874	HEADINGLEY. Cardigan Road	S.	5-0 p.m. to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays.	.. .. .	.. .. .	.. .. .
1 186	Station	T.S.	Sundays after goods traffic ceases to 4-0 a.m. Mondays. Sundays attends to passenger trains.	South of station (R.S.)	.. ..	257	
1 337	HORSFORTH. Hawksworth Quarries	.. .. S.	4-30 p.m. to 8-30 a.m. Same time Saturdays to 8-30 a.m. Mondays.	.. .. .	.. .. .	.. .. .
0 886	Woodside	.. ..	.. ..	.. .. .	.. .. .	.. .. .	Ground frame connected with Up line. Key kept at Horsforth Station Office.
1 9	Station	T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. .. .	.. .. .	.. .. .
0 756	Moseley	T.	After goods traffic ceases. Sundays to 4-0 a.m. Mondays. Sundays attends to passenger trains.	North of Horsforth Station (R.S.)	183	305	

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
					Up | Dn.	
M. Yds.	Leeds to Hartlepool.—Continued.					
2 1623	ARTHINGTON. South Junction	T.	After goods traffic ceases Sundays to 4-0 a.m. Mon- days. Sundays attends to passenger trains.			
0 461	West Junction	..	See <i>Arthington to Ilkley</i> , page 152			
0 493	North Junction	T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. ..	..	Distance West Jct. to North Junction Box 505 yards. Switch for Leeds and Hartlepool line.
0 644	Long Siding	.. T.S.	Midnight Saturdays to 6-0 a.m. Mondays.	Between the Viaducts and Arthington Long Siding (R.S.)	431 ..	
1 1708	WEETON. Station	.. T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
1 606	Rigton	.. ..	After goods traffic ceases Sundays to 4-0 a.m. Mon- days. On Sundays at- tends to passenger trains.			
1 1427	PANNAL. Station	.. T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	South of station (R.S.)	.. 424	Known as Hud- son's Malt Kiln Siding.
0 1039	Junction	.. T.S.	After goods traffic ceases Sundays to 6-0 a.m. Mondays.	.. ..	..	Switch for Leeds and Hartlepool line.
0 1235	HARROGATE. Spofforth Crimple Junct.	.. T.S.	See <i>Church Fenton to Harrogate</i> , page 151 After traffic ceases on Werberby Branch to 6-30 a.m., and from same time Saturdays to 6-30 a.m. Mondays. Sundays attends as required.	.. ..	..	Switch for Leeds and Harrogate line.
1 756	Brunswick	.. S.	8-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.			
0 844	South	.. T.	After traffic ceases to 4-15 a.m. Same time Satur- days to 4-15 a.m. Mon- days. Sundays attends to passenger trains.			
435	North	.. ..	Do.	..		
0 1307	Dragon Junct.	T.S.	After traffic ceases about midnight to 4-50 a.m., and same time Satur- days to 4-50 a.m. Mon- days. Sundays attends to branch passenger trains.	.. ..	..	Switch for Harro- gate and Hartle- pool line.
0 1472	Starbeck North Bilton Junction		See page 140 See page 140			
1 800	Pannal Junction <i>Crimple Bleach Works</i>	T.S.	.. ..	.. ..	..	Ground frame con- nected with Up line. Key kept in Shunter's cabin, Stonefall, Up side.
0 859	STARBECK. <i>Stonefall Brick Yard</i>	..	.. ..	.. ..	..	Ground frame con- nected with Down line. Key kept in Shunter's cabin, Stonefall, Up side.
0 699	Stonefall	.. T.S.	After goods traffic ceases Sundays to 6-0 a.m. Mondays.	Stonefall Sidings to Starbeck South Jct. No. 1 Reception line Stonefall Siding to Starbeck South Jct. No. 2 Reception line	.. 620 .. 560	

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Leeds to Hartlepool.—Continued.					
0 836	South	After goods traffic ceases Sundays to 4-40 a.m. Mondays. Sundays 7-55 a.m. until return of Milk train L.E., also attends branch passenger trains.	South of station (R.S.)	469	..	Trains shunt back into this siding at Stonefall box.
0 361	North T.S.	After North Yard traffic ceases on Sundays to 4-50 a.m. Mondays. Sundays attends for branch passenger trains.	.. .. .	..	..	Switch for Leeds and Hartlepool line.
1 137	Dragon Junction ..	See page 139				
1 394	Bilton Junction T.	After goods traffic ceases Sundays to 4-35 a.m. Mondays. Sundays attends to passenger trains. and milk train engine to and from Starbeck and Harrogate.				
1 498	NIDD BRIDGE. Ripley Junction T.S.	During cessation of traffic on Pateley Bridge Branch. Sundays attends for Milk trains.	.. .. . In Pateley Branch (R.S.)	.. .. . 229	.. .. .	Switch for Leeds and Hartlepool line. Entered by trailing points from Up main line.
1 132	Ripley Valley Station T.	See Ripley Junction to Pateley Bridge, page 137				
0 737	Station T.	After goods traffic ceases Sundays to 4-35 a.m. Mondays. Sundays attends to passenger trains.	South of station (R.S.)	..	187	
3 300	WORMALD GREEN. Station T.	After goods traffic ceases Sundays to 4-35 a.m. Mondays. Sundays attends to passenger trains.	North of station (R.S.)	625	..	
1 302	Monkton Moor . S.	Open when required.				
1 1589	RIPON. Littlethorpe	After goods traffic ceases Sundays to 4-0 a.m. Mondays. Sundays attends to passenger trains.				
1 1554	Station T.S.	Midnight Saturdays to 4-45 a.m. Mondays. Sundays attends to evening passenger trains from about 5-25 p.m. to 7-45 p.m.	North of box (R.S.)	658	..	
2 1613	MELMERBY. Station T.	After goods traffic ceases Sundays to 6-0 a.m. Mondays. Sundays attends to passenger trains.	South of station (R.S.)	..	368	
2 1542	SINDERBY. Station S.	Except when required. 11-15 a.m. to 3-45 p.m. weekdays.				
1 251	Pickhill T.	After goods traffic ceases Sundays to 6-0 a.m. Mondays.				
0 424	Ground Frame ..	.. .. .	.. .. .	..	..	Connected with Up line, controlled from Pickhill Box.
3 882	NEWBY WISKE. Station T.	After goods traffic ceases Sundays to 6-0 a.m. Mondays.				

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Down	
M. Yds.	Leeds to Hartlepool.—Continued.					
1 1518	NORTHALLERTON Cordio Junction T.S.	6-30 p.m. to 10-30 p.m. weekdays. 4-0 a.m. Sundays to 6-45 a.m. Mondays.	.. .. .	..	..	Switch for York and Darlington.
0 1611	South Junction..	See Normanton to Newcastle page 85				
1 125	Boroughbridge Road..	2-0 a.m. Sundays to 10-50 a.m., and 11-20 a.m. to 3-50 p.m., and 4-20 p.m. to 4-30 a.m. Mondays.	.. .. .	..	..	Switch for York and Darlington line.
0 1280	Low Junction.. T.S.	2-0 a.m. Sundays to 10-50 a.m., and 11-30 a.m. to 3-50 p.m., and 4-20 p.m. to 4-30 a.m. Mondays.	.. .. .	..	..	Switch for York and Darlington line.
0 530	Low Gates .. T.	After traffic ceases Sundays to 4-30 a.m. Mondays.	East of box (R.S.) South of box (R.S.)	721 ..	.. 337	
1 700	BROMPTON Station T.	After Good traffic ceases Sundays to 5-0 a.m. Mondays.	.. .. .	..	..
1 1263	WELBURY Long Lane .. T.S.	After Goods traffic ceases Sundays to 5-0 a.m. Mondays.	.. .. .	..	..
1 1087	Outlet Up Independent.	.. .. .	.. .. .	..	..	Ground frame connected to Up Line. Controlled from Welbury Station Box.
0 405	Station T.	After goods traffic ceases Sundays to 5-0 a.m. Mondays.	Welbury Station box to Shunters' box (R.S.)	272	..	Entered by facing points. Outlet worked by ground frame controlled from box
1 1560	Rounton Gate S.	After goods traffic ceases Sundays to 4-30 a.m. Mondays.	.. .. .	..	..
1 1474	PICTON Relief Siding .. ..	.. .. .	.. .. .	..	..	Ground Frame connected to Up Main Line. Controlled from Picton Signal box. Also entered by trailing points on Down Branch Line.
0 703	Station T.	After goods traffic ceases Sundays to 4-30 a.m. Mondays.	South of Junction (R.S.)	354	..	
1 1399	YARM. Kirkleavington S.	4-0 a.m. Sundays to 5-0 a.m. Mondays.	.. .. .	..	..
1 1193	Station T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. .. .	..	..
1 0	EAGLESCLIFFE South	On Sundays during cessation of traffic.	Eaglescliffe South to North (R.I.) South to North (R.I.) No. 2.	.. ..	602 277	Goods line.
0 510	North	On Sundays during cessation of traffic.	North to South (R.I.) North to South No. 2 (R.I.) North to South No. 3 (R.I.)	364 600 400	.. .. ..	Goods line.
0 849	Pennypot .. S.	See Salthurn to Darlington, page 172	.. .. .	..	..

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
					Up	Dn.	
M. Yds.	Leeds to Hartlepool.—Continued.						
1 1713	STOCKTON. Hartburn Junction T.S.		After passing of last Down goods Sundays to 4-0 a.m. Mondays.	.. .. . Hartburn Junction to North Shore Junct. (R.I.)	.. .. .	2405	Switch for Leeds and Hartlepool line.
0 598	Crossover Up Independent to Down Freight		.. .. .	.. .. .	.. .. .		Ground Frame controlled from Hartburn Junct. box. Key kept at Shunters' Cabin.
0 1363	Bishopton Lane ..		During cessation of traffic Sundays, and from 9-30 p.m. Sundays to 4-0 a.m. Mondays.	Bishopton Lane to Hartburn Junction (R.I.)	905	..	
0 506	Primrose Hill ..		During cessation of traffic Sundays, and from 9-30 p.m. Sundays to 4-0 a.m. Mondays.	Bishopton Lane to Stockton Bank (R.I.)	..	3637	
0 703	North Shore Junction T.S.		After traffic ceases Sundays to 4-0 a.m. Mondays.	.. .. . North Shore Junction to Hartburn Junct. (R.I.)	.. .. .	2365	Switch for Leeds and Hartlepool line.
3 1698 0 815	Haverton Hill South Stockton Bank S.		See <i>Billingham Beck Branch</i> , page 144 About 2-30 a.m. Sundays to 5-0 a.m. Mondays.	.. .. .	.. .. .
0 1467	NORTON-ON-TEES. South Junction T.S.		After Ferryhill traffic ceases Sundays to 4-0 a.m. Mondays.	.. .. .	.. .. .		Switch for Leeds and Hartlepool line.
0 716 0 629	West Junction T. East Junction T.S.		See <i>Norton Junction (West)</i> to Ferryhill page 127 After Ferryhill traffic ceases Sundays to 4-0 a.m. Mondays.	.. .. .	.. .. .		Switch for Leeds and Hartlepool line.
0 955	Station	T.	During cessation of traffic and from 9-20 p.m. Sundays to 4-0 a.m. Monday.	Norton Station Box to Billingham Station Box (R.I.)	..	1447	
0 931	Gravel Siding ..		.. .. .	.. .. .	.. .. .		Ground Frame connected with Down Independent. Key kept at Norton Station box.
0 476	BILLINGHAM. Station Sidings		.. .. .	.. .. .	.. .. .		Ground Frame connected with Up and Down Independent. Electrically controlled from Billingham Station Box.
0 289	Station	T.	During cessation of traffic Sundays, and from 10-20 p.m. Sundays to 4-0 a.m. Mondays.	Billingham Station Box to Norton Station Box (R.I.)	1341	..	
2 405	GREATHAM. Cowpen Bewley Siding.		.. .. .	.. .. .	.. .. .		Connected with Down line. Electrically controlled from Cowpen Brick Yard signal box.
0 633	Cowpen Brick Yard T.S.		10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. .. .	.. .. .
0 1418	Cerebos Traffic Sidings.		.. .. .	.. .. .	.. .. .		Ground frame connected with Up line. Controlled from Greatham Station box.
0 363	Station	T.S.	During cessation of traffic Sundays, and from 9-35 p.m. Sundays to 4-0 a.m. Mondays.	South of Station (R.S.)	..	605	

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds.				Up 1 Gn.	
	Leeds to Hartlepool.—Continued.				
-1 583	SEATON CAREW. Seaton Snook Jet. S.	4-45 p.m. to 7-30 a.m. 3-30 p.m. Saturdays to 7-30 a.m. Mondays.			
0 948	Graythorpe Siding	See Seaton-on-Tees Branch	page 145		
0 1082	Station Sidings				Ground frame connected with Up line. Controlled from Seaton Carew Station box.
0 375	Station T.S.	6-0 a.m. Sundays to 4-0 a.m. Mondays.	Seaton Carew Station to Cliff House South Junction (R.I.) Cliff House South Jet. to Seaton Carew (R.I.)	797	Entered from Goods lines only.
0 603	WEST HARTLEPOOL. Cliff House South ..			902	Ground frame connected with Up Independent electrically controlled from Cliff House South box.
0 573	Cliff House South Junction S.	After cessation of traffic from Cliff House Yard on Sunday mornings to 3-30 a.m. Mondays.	Cliff House South Jet. to Newburn Junction (R.I.)	1453	Switch for Leeds and Hartlepool line. Down Independent is situate Up Side of Main Lines.
0 942	Steel Works ..	See Cliff House Branch.	page 144		
0 724	Cliff House Crossing S.	6-0 a.m. Sundays to 6-0 a.m. Mondays.			
0 676	Newburn Junction T.S.	After goods traffic has ceased Sundays to 4-0 a.m. Mondays.	Newburn Junction to Cliff House South Junction (R.I.) Newburn Junction to Stranton Junction (R.I.)	1432 .. 525	Switch for Leeds and Hartlepool line. Entered from Cliff House Branch.
0 523	Stranton Junction ..	During cessation of traffic Sundays, and about 11-0 p.m. Sundays to 3-30 a.m. Mondays.	Stranton Junction to Clarence Road Junction (R.I.)	833	
0 487	Church Street ..	During cessation of traffic Sundays, and about 11-0 p.m. Sundays to 4-0 a.m. Mondays.			
0 579	Clarence Road Junction	During cessation of traffic Sundays, and about 11-0 p.m. Sundays to 4-0 a.m. Mondays.	Clarence Road Junction to Stranton Junction (R.I.)	986	
1 74	HARTLEPOOL. Cemetery West S.	Midnight Saturdays to 5-0 a.m. Mondays. Attends to trains to and from the North on Sundays.			Switch for Leeds and Hartlepool line.
0 1215	Cemetery North ..	See Ferryhill to Hartlepool	page 131		
0 593	Cemetery Jet. South S.	Midnight Saturday to 5-0 a.m. Monday.			Switch for Leeds and Hartlepool line.
0 667	Ballast Crossing S.	11-0 p.m. to 5-0 a.m. 7-0 p.m. Saturday to 5-0 a.m. Monday.			
0 663	Station	10-30 a.m. Sundays to 4-0 p.m., and 10-30 p.m. Sundays to 4-0 a.m. Mondays.			
0 462	Ground Frame				Connected with Main platform line Controlled from signal box.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds.				Up | Dn.	
	North Shore Branch.				
	STOCKTON.				
0 429	North Shore Junction ..	See Leeds to Hartlepool. page 142			
	Loco. Junction ..	After traffic ceases Sundays to 4-30 a.m. Mondays.			
0 621	Portrack Lane. ..	During cessation of traffic.			
	West Hartlepool Goods and Dock Lines.				
	WEST HARTLEPOOL.				
0 1128	Newburn Junction ..	See Leeds to Hartlepool. page 142			
0 559	Church Street ..				
0 495	Clarence Road. ..				
	Greenland Crossing ..	6-0 a.m. Sunday to 6-0 a.m. Monday.			
0 590	Atkinson's Siding ..	.. .. .			Ground frame. Key kept at Greenland Foreman Shunters Cabin.
0 580	Central Marine ..	6-0 a.m. Sunday to 6-0 a.m. Monday.			
0 705	Harbour Street Crossing	6-0 a.m. Sunday to 6-0 a.m. Monday.			
	HARTLEPOOL.				
0 641	Station ..	See Leeds to Hartlepool, page 143			
	Middleton Branch (Hartlepool).				
	HARTLEPOOL.				
0 135	Harbour Street Crossing	See West Hartlepool Goods and Dock Lines. above			Not a block post
0 411	No. 1 Swing Bridge ..	.. .. .		
	Princess Street Crossing	After cessation of traffic on Saturday to 6-0 a.m. Mondays.			
0 155	Queen Street Crossing ..	After cessation of traffic on Saturdays to 6-0 a.m. Mondays.			
	Cliff House Branch.				
	WEST HARTLEPOOL.				
0 226	Newburn Junction T.S.	See Leeds to Hartlepool. page 143			
	Mainsforth Crossing ..	After cessation of traffic, Sunday mornings, to 6-0 a.m. Mondays.			
0 406	Steel Works ..	After cessation of traffic, Sunday mornings, to 6-0 a.m. Mondays.			
0 942	Cliff House South Jct.	See Leeds to Hartlepool, page 143			
	Billingham Beck Branch.				
	STOCKTON.				
3 1698	North Shore Junction ..	See Leeds to Hartlepool. page 142			
	Haverton Hill South ..	10-30 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.			
0 1369	HAVERTON HILL.				
	Station ..	See Port Clarence to Billingham Junction, page 145			
	Port Clarence to Billingham Junction.				
	PORT CLARENCE.				
	Bell's Bank Foot ..	After traffic ceases Sundays to 12-0 midnight Sundays.			
0 75	Station Loop Cross-over Eats End	.. .. .			For Station Siding. Locked by Train Staff.
0 219	Station Loop Cross-over, West End	.. .. .		
0 572	Junction .. T.	From about midnight Saturdays to 5-30 a.m. Mondays. Sundays tends to passenger trains.			Ground Frame locked by Staff.
0 1030	Shipyard Sidings ..	.. .. .		
					Ground frame connected with Up Line. Key kept at Port Clarence Junction box.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards. Up | Dn.	REMARKS.
M. Yds.	Port Clarence to Billingham Junction.—Continued.				
120	HAVERTON HILL. Goods Yard .. ..	.. .. .	.. .. .	.. ..	Ground frame connected with Down line. Electrically controlled from Station box.
466	Station T.S.	From about midnight Saturdays to 5-0 a.m. Mondays. Sundays attends to passenger trains.			
1369	South	See Billingham Beck Branch. page 144			
1544	Bellasis Lane .. S.	6-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
456	BILLINGHAM. Smith's Siding ..	.. .. .	.. .. .	.. ..	Ground frame connected with Down line. Key kept at Billingham Station box.
1567	Station T.	See Leeds to Hartlepool. page 142			
Seaton-on-Tees Branch.					
919	SEATON CAREW. Seaton Snook Junction. Graythorpe Traffic Siding and Loop Line, West End ..	See Leeds and Hartlepool. page 143	.. .. .	.. ..	Ground frame connected to Single line. Points released by staff. Key of frame attached to staff.
514	Gray's Shipyard Siding Loop Line, East End ..	.. .. .	.. .. .	.. ..	Ground frame connected to Single line. Points released by staff. Key of frame attached to staff.
York to Scarborough.					
824	YORK. North Junction ..	} See Normanton to Newcastle. page 83			
1705	Waterworks ..				
	Burton Lane Junction.	About 9-0 p.m. to 4-45 a.m. weekdays. During cessation of traffic Sundays.			
918	Bootham Junction ..	During cessation of traffic.			
1375	Earswick	See York to Beverley. page 148			
1244	HAXBY. Haxby Road	During cessation of traffic.			
1553	Station T.	During cessation of traffic.	West of station (R.S.)	.. 411	
672	STRENSALL. Station T.	During cessation of traffic.	East of station (R.S.)	428 ..	
278	Ground Frame ..	.. .. .	West of station (R.S.)	.. 365	Ground frame connected with Down line and controlled from Station box.
892	FLAXTON. Station T.	During cessation of traffic.	East of station (R.S.)	115 ..	
317	BARTON HILL. Station T.	During cessation of traffic.			
1602	Howsham T.	Closed as a block post ..	.. .. .	.. ..	Level Crossing Gates attended to by Gateman.
1151	KIRKHAM ABBEY. Station T.	During cessation of traffic.	East of station (R.S.)	440 ..	

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS
M. Yds.	York to Scarborough.—Continued.			Up | Down	
0 1339	CASTLE HOWARD. Station T.S.	8-20 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.	West of station (R.S.)	.. 290	
0 732	Crambeck S.	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.			
0 961	HUTTONS AMBO. <i>High Silica Sand Siding</i>	.. .. .	.. .. .	.. ..	Ground frame connected with Down line. Key kept at Castle Howard Station box.
1 1063	Station T.S.	7-45 a.m. to 9-0 a.m., and 8-45 p.m. to 6-15 a.m. Same time Saturdays to 6-15 a.m. Mondays.			
2 841	MALTON. West T.S.	9-0 p.m. or after shunting is completed in the Yard to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays.	Malton West to Malton Station Reception line	.. 538	
0 553	Station T.	During cessation of traffic	Malton East to Malton Station and West (R.I.)	1050 ..	
0 473	East	During cessation of traffic.			
0 903	Scarborough Road Junction T.	<i>See Driffild to Pilmoor.</i>	page 163		
1 949	Houlbeckfield S.	After 5-15 p.m. ex York clears to 10-20 a.m. Same time Saturdays to 10-20 a.m. (October to June). 8-45 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays (July to September).			
1 1035	RILLINGTON. Espersykes S.	Temporarily closed.			
1 129	Junction T.	During cessation of traffic.			
3 210	Marishes Road	<i>See Rillington to Whitby.</i>	page 147		
1 1598	KNAPTON. Station T.	During cessation of traffic.			
1 1583	HESLERTON. Station T.	During cessation of traffic.			
0 1042	East Heslerton S.	Temporarily closed.			
1 1492	WEAVERTHORPE. Station T.	During cessation of traffic.			
1 1034	GANTON. Station T.	During cessation of traffic.			
3 18	SEAMER. Spittal Crossing	During cessation of traffic.	West of Station No. 1 (R.S.)	478 ..	
1 604	Junction	During cessation of traffic.			
0 747	Station T.	During cessation of traffic.	West of Station No. 2 (R.S.)	478 ..	
1 9.	Weaponness S.	Closed temporarily.			
0 1708	SCARBOROUGH. Gasworks S.	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays (October to June). After 8-15 p.m. ex Scarborough clears to 7-45 a.m. Same time Saturdays to 7-45 a.m. Mondays (July to September).	Gasworks to Washbeck Reception Line No. 1. Gasworks to Washbeck Reception Line No. 2	.. 472 .. 229	
0 473	Washbeck	During cessation of traffic.			
0 574	Falsgrave	During cessation of traffic.			
0 691	Gallows Close	<i>See Scarborough to Whitby.</i>	page 146		
0 315	Station T.	During cessation of traffic weekdays. Attends for trains Sunday evenings during normal summer service.			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Un | Dn.	
	Seamer to Pickering.				
	SEAMER. Junction	See York to Scarborough.	page 146		
2 96	FORGE VALLEY. Irtou Waterworks .. ..	.. .. .	.. .. .	.. ..	Single line. Key kept at Forge Valley Station during day, and at Seamer Junction at night.
1 382	Station	T.	During cessation of traffic.		
1 666	WYKEHAM. Station	S.	During cessation of ordinary stopping trains when traffic admits.	.. ..	Fixed signals to be attended to as may be necessary.
1 1362	SAWDON. Station	T.	During cessation of traffic.		
1 1312	SNAINTON. Station	T.	During cessation of traffic.		
2 856	EBBERSTON. Station	T.	During cessation of traffic.		
1503	THORNTON DALE. Station	T.	During cessation of traffic.		
2 439	PICKERING. Eastgate .. ..	.. ..	During cessation of traffic.		
0 630	Mill Lane Junction	T.	See Rillington to Whitby. below.		
	Rillington to Whitby.				
	RILLINGTON. Junction	See York to Scarborough.	page 146		
3 210	MARISHES ROAD. Station	T.	During cessation of traffic.		
1 1222	PICKERING Black Bull Siding .. ..	.. .. .	.. .. .	.. ..	Ground Frame connected with Up line mechanically controlled from Black Bull Crossing Box.
0 313	Black Bull Crossing .. ..	.. ..	During cessation of traffic.		
1 367	Mill Lane Junction	T.	During cessation of traffic.		
0 603	Bridge Street .. ..	.. ..	During cessation of traffic.		
0 417	High Mill .. ..	.. ..	During cessation of traffic.		
0 1198	New Bridge Quarry .. ..	.. ..	During cessation of traffic.		
3 482	LEVISHAM. Farworth Siding	S.	Closed temporarily	.. ..	Siding temporarily discontinued.
1 1452	Station	T.	During cessation of traffic.	North of station (R.S.)	182
0 1658	Raindale Siding .. ..	.. .. .	.. .. .	.. ..	Ground Frame connected with Down line. Key kept at Levisham box.
1 1310	Newton Dale	T.S.	Closed until further notice as a block post.	.. ..	Worked as a ground frame. Siding points connected with Down Main line. Key kept at Levisham Station box.

Distance from Signal Station Box or Siding next above not indented M. Yds.	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
					Up | Dn.	
	Rillington to Whitby.—Continued.					
3 1381	GOATHLAND. Summit .. T.S.	7-30 p.m. to 11-30 a.m. Same time Saturdays to 11-30 a.m. Mondays.	South of box (R.S.)	..	263	
2 96	Station .. T.S.	During cessation of traffic.				
3 192	GROSMONT. Deviation .. S.	5-0 p.m. to 9-0 a.m. Same time Saturday to 9-0 a.m. Monday.	..	..	..
0 536	Station .. T.	During cessation of traffic.				
0 1279	Eakdale Mines .. S.	Closed until further notice.				
0 647	Dorsley Bank .. ..	.. .. .	..	..	..	Ground Frame connected with Down line. Key kept at Grosmont box.
0 536	Newbiggin .. ..	.. .. .	..	..	..	Ground Frame connected with Down line. Key kept at Grosmont Box.
0 454	Guntry Siding .. ..	.. .. .	..	..	..	Ground Frame connected with Up line. Key kept at Sleights box.
0 932	Woodland's Siding ..	.. .. .	..	..	..	Ground Frame connected with Down line. Key kept at Grosmont box.
1 244	SLEIGHTS. Station .. T.	During cessation of traffic.				
1 583	RUSWARP. Cattle Dock Siding ..	.. .. .	..	..	..	Ground frame connected with Up line and mechanically controlled from Ruswarp Station box
0 368	Station .. T.	During cessation of traffic.				
0 922	WHITBY. Foundry Siding S.	Closed as a block post.				Worked as a ground frame. Connected with Up Main line. Key kept at Bog Hall Junction box
0 1086	Bog Hall Junction ..	During cessation of traffic.				
0 283	Station .. T.	During cessation of traffic.				
	York to Beverley.					
	YORK. Bootham Junction ..	See York to Scarborough	page 145			
0 1375	EARSWICK. Station .. T.	During cessation of traffic.				
3 1168	WARTHILL. Station .. T.	During cessation of traffic.				
1 1632	HOLTBY Station .. T.S.	6-0 p.m. to 9-0 a.m. 12-0 noon to 3-30 p.m. 6-0 p.m. Saturday to 9-0 a.m. Monday.				
1 359	STAMFORD BRIDGE. Station .. T.	During cessation of traffic.				
2 1127	FANGFOSS. Station .. T.	During cessation of traffic.				

Distance from Signal Station Box or Siding next above not indented M. Yds.	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
	York to Beverley.—Continued.				
4 95	POCKLINGTON. Station T.	During cessation of traffic.			
2 498	NUNBURNHOLME. Station T.	During cessation of traffic.			
1 1734	LONDESBOROUGH. Station T.	During cessation of traffic.			
	MARKET WEIGHTON.				
1 1636	West	During cessation of traffic.			
0 452	East S.	During cessation of traffic Driffield Branch and ordinary traffic on Beverley Branch.	-- .. ..	.. ..	Switch for York and Beverley line.
0 1418	Goodmanham ..	See Selby to Driffield. page 161			
3 493	KIPLING COTES. Station T.S.	6-0 p.m. to 7-50 a.m. Same time Saturdays to 7-50 a.m. Mondays.	.. .. .	.. ..	Open if required after 6-0 p.m. to detach vehicles ex York or Hull directions, specially advised from starting points.
4 406	CHERRY BURTON. Station T.S.	Open from 5-30 p.m. to 8-30 p.m., weekdays; also for dealing with Goods trains daily, and Cattle and Horse Box traffic when required.			
3 283	BEVERLEY. Junction T.	See Hull to Seamer. page 157			
	Knaresborough to Pilmoor.				
	KNARESBOROUGH. (Goods) Junction ..	See York to Starbeck. page 150			
3 387	COPGROVE. Station T.S.	During cessation of traffic.			
2 964	BOROUGHBRIDGE. Roeliffe Siding ..	.. .. .	.. .. .	.. ..	Ground Frame locked by staff. Points facing to Down trains. Key kept at Boroughbridge Station Office.
1 150	Station S.	During cessation of traffic.			
1 1547	Humberton Siding ..	.. .. .	.. .. .	.. ..	Ground Frame locked by Annett's key kept at Gate Crossing Cabin. Points facing to Down trains
1 1293	BRAFFERTON. Station S.	During cessation of traffic.			
2 569	PILMOOR. Station Junction T.	See Normanton to Newcastle. page 84			

Distance from Signal Station Box or Siding next above not indented M. Yds.	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Down	
York to Starbeck.						
	YORK. Poppleton Junction T.	See Normanton to Newcastle page 83				
1 549	POPPIETON. Station	During cessation of traffic.				
2 381	HESSAY. Station	S. Closed temporarily as a block post.	.. .. .	.. .. .	.. .. .	Fixed signals worked in connection with the level crossing. (O. 6413).
0 202	Ground Frame .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Connected to Down line and controlled from Hessay Station.
0 1440	MARSTON MOOR. Station	T. During cessation of traffic.	West of station (R.S.)	363	..	
1 852	Wilstrop Siding .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Ground Frame connected with Down line. Key kept at Gatehouse.
1 855	HAMMERTON. Station	T. During cessation of traffic.				
1 857	CATTALL. Station .. .. .	.. .. . During cessation of traffic.				
1 1687	ALLERTON. Station	T. During cessation of traffic.				
1 1043	GOLDSBOROUGH. Station .. .. .	.. .. . During cessation of traffic.				
2 906	KNARESBOROUGH. (Goods) Junction	During cessation of traffic. Sundays attends to passenger trains.	East of Station in Branch end (R.S.)	255	..	
0 625	Station	T.S. During cessation of traffic. Sundays attends to passenger trains.				
1 1087	STARBECK. South	See Leeds to Hartlepool. page 140				
Church Fenton to Harrogate.						
	CHURCH FENTON. Ground Frame .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Connection with Passenger Dock controlled from North Box.
0 387	North	See Normanton to Newcastle page 82				
0 469	West	S. After traffic ceases to 6-15 a.m. Same time Saturdays to 6-15 a.m. Mondays.				
3 418	TADCASTER. Station	T. During cessation of traffic.				
0 1277	South .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Ground frame connected to Up line and controlled from Station box. Key kept in Goods Foreman's Office.
0 561	Station	T. During cessation of traffic.				

Block Telegraph Signal Stations, etc.—Continued.

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Distance from Block Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Down	
M. Yds.	Church Fenton to Harrogate.—Continued.				
1 1685	NEWTON KYME. Station T.S.	During cessation of traffic.			
1 707 0 324	THORP ARCH. Station Ground Frame	During cessation of traffic.			Connected to Down line and controlled from Thorparch Station Box.
2 405 0 360	WETHERBY. Ground Frame East T.S.	9-30 p.m. to 9-30 a.m., provided traffic has ceased between East and West boxes. Same time Saturdays to 9-30 a.m. Mondays.	South East of box (R.S.)	63 ..	Switch for Cross Gates Branch.
0 991 0 924	South West T.S.	See Wetherby to Cross Gates below. 7-40 p.m. to 8-20 a.m., provided traffic has ceased between East and West boxes. Same time Saturdays to 8-20 a.m. Mondays.			Switch to Cross Gates branch.
2 457 0 155	SPOFFORTH. Station T. Ground Frame	During cessation of traffic.			Controlled from Spofforth Box and works North Level Crossing Gates only.
2 1731	HARROGATE. Crimple Junction T.S.	See Leeds to Hartlepool.	page 136		
Wetherby to Cross Gates.					
0 991	WETHERBY. East T.S. West T.S. South T.	See Church Fenton to Harrogate, above. During cessation of traffic			West to South 849 yards.
1 1287	COLLINGHAM BRIDGE. Station T.S.	10-45 p.m. to 6-15 a.m. Same time Saturdays to 6-45 a.m. Mondays.	Behind Down platform (R.S.)	223 ..	Entered by trailing points from down line north of station; also by trailing points from up line south of station.
2 279	BARDSEY. Station T.S.	10-45 p.m. (Wednesdays, 11-30 p.m.) to 7-30 a.m., and 11-30 p.m. Saturdays to 7-30 a.m. Mondays.			
2 93	THORNER Station T.S.	During cessation of traffic.			
2 222	SCHOLES. Station T.S.	10-30 p.m. to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.			
1 1050 0 816	CROSS GATES. North S East Junction	Closed until further notice. See Leeds to Hull, page 132			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
					Up	Dn.	
M. Yds.	Arthington to Ilkley.						
0 461	ARTHINGTON South Junction West Junction	T. S.	See Leeds to Hartlepool, 10-0 p.m. to 6-0 a.m., 11-20 p.m. Saturdays to 6-0 a.m. Mondays. Sundays as required.	page 139 .. ..	..	..	Switch for Arthington and Ilkley line Distance North Jct to West Junction 505 yards.
0 937	POOL. Station	T.S.	After cessation of traffic to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
2 1377	OTLEY (Joint). Station	T.	9-30 p.m. to 4-15 a.m. Same time Saturdays to 4-15 a.m. Mondays. Sundays attends passenger trains.				
0 559	Goods Yard ..	S.	5-0 p.m. to 7-0 a.m., and from same time Saturdays to 7-0 a.m. Mondays.				
1 649	Milnerwood Junction. (Mid.)		10-0 p.m. to 4-0 a.m. 11-25 p.m. Saturdays to 4-0 a.m. Mondays. Sundays attends booked trains.				
0 1416	Menston (Mid.) ..						
0 1656	BURLEY (Joint). Junction ..	T.	11-0 p.m. to 4-0 a.m. Same time Saturdays to 4-0 a.m. Mondays. Sundays attends passenger trains.				
2 784	BEN RHYDDING (Joint). Station	T.	11-20 p.m. to 6-0 a.m., and 11-35 p.m. Saturdays to 6-0 a.m. Mondays.				
0 1359	ILKLEY (Joint). Junction		Midnight to 4-0 a.m. Same time Saturdays to 4-0 a.m. Mondays. Sundays attends booked trains.				
	Melmerby to Thirsk.						
1 1117	MELMERBY. Station	T.	See Leeds to Hartlepool, page 140	West of Box (R.S.)	..	244	
	BALDERSBY. Station	T.	After traffic ceases daily to 4-0 a.m., and after traffic ceases Sundays to 6-0 a.m. Mondays. Attends to passenger trains on Sundays.				
1 1440	TOPCLIFFE. Ground Frame ..		.. ..	.. ..	..	..	Connected to Up line and controlled from Topcliffe Station Box.
0 381	Station		After traffic ceases daily to 4-0 a.m., and after traffic ceases Sundays to 6-0 a.m. Mondays. Attends to passenger trains on Sundays.	South of station (R.S.)	211	..	Entered by points worked from ground frame above.
149	THIRSK. Ground Frame ..		.. ..				For Loco. Siding, etc., connected with Up Leeds line and mechanically controlled from Thirsk South Junction Box.
0 422	South Junction	T.	See Normanton to Newcastle, page 84				
0 526	Middle	T.					

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Down	
af. Yds.	Melmerby to Masham.					
	MELMERBY. Station ..	T.	See Leeds to Hartlepool, page 140			
3 587 0 1739	TANFIELD Gravel Pit Siding Station ..	..	.. ..			Ground frame, locked by key attached to Train Staff. Points facing to Down trains.
0 114	Ground Frame	..	.. ..			Controlled from Tanfield Station Box. Points facing to Up trains.
3 234	MASHAM. Station ..	..	During cessation of traffic.			
	Northallerton to Hawes.					
0 931	NORTHALLERTON. High Junction. .. Castle Hills Inner Jct. T.	T.	See Normanton to Newcastle, page 85 During cessation of traffic.			Distance Castle Hills Junction to Castle Hills Inner Junction, 565 yds.
2 462	AINDERBY. Station ..	.. T.	During cessation of traffic.			
1 840	SCRUTON. Station ..	.. T.	During cessation of traffic.	..	..	Not a block post. Siding connection worked from Ground Frame released by tablet.
1 770	LEEMING BAR. Station ..	.. T.	During cessation of traffic.			
1 1001	BEDALE. Ground Frame	..	.. ..	..	..	Connected to Up Main and mechanically controlled from Bedale Station Box.
0 328	Station ..	.. T.	During cessation of traffic. West of station (R.S.)	314	..	Available for Up and Down trains. Facing to Down trains.
2 272	CRAKEHALL. Station ..	..	.. ..	..	..	Not a block post.
1 1326	JERVAULX. Station ..	.. T.	During cessation of traffic. East of station (R.S.)	..	267	Available for Up and Down trains. Facing to Up trains.
1 1344	FINGHALL LANE. Station ..	..	.. ..	..	..	Not a block post. Siding connection worked from ground frame released by tablet.
1 17	CONSTABLE BURTON Station ..	.. T.	During cessation of traffic.			
942	SPENNITHORNE. Station ..	..	.. ..	..	..	Not a block post.
1 152	LEYBURN. Harby Quarry Siding. (East End)	..	.. ..	..	..	Ground frame locked by tablet Facing to Down trains.
0 451	Harby Quarry Siding. (West End)	..	.. ..	..	..	Ground frame locked by tablet Facing to Up trains.
0 452	East ..	.. T.	During cessation of traffic.	..	403	
0 368	West ..	.. T.	During cessation of traffic.	..	274	
0 1653	Ord & Maddison's Siding (East End)	..	.. ..	..	..	Ground frame locked by tablet: Facing to Down trains.
0 216	Ord & Maddison's Siding (West End)	..	.. ..	..	..	Ground frame locked by tablet. Facing to Up trains.

Distance from Signal Station Box or Siding next above not counted	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.			CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds.						Up | Dn.	
	Northallerton to Hawes.—Continued.						
1 328	WENSLEY. Station	T.	During cessation of traffic.	West of station (R.S.)	232 ..	Available for both Up and Down trains. Facing to Down trains.	
2 137	REDMIRE. Station	T.	During cessation of traffic.				
0 404	West .. ..	..	.. .. .	.. .. .	.. ..	Ground frame locked by tablet. Facing to Up trains.
2 1294	AYSGARTH Station	T.	During cessation of traffic.				
4 1329	ASKRIGG. Station	T.	During cessation of traffic.				
4 156	HAWES JOINT. Station	T.	9-25 p.m. to 6-50 a.m.; 9-25 p.m. Saturdays to 12-50 a.m. Sundays; 1-55 p.m. Mondays to 6-50 a.m. Mondays.				
0 315	Ground Frame	..	.. .. .	.. .. .	.. ..	For West End. Connection with single line. Controlled from box.
5 1533	HAWES JUNCTION. (Mid.) North .. ..	..				
0 264	South .. ..	..				
	Eryholme Junction to Richmond.						
	COWTON. Eryholme Junction	T.	See <i>Normanton to Newcastle</i> , page 85				
2 542	MOULTON. Station .. ..	..	During cessation of traffic. On Sundays attends to passenger trains.			
1 425	SCORTON. Botany Bay ..	S.	Except when Up goods requires to work Brick Works Siding.				
0 75	Ground Frame	..	.. .. .	.. .. .	.. ..	Connected with Down line. Key kept at Moulton Station.
0 1600	Station .. ..	..	During cessation of traffic. Sundays attends passen- ger trains.			
1 1349	CATTERICK BRIDGE. Station	T.	During cessation of traffic. Sundays attends to passenger trains.				
0 319	Military Camp Siding	..	.. .. .	.. .. .	.. ..	Ground Frame con- nected with Down Line. Controlled from Catterick Station Box.
2 894	RICHMOND. Easby Siding ..	..	.. .. .	.. .. .	.. ..	Ground Frame con- nected with Up Line. Locked by staff kept at Richmond.
0 1338	Station .. ..	..	During cessation of traffic. Sundays attends to pas- senger trains.			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards. Up | Dn.	REMARKS.
York to Shaftholme Junction.					
M. Yds.					
	YORK.				
0 823	South Points ..	} See <i>Normanton to Newcastle</i> , page 82			
0 1144	Dringhouses				
	Chaloner Whin. Jct.				
	NABURN.				
1 1165	North T.	}			
0 444	Bridge (Ouse Swing Bridge).				
0 593	South T.				
	ESCRICK.				
2 1487	Station T.S.	1-0 a.m. Sundays to 6-0 a.m. Mondays			
0 325	Ground Frame ..	.. .. .	South of station (R.S.)	235 ..	Connected with Up line and electrically controlled from Escrick Station Box.
	RICCALL.				
2 393	Ground Frame ..	.. .. .	.. .. .	.. ..	Connected to Down line and mechanically controlled from Riccall Station Box.
0 390	Station T.S.	6-20 p.m. to 10-20 a.m.			
2 490	Osgobdy T.S.	Same time Saturdays to 10-20 a.m. Mondays.			
	SELBY.				
1 91	Barlby Junction T.	} See <i>Leeds to Hull</i> , page 134			
0 444	Barlby				
0 746	Bridge (Ouse Swing Bridge)				
0 85	North	}			
0 423	South T.		South to Canal (R.I.)	640 ..	
			South to Canal Reception line	640 ..	
0 945	Canal T.S.	After cessation of work in New Yard about 6-0 a.m. Sundays to 6-0 a.m. Mondays.	Canal to South (R.I.)	630 ..	Switch for Main line.
			Canal to South Reception line	630 ..	
0 1032	Brayton Junction S.	9-0 p.m. to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays.	.. .. .	.. ..	Switch for Main line.
0 1129	Brayton East Junct.	See <i>Selby to Goole</i> , below.			
0 1347	Henwick Hall .. T.S.	.. .. .	South of box (R.S.) No. 1	439 ..	
			No. 2 ..	222 ..	
	TEMPLE HIRST.				
2 808	Station T.S.	1-0 a.m. Sundays to 6-0 a.m. Mondays.			
	HECK.				
2 937	Station T.S.	1-0 a.m. Sundays to 6-0 a.m. Mondays.	North of station (R.S.)	363 ..	
	BALNE.				
1 607	Station T.S.				
	MOSS.				
2 1593	Station T.S.				
2 729	Joan Croft Junct. T.S.	(G.C. & G.N. Joint).	.. .. .	.. ..	Switch for Main line.
0 1064	Applehurst Junction				
0 736	Shaftolme Jct. (G.N.) T.				
Selby to Goole.					
	SELBY.				
	Thorpe Gates ..	See <i>Leeds to Hull</i> , page 134			
	BARLOW.				
2 902	Brayton East Jct. T.S.	After traffic ceases about 7-0 p.m. to 8-15 a.m. Same time Saturdays to 8-15 a.m. Mondays.	.. .. .	.. ..	Switch for Brayton Junction. The distance from Brayton Junction to Brayton East Junction is 1123 yards.
1 1142	Station T.	After traffic ceases about 7-0 p.m. to 8-15 a.m. Same time Saturdays to 8-15 a.m. Mondays.			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independ- ent or Siding in yards.	REMARKS.
M. Yds.				Up | Dn.	
	Selby to Goole.—Continued.				
2 219	DRAX HALES. Goods Yard .. ..	.. ..	.. ..	.. ..	Not a block post. Siding connection worked by ground frame released by tablet.
2 895	AIRMYN AND RAWCLIFFE. Station T.	After traffic ceases about 7-0 p.m. to 8-20 a.m. Same time Saturdays to 8-20 a.m. Mondays.			
1 1339	GOOLE. Oak Hill Jct. (L. & Y.)	After passage of 6-15 p.m. O.P. Goole to Selby until 8-30 a.m. Same time Saturdays to 8-30 a.m. Mondays.			
1 1509	Boothferry Road Junct.	See Staddlethorpe to Thorne. below			
	Staddlethorpe to Thorne.				
	STADDLETHORPE. Junction T.	See Leeds to Hull. page 134			
2 773	SALTMARSH. Ground Frame .. ..	.. ..	.. ..	.. ..	Connected with Down Line. Con- trolled from Sta- tion Box.
0 310	Station T.	After traffic ceases Sun- days, to 4-30 a.m. Mon- days.	North of station (R.S.)	470	
0 1397	Goole Bridge North T.	After traffic ceases Sun- days, to 4-30 a.m. Mon- days.			
0 637	Schofield's Siding .. ..	.. ..	.. ..	.. ..	Connects with Down line. Ground frame electrically inter- locked with Goole North and South boxes.
0 549	GOOLE. Bridge .. ..	.. ..	.. ..	.. ..	Not a block post.
0 1012	Bridge South	After traffic ceases Sun- days, to 4-30 a.m. Mon- days.			
0 1255	Ground Frame .. ..	.. ..	.. ..	.. ..	Ground Frame con- nected with Down Main Line and controlled by Goole Station Box.
0 300	Station T.	After goods traffic ceases Sundays, to 4-30 a.m. Mondays. Sundays at- tends passenger trains.	North of station No. 1 (R.S.) No. 2 (R.S.) No. 3 (R.S.) No. 4 (R.S.)	.. .. .. .. .. .. .. ..	340 284 284 275
0 180	Boothferry Road Jct. ..	After cessation of goods traffic on Sundays to 4-30 a.m. Mondays. Sundays attends to passenger trains.	Boothferry Road Jct. to Dutch River (No. 1 Reception line) (No. 2 Reception line).	1245 1245	.. .. .. .. Ground Frame on No. 1 Up Recep- tion Line con- nected to Up Sidings.
1 1509	Oak Hill Junction L. & Y. box	See Selby to Goole, above			
0 581	Potter's Grange Jct. (S.)	After cessation of Main Line traffic Sundays to 4-30 a.m. Mondays.	.. ..	.. ..	Switch for L. & Y. line.
0 1088	Dutch River S.	After Goods traffic has ceased on Sundays to 5-0 a.m. Mondays or as traffic necessitates.	Dutch River to Potters Grange (R.I.)	.. ..	931

(O. 7250).

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds.	Staddlethorpe to Thorne—Continued.				
1 742	GOOLE—Continued. Marshland Junction S.	During cessation of branch traffic.	-- -- --	.. ..	Switch for Staddlethorpe and Thorne Line.
3 350 1 423	Reedness Junction Creykes Siding S.	Arholme Joint Line. 6-30 p.m. to 10-30 a.m. Saturdays after the passing of the Thorne-Goole Pickup about 4-0 p.m. to 10-30 a.m. Mondays.			
7 761	THORNE. Colliery S.	From about 3-0 p.m. to 12-0 noon. Same time Saturdays to 12-0 noon Mondays.			
10 1248	Moor End .. T.	After traffic ceases Sundays to 5-0 a.m. Mondays.			
11 1045	Station T.S.	After traffic ceases Sundays to 5-0 a.m. Mondays.			
10 1422 0 958	Thorne East (G.C.) .. Thorne Junction (G.C.)				
Goole Potters Grange Junction to L. & Y. Engine Shed Junction.					
	Potters' Grange Junct. (to L. & Y. line)	See Staddlethorpe to Thorne, page 156			
10 1099	Dutch River (to L. & Y. line)	Do.			
0 470	L. & Y. Engine Shed Jct.				
Hull to Seamer.					
0 281	HULL. West Parade Junction. Victoria Crossing S.	See Leeds to Hull, page 135 Midnight Saturdays to 12-1 a.m. Mondays			
0 1014	Walton Street ..	During cessation of traffic. Sundays attends passenger trains.			
0 1458	Cottingham Junct. S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays, except alternate Mondays when box opens 3-55 a.m. and closes 9-45 p.m.	.. -- --	.. ..	Switch for Hull and Seamer line.
2 130 0 736	COTTINGHAM. North Waterworks Siding ..	During cessation of traffic.	-- -- --	.. ..	Connected with Down Main line. Key kept at Cottingham North box
0 933	Moor S.	Open when required.			
1 731 1 662 0 325 0 482	BEVERLEY. Park S. Fleming Gates. . . Station Cherry Tree Crossing..	During cessation of traffic. During cessation of traffic. During cessation of traffic. During cessation of traffic.			
0 544	Junction .. T.	During cessation of traffic.	Junction to station Reception line South of junction (R.S.)	727 ..	371
3 283	Cherry Burton T.S.	See York to Beverley, page 149			
2 747	ARRAM. Station T.	During cessation of traffic.			

Block Telegraph Signal Stations, etc.—Continued.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
					Up	Down	
M. Yds.	Hull to Seamer.—Continued.						
	LOCKINGTON.						
1 1285	Station	T.S.	During cessation of traffic.				
1 154	Kilnwick Crossing	S.	Open as required. . .				
0 943	Watton Crossing	S.	. . . . .	. . . . .	. . . . .	. . . . .	Ground Frame connected to Down Line. Key kept at Kilnwick Crossing Box.
	HUTTON CRANSWICK						
1 1195	Station	T.	During cessation of traffic.	North of station (R.S.)	. . . . .	100	
0 345	Ground Frame	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	Connected with Down Line and works points for Relief Siding. Controlled from Hutton Cranswick Box.
	DRIFFIELD.						
2 1576	Junction . . . . .	. . . . .	During cessation of traffic.				
0 601	Wansford Crossing	. . . . .	During cessation of traffic.				
0 596	North	S.	6-0 p.m. to 10-0 a.m. Same time Saturdays to 10-0 a.m. Mondays.	Driffeld North to Wansford Crossing (R.I.)	722	. . . . .
	NAFFERTON.						
1 949	Station	T.	During cessation of traffic.	South of station (R.S.)	. . . . .	512	
	LOWTHORPE.						
2 456	Station	T.S.	During cessation of traffic.	North of station (R.S.)	372	. . . . .
	BURTON AGNES.						
1 1329	Station	T.	During cessation of traffic.				
	CARNABY.						
3 198	Station	T.	During cessation of traffic.				
	BRIDLINGTON.						
1 762	Bessingby Junction	S.	Open during July, August or September as required.				
0 1093	South . . . . .	. . . . .	During cessation of traffic.				
0 430	Ground Frame	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	Connected to No. 5 Platform Line (Up). Controlled by Quay Crossing Box.
0 170	Quay Crossing	. . . . .	During cessation of traffic.				
	FLAMBOROUGH.						
2 573	Station	T.	During cessation of traffic.				
	BEMPTON						
1 213	Station	T.	During cessation of traffic.	. . . . .	. . . . .	. . . . .
	SPEETON						
2 1642	Station	T.	During cessation of traffic.				
	HUNMANBY.						
4 397	Station	T.	During cessation of traffic.	North of station (R.S.)	251	. . . . .
	FILEY.						
2 1040	Ground Frame	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	Connected with Up line and mechanically controlled from Filey Station Box.
0 369	Station	T.	During cessation of traffic.				

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Da.	
M. Yds.	Hull to Seamer.—Continued.					
2 71	GRISTHORPE. Station T.	During cessation of traffic.				
1 1319	CAYTON. Station S.	Closed temporarily as a block post	.. .. .	..	..	Fixed signals worked in connection with the level crossing.
2 475	SEAMER. Junction	See <i>York to Scarborough</i> , page 146	North of Junction No. 1 R.S. No. 2 R.S.	683 478	..	
	Hull to Withernsea.					
	HULL. West Parade Junction	See <i>Leeds to Hull</i> , page 135				
0 849	BOTANIC GARDENS. Station T.	During cessation of traffic.				
0 464	Anlaby Road Junct. Victoria Crossing S.	See <i>Leeds to Hull</i> , page 135 See <i>Hull to Seamer</i> , page 157				
0 678	BOTANIC GARDENS. Station	See above.				
0 1154	STEPNEY. Station	During cessation of traffic.	Stepney to Sculcoates (Reception line)	..	672	Used in both directions.
0 216	<i>Sculcoates Marshalling Sidings</i>	.. .. .	.. .. .	..	..	Sidings Box connected with Reception line and controlled from Stepney Station Box.
0 893	WILMINGTON. Sculcoates T.	During cessation of traffic.				
0 50	Sculcoates Bridge	During cessation of traffic.				
0 530	Junction	During cessation of traffic.	Wilmington Junction to Dansom Lane (Reception line)	..	544	Not a block post.
0 460	East	See <i>Hull to Hornsea</i> , page 160				
0 687	Dansom Lane	During cessation of traffic	Dansom Lane to Wilmington Jct. (Reception line)	456	..	
0 537	SOUTHCOATES. Junction	During cessation of traffic.				
0 304	<i>Ground Frame</i> .. ..	.. .. .	.. .. .	..	..	Connected with Down Main and controlled from Junction box.
1 837	Holderness Drain North	See <i>King George Dock Branch</i> , page 160				
1 1347	MARFLEET. Station T.	During cessation of traffic.				
2 1674	HEDON. <i>Ground Frame</i> .. ..	.. .. .	.. .. .	..	..	Connected with Up and Down lines. Controlled from Station box.
0 278	Station T.	During cessation of traffic.				
2 908	RYE HILL. Station	During cessation of traffic.				
1 308	KEYINGHAM. Kelsey Hill S.	Open when required.				
0 855	Station T.S.	During cessation of traffic.				
1 888	OTTRINGHAM. Station	During cessation of traffic.				
0 1089	<i>Huddyard's Siding</i> .. ..	.. .. .	.. .. .	..	..	Ground Frame locked by tablet. Points facing to Down trains.

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds.				Up | Dn.	
	Hull to Withernsea.—Continued.				
	PATRINGTON.				
1 1700	Winestead	During cessation of traffic.			
0 914	Station T.S.	During cessation of traffic.			
2 239	Holm Siding .. ..	.. .. .	.. .. .	.. .. .	Ground Frame connected with Up line. Key kept at Withernsea Station Box.
	WITHERNSEA.				
1 330	Station	During cessation of traffic.			
	Hull (Wilmington) to Hornsea.				
	WILMINGTON.				
0 460	Junction	See Hull to Withernsea. page 159			
0 733	East S.	During cessation of traffic.			
	Stoneferry Junction S.	Closed except when a train required to use the Stoneferry Branch line.			
	SUTTON-ON-HULL.				
1 678	Station T.S.	Closed except for dealing with Goods trains each day. Cattle train on Mondays, and Horse traffic when required.			
	SWINE.				
2 396	Station T.S.	During cessation of traffic.			
	SKIRLAUGH.				
1 602	Station T.	During cessation of traffic.			
0 1353	Ellerby West Siding ..	.. .. .	.. .. .	.. .. .	Connected to Up Line. Key kept at Ellerby Station Box.
	ELLERBY.				
1 1232	Station T.S.	Closed except for dealing with Goods train each day, Cattle train on Mondays, and Horse traffic as required.			
	WHITTEDALE.				
1 85	Station T.	During cessation of traffic.			
	SIGGLESTHORNE.				
1 693	Station T.S.	During cessation of traffic.			
1 114	Wassand Siding .. ..	.. .. .	.. .. .	.. .. .	Connected to Down Line. Points worked from Gatebox. Key of points kept at Sigglesothorne Station Box.
	HORNSEA BRIDGE.				
1 614	Goods Junction S.	Closed except when a train requires to use the sidings under its control.			
0 602	Platform	Open on special occasions only.			
	HORNSEA.				
0 851	Station	During cessation of traffic.			
	King George Dock Branch.				
	SOUTHCOATES.				
1 637	Junction	See Hull to Withernsea, page 159			
	Holderness Drain North	10-0 p.m. to 6-0 a.m. Mondays to Fridays, and after traffic ceases Saturdays to 6-0 a.m. Mondays.			
0 1044	King George Dock Jct.				

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds.				Up | Dn.	
	Selby to Driffield.				
	SELBY.				
0 690	Barby Junction	See Leeds to Hull. page 134			
	Cliff	See Leeds to Hull. page 134			
	CLIFF COMMON				
2 108	Station	T. During cessation of traffic.	East of station (R.S.)	132 ..	
0 336	Ground Frame				
0 730	Ground Frame		East of Station (R.S.)	490	D.V.L.R. Connected to Down Line, and electrically controlled from Cliff Common Station Box.
					Entered by facing points worked from box. Outlet by Ground Frame electrically controlled from Cliff Common Station box.
1 628	MENTHORPE GATE. Station	T. During cessation of traffic.			
1 648	BUBWITH. Station	T. During cessation of traffic.			
0 1561	HIGH FIELD. Station	T. During cessation of traffic.			
0 1571	FOGGATHORPE. Station	T. During cessation of traffic.			
2 1515	HOLME. Station	T. During cessation of traffic.			
1 1688	EVERINGHAM. Station	T. During cessation of traffic.			
0 1486	Shipton Lane .. ..	.. During cessation of traffic.			
	MARKET				
	WEIGHTON.				
2 989	West	} See York to Beverley. page 149			
0 452	East				
3 493	Kipling Cotes	See York to Beverley. page 149			
0 1418	Goodmanham	S. Closed temporarily.			
2 1064	ENTHORPE. Station	T. During cessation of traffic.			
3 302	MIDDLETON-ON-THE-WOLDS. Station	T. During cessation of traffic.			
1 875	BAINTON. Station	T. During cessation of traffic.	.. ..	.. ..
2 1093	SOUTHBURN. Station	T. During cessation of traffic.			
2 884	DRIFFIELD. West	7-30 p.m. to 7-30 a.m. Same time Saturdays to 7-30 a.m. Mondays.			
0 506	Junction	See Hull to Seamer. page 158			
	Selby to Cawood.				
	SELBY.				
0 895	Wistow Junction	See Leeds to Hull. page 134			
	Leeds Road Siding .. ..	.. ..	.. ..	.. ..	Singleline, Annett's key on staff.
0 595	Cross Hill Siding .. ..	.. ..	.. ..	.. ..	Do.
0 975	Flaxey Siding .. ..	.. ..	.. ..	.. ..	Do.
0 814	Selby Common Siding .. ..	.. ..	.. ..	.. ..	Do.

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Selby to	Cawood.	<i>Continued.</i>			
1 2	WISTOW.					
0 82	<i>South</i> .. ..	.. ..	.. ..	.. ..	.. ..	Single line. Annett's key on staff.
0 1719	<i>North</i> .. ..	.. ..	.. ..	.. ..	.. ..	Do.
	<i>South Lane Siding</i> ..	.. ..	.. ..	.. ..	.. ..	Do.
0 1095	CAWOOD.					
0 163	<i>South</i> .. ..	.. ..	.. ..	.. ..	.. ..	Do.
	<i>North</i> .. ..	.. ..	.. ..	.. ..	.. ..	Do.
	Picton to	Grosmont.				
	PICTON.					
	Station	<i>See Leeds to Hartlepool.</i>	<i>page 141</i>			
2 312	TRENHOLME BAR.					
	Station T.S.	About 8-15 a.m. to 5-30 a.m. Same time Saturdays to 5-30 a.m. Mondays. Attendance also given for Up Pickup, but box not switched into circuit unless it is necessary to shunt Pickup to clear Up Main line.	.. ..	.. ..	.. ..	Down trains can only detach during time signal box is open except by special arrangement with the Middlesbrough District Superintendent.
2 57	POTTO.					
	Station T.	During cessation of traffic.				
1 377	SEXHOW.					
	Station S.	Closed temporarily ..	.. ..	.. ..	.. ..	Up trains can only detach by special arrangement with the Middlesbrough District Superintendent.
1 1043	<i>Busby Siding</i> .. ..	.. ..	.. ..	.. ..	.. ..	Ground Frame connected with Down line. Key kept at Sexhow Station.
1 750	STOKESLEY.					
	Station T.	During cessation of traffic.				
3 12	INGLEBY.					
	Station S.	Closed until further notice.	.. ..	.. ..	.. ..	Up trains can only detach by special arrangement with the Middlesbrough District Superintendent
0 1337	BATTERSBY.					
	Junction T.	After passing of last O.P. to 7-40 a.m. Same time Saturdays to 7-40 a.m. Mondays.				
2 735	Great Ayton	<i>See Battersby Junction to Nunthorpe</i>	<i>page 169</i>			
1 1259	KILDALE.					
	Station T.	During cessation of traffic.				
4 22	COMMONDALE.					
	Station .. ..	.. ..	.. ..	.. ..	.. ..	Not a block post. Points locked by tablet. Points facing to Up trains.
1 1054	CASTLETON.					
	Station T.	During cessation of traffic.				
1 908	DANBY					
1 1464	Station T.	During cessation of traffic.	.. ..	.. ..	.. ..	Ground frame. Points locked by tablet and facing to Up trains.
	<i>Houlsby Siding</i> ..	.. ..	.. ..	.. ..	.. ..
1 1306	LEALHOLM.					
	Station .. ..	.. ..	.. ..	.. ..	.. ..	Not a block post. Points locked by tablet and facing to Up trains.
1 1471	GLAISDALE.					
0 428	<i>Ground Frame</i> ..	.. ..	.. ..	.. ..	.. ..	For shunting trains see special instructions for working, pages 276-1, Vol. 1
	<i>(Up Over-run)</i> ..	.. ..	.. ..	.. ..	.. ..
1 1115	EGTON					
	Station .. ..	.. ..	.. ..	.. ..	.. ..	Not a block post. Points locked by tablet and facing to Up trains.
1 914	GROSMONT.					
	Station	<i>See Rillington to Whitby,</i>	<i>page 148</i>			

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards. Up | Dn.	REMARKS.
M. Yds.	Driffield to Pilmoor.				
	DRIFFIELD				
	Junction	See Hull to Seamer, page 158			
0 506	West	See Selby to Driffield page 161			
2 884	Southburn	See Selby to Driffield. page 161			
0 1212	Little Driffield Siding .. ..	.. ..	.. ..	.. ..	Points locked by train staff.
1 1753	GARTON. Station	During cessation of traffic.			
3 818	WETWANG. Station T.	During cessation of traffic.			
1 1590	SLEDMERE AND FIMBER. Station T.	During cessation of traffic			
2 950	BURDALE. Station	During cessation of traffic.			
1 1195	WHARRAM Quarry Siding .. ..	.. ..	.. ..	.. ..	Ground frame locked by tablet.
0 363	Wharram Goods .. ..	.. ..	.. ..	.. ..	Ground frame controlled from Station Platform Lever Frame.
0 259	Station T.	During cessation of traffic.			
1 1249	NORTH GRIMSTON. North Grimston Lime Works Siding .. ..	.. ..	.. ..	.. ..	Key kept at North Grimston Station.
0 817	Station T.	During cessation of traffic.			
1 465	SETTRINGTON. Station	During cessation of traffic.			
2 1228	MALTON. Scarborough Road Junction T.	During cessation of traffic.			
0 903	East	See York to Scarborough. page 146			
0 1565	Pyc Pals Siding .. ..	.. ..	.. ..	.. ..	Points locked by tablet. Key of lever box kept at Gatehouse.
2 1144	AMOTHERBY. Station T.	During cessation of traffic.			
1 1222	BARTON-LE-STREET. Station .. ..	.. ..	.. ..	.. ..	Not a block post. Points locked by tablet.
1 1175	SLINGSBY. Station T.	During cessation of traffic.	East of station (R.S.)	259	Available for Up and Down trains. Facing to Down trains.
1 1399	HOVINGHAM SPA. Station T.	During cessation of traffic.			
3 1153	GILLING. Station T.	During cessation of traffic.	East of station (R.S.)	232	Available for Up and Down trains. Facing to Down trains.
2 860	AMPLEFORTH. Station T.	.. ..	.. ..	.. ..	Not a block post. Points locked by tablet.
2 945	COXWOLD. Station T.	During cessation of traffic.			
1 848	HUSTHWAITE GATE. Station T.	.. ..	.. ..	.. ..	Not a block post. Points locked by tablet.
	PILMOOR.				
3 685	Sunbeck Junction T.	During cessation of traffic.			
0 778	Bishophouse Jct. T.	See Normanton to Newcastle, page 84			
0 695	Sessay Wood Junc. T.				

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Gilling to Pickering.					
	GILLING. Station	T.	See Driffield to Pilsner. page 163			
3 99	NUNNINGTON. Station	T.S.	During cessation of ordinary stopping trains (when traffic admits).	..	..	Fixed signals to be attended to as may be necessary.
0 275	Ground Frame	..	.. .. .	..	..	For Down Siding, connected with Single line mechanically controlled from Nunnington Station Platform Lever Frame.
1 114	Harome Siding	..	.. .. .	..	..	Key kept by man in charge of siding.
2 752	HELMSLEY. Station	T.	During cessation of traffic.			
2 1173	NAWTON Station	T.	During cessation of traffic.			
2 1138	KIRBYMOORSIDE. Station	T.	During cessation of traffic.			
3 29	SINNINGTON. Station .. ..	..	.. .. .	..	..	Not a block post. Points locked by tablet
3 639	PICKERING. Goslip Bridge ..	..	During cessation of traffic.			
0 333	Mill Lane Junction	T.	See Rillington to Whitby, page 147			
	Whitwood to Methley.					
0 1163	CASTLEFORD. Whitwood Junction. Methley N.E. Jct.	T. T.S.	See Normanton to Newcastle, page 81. After coal traffic ceases until 7-0 a.m., and after coal traffic ceases Saturday, to 7-0 a.m. Monday	..	..	Switch for Main line.
3 528	Methley (G.N.)	..	.. .. .	..	..
3 310	Methley Colliery	..	.. .. .	..	..	Worked by guards. Key kept at Methley N.E. box.
3 542	Methley Jct. (Mid.)	S				
	Burton Salmon to Dearne Junction (S. & K. Joint Line).					
0 352	BURTON SALMON. Junction	T.	See Normanton to Newcastle, page 82			
	Brotherton Quarry	S	6-0 p.m. to 10-0 a.m. Same time Saturdays to 10-0 a.m. Mondays.	Opposite signal box (R.S.)	194	445
1 1605	FERRYBRIDGE. Junction	T.S.	After Selby Mail clears, about 3-10 a.m. Sundays to 7-0 a.m. Mondays.	..	..	Switch for Burton Salmon and Dearne Jct. line.
3 777	Knottingley A	..	L. & Y. Box.			
1 1446	PONTEFRACT. Junction	T.S.	11-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.	..	..	Switch for Main line.
0 445	South	T.S.	During cessation of traffic.	Wes of station (R.S.)	358	716

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Down	
M. Yds.	Burton Salmon to Dearne Junction (S. & K. Joint Line).—Continued.					
2 856	ACKWORTH. Station T.S.	4-0 a.m. Sundays to 7-0 a.m. Mondays.	North of station (R.S.)	277	207	
0 1753	Brackenhill Junction S.	6-0 p.m. to 10-0 a.m. Same time Saturdays to 10-0 a.m. Mondays.				
1 815	Royd Moor .. S.	Closed temporarily				
1 260	MOORTHORPE. North Junction T.S.	During cessation of traffic.	.. .. .	..	..	Switch for Burton Salmon and Dearne Jct. line.
1 434	South Elmsall Junct. (G.N. & G.C.)	Closed temporarily.				
0 1282	Station Junction T.S.	1-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.	Moorthorpe Station Junction to South (R.I.)	498	..	
			Moorthorpe South to Station Junction (R.I.)	..	562	
0 355	Ground Frame ..	.. .. .	.. .. .	..	..	Connected to Down Line. Key kept at Moorthorpe South Box.
0 385	South T.S.	11-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.	Moorthorpe South to Frickley Colliery Reception line.	422	..	
0 615	Frickley Colliery T.S.	11-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.	Frickley Colliery to Moorthorpe South (No. 1 Reception line) .. ..	..	395	On Up side.
			(No. 2 Reception line) .. ..	..	395	Do.
A 570	FRICKLEY Station T.S.	11-0 p.m. to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.	North of station (R.S.)	422	194	
1 712	Hickleton North T.S.	4-0 a.m. Sundays to 7-0 a.m. Mondays.				
0 541	Hickleton South T.S.	4-0 a.m. Sunday to 7-0 a.m. Mondays	.. .. .	..	..	Switch or Main line.
0 973	Thurnscoe	Dearne Valley Line				
1 712	BOLTON-ON-DEARNE. Station T.S.	After departure of last Down Midland Goods. Sundays to 7-0 a.m. Mondays.	North of station (R.S.)	416	195	
0 1298	Dearne Junction T.S.	During cessation of traffic.	.. .. .	..	..	Switch for Wath Road Junction, Midland.
0 1560	Mexboro West Jct.	G.C. box.				
0 1554	Wath Junction ..	G.C. box.				
0 1886	SWINTON (Mid). Wath Road Junct. T.	Mid. box.				
	Moorthorpe and South Kirkby Loop (S. & K. Joint Line).					
0 1076	MOORTHORPE. Station Junction ..	See Burton Salmon to Dearne Junction, above				
0 261	South Kirkby Colly. T. South Kirkby Junction G.N.	During cessation of traffic.				

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Scarborough to Whitby.					
	SCARBOROUGH.					
0 691	Falsgrave T.	See York to Scarborough page 146				
	Gallows Close T.	During cessation of traffic.				
1 1540	SCALBY.					
	Station T.	.. .. .	.. .. .	.. .. .	.. .. .	Not a block post. Points locked by tablet facing to Down trains.
2 550	CLOUGHTON.					
	Station T.	During cessation of traffic.				
1 1704	HAYBURN WYKE.					
	Station .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Not a block post.
1727	STAINTONDALE.					
	Station T.	During cessation of traffic.				
2 784	RAVENSCAR.					
0 1409	Station T.	During cessation of traffic.				
	Whittaker's Siding .. ..	.. .. .	.. .. .	.. .. .	.. .. .	Ground frame Points locked by tablet and facing to Down trains.
2 672	FYLING HALL.					
0 100	Station T.	.. .. .	.. .. .	.. .. .	.. .. .	Not a block post. Ground frame Points locked by tablet and facing to Up trains.
	Station Siding .. ..	.. .. .	.. .. .	.. .. .	.. .. .
1 1160	ROBIN HOODS BAY.					
	Station T.	During cessation of traffic.				
3 545	HAWSKER.					
	Station T.	During cessation of traffic.				
2 703	WHITBY.					
	Prospect Hill Junct. T.	See Whitby to Saltburn Junction. below				
0 1223	WEST CLIFF.					
	Station T.	See Whitby to Saltburn Junction. below				
	Whitby to Saltburn Junction.					
	WHITBY.					
0 1485	Bog Hall Junction T.	See Rillington to Whitby. page 148				
	Prospect Hill Junct. T.	During cessation of traffic.				
0 1223	WEST CLIFF.					
	Station T.	During cessation of traffic.				
1 1354	SANDSEND.					
	East Row Siding .. ..	.. .. .	.. .. .	.. .. .	.. .. .	Ground frame Points locked by tablet and facing to Up trains.
0 794	Station .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Not a block post. Ground frame Points locked by tablet and facing to down trains.
2 1465	KETTLENESS.					
	Station T.	During cessation of traffic.				
3 676	HINDERWELL.					
	Station T.	During cessation of traffic.				
1 1221	STAITHES.					
	Station T.	During cessation of traffic.				

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
					Up | Dn.	
M. Yds.	Whitby to Saltburn Junction.—Continued.					
1 1104	GRINKLE <i>Grinkle Park and Boulby Mines.</i>	.. .. .	.. .. .	.. .. .	.. ..	Ground Frame Both connections worked from same by Occupation Key and by trains from Grinkle direction only. Points Facing to Down trains. Special regulations, pages 205 to 206, Vol. I I.
1 1532	Station T.		During cessation of traffic.			
1 664	LOFTUS Station T.		During cessation of traffic.			
0 1456 0 652	SKINNINGROVE. Station Carlin How Junction T.	.. .. .	After traffic ceases Saturday night about 10-0 p.m., or Sunday morning, to 6-0 a.m. Mondays.	.. .. .	.. ..	Not a block post.
0 593	Crag Hall .. S.		Closed temporarily.	Crag Hall to Carlin How Junction (R.I.)	.. 379	
1 1443	BROTTON. Cliffe S.		6-0 p.m. to 10-0 a.m. Same time Saturdays to 10-0 a.m. Mondays.	East of box (R.S.)	264 ..	
0 1451	<i>Morrison's Siding</i> ..	.. .. .	.. .. .	.. .. .	.. ..	Ground Frame connected with Down line. Also by trailing points on Up line worked from Junction Box. Key kept at Brotton Station Box. Switch for Saltburn and Whitby line.
0 929	Brotton Junction S.		10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. .. .	.. ..
0 1039	Kilnonthorpe Junct.		See Brotton Junction to Middlesbro' via Guisbro'		page 168	
0 608	Lumpsey Mines S.		Closed temporarily.			
0 544	<i>Lumpsey Mine Sidings.</i> ..	.. .. .	.. .. .	.. .. .	.. ..	Ground frame connected with Up line electrically controlled by Lumpsey box.
0 885	NORTH SKELTON. North Skelton Junction		9-30 p.m. to 5-30 a.m. Same time Saturdays to 5-30 a.m. Mondays.	.. .. .	.. ..	Switch for Saltburn and Whitby line. Distance North Skelton Junction to Priestcroft Jct. 1 m. 408 yds.
0 559	<i>Station Siding.</i> ..	.. .. .	.. .. .	.. .. .	.. ..	Ground frame connected with Down line controlled from North Skelton Junction box.
0 924	Longacres .. S.		4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.			
1 1020	Saltburn Junction ..		See Saltburn to Darlington.	page 170	.. ..	Up Loop line. Entered by facing points from Up Branch. Points worked from box.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding to yards.	REMARKS.
M. Yds.				Up | Dn.	
	Brotton Junction to Middlesbrough (via Guisborough).				
0 1039	BROTTON. Brotton Junction .. Kilnonthorpe Junction S.	See <i>Whitby to Saltburn Junction</i> , page 167 6-15 p.m. to 6-45 a.m. 4-45 p.m. Saturday to 6-15 a.m. Monday. Closed temporarily.	.. .. .	.. .. .	Switch for Brotton and Middlesbrough via Guisborough.
0 1317	Lingdale Junction ..	Closed temporarily.			
0 1138	BOOSBECK. <i>Wilkinson's Siding</i> ..	.. .. .	.. .. .	.. .. .	Ground Frame connected with Down line. Key kept at Priestcroft Junction Box.
0 754	<i>Stanghow Depot</i> ..	.. .. .	.. .. .	.. .. .	Ground Frame connected with Down line. Key kept at Priestcroft Junction Box.
0 1129	Priestcroft Junction S.	4-30 p.m. to 8-30 a.m. Same time Saturdays to 8-30 a.m. Mondays.			Switch for Brotton and Middlesbrough line.
0 667	Station T.S.	9-0 p.m. to 6-0 a.m., or earlier if traffic ceases Mondays to Fridays. 10-0 p.m. Saturdays to 6-0 a.m. Mondays.	South of box (R.I.)	400 ..	
0 470	<i>Outlet from Up Independent</i> ..	.. .. .	.. .. .	.. .. .	Ground frame connected with Up line and mechanically controlled from Station box.
0 1037	Stanghow .. S.	Closed temporarily ..			
0 1224	GUISBOROUGH. Slapewath .. S.	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.			
0 480	Spa Wood .. S.	Closed temporarily.			
1 1142	Hutton Junction S.	After traffic has ceased in the Brotton direction to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays.	.. .. .	.. .. .	Switch for Guisborough Station and Middlesbrough line. Distance Hutton Junction to Guisborough Station, 710 yards.
0 1317	HUTTON GATE. Station T.S.	10-0 p.m. (after 11-4 p.m. O.P. ex Middlesbrough passes Wednesdays) to 5-0 a.m., or earlier if traffic ceases. After passing of 11-4 p.m. ex Middlesbrough Saturdays to 5-0 a.m. Mondays.			
0 1650 0 86	PINCHINTHORPE. <i>Depot</i> } <i>Station Siding</i> .. }	.. .. .	.. .. .	.. .. .	Ground Frames connected with Down Line. Depots frame mechanically controlled by Station Sidings frame, and latter mechanically controlled by Chaloner's Junction signal box.
0 360	Chaloner's Junction S.	Closed except when required for Goods traffic.	Opposite box (R.S.)	.. 258	Entered by facing points worked from box.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Da.	
M. Yds.	Brotton Junction to Middlesbrough (via Guisborough).—Continued.				
1 1229	NUNTHORPE. Nunthorpe Junct. T.S.	After passing of last O.P. ex Great Ayton to 7-30 a.m. Same time Saturdays to 7-30 a.m. Mondays.	.. .. .	.. .. .	Switch for Brotton and Middlesbro' line.
0 669	Morton Carr Siding ..	.. .. .	.. .. .	.. .. .	Ground Frame connected with Down line. Key kept at Nunthorpe Station Box.
0 1157	Station	After traffic ceases to 5-0 a.m. Same time Saturdays to 7-30 a.m. Mondays.	South-East of box (R.S.)	514 ..	
0 896	Marton Lane Depot ..	.. .. .	.. .. .	.. .. .	Ground Frame connected with Up line. Key kept at Nunthorpe Station Box.
1 154	ORMESBY. Station T.S.	8-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
1 508	MIDDLESBROUGH. Pennyman's .. S.	3-30 p.m. to 8-0 a.m. Same time Saturdays to 8-30 a.m. Mondays.	200 yards S.E. of box (R.I.)	344 ..	Connected with Up line at both ends.
0 1733	North Ormesby ..	After traffic ceases to 5-15 a.m. Same time Saturdays to 5-15 a.m. Mondays.	North of box (R.S.)	.. 276	
0 673	Guisborough Junction	See Saltburn to Darlington. page 171			
	Hutton Junction to Guisborough Station.				
0 710	GUISBOROUGH. Hutton Junction Station	See Brotton Junction to Middlesbro', via Guisbro'. page 168 10-0 p.m., or earlier if traffic has ceased (Wednesdays after 11-4 p.m. O.P. ex Middlesbrough arrives), to 5-0 a.m. After arrival of 11-4 p.m. ex Middlesbrough Saturdays to 5-0 a.m. Mondays.			
	Battersby Junction to Nunthorpe.				
	Battersby Junction ..	See Picton to Grosmont, page 148			
2 735	GREAT AYTON. Station T.	After passing of last passenger train to 7-30 a.m. Same time Saturdays to 7-30 a.m. Mondays.			
1 170	Roseberry Mines ..	.. .. .	.. .. .	.. .. .	Ground Frame Points locked by tablet, Facing to Down trains. Also worked by Occupation instrument. See special regulations p. 207-209 Vol. 1.
0 395	Newton Quarry ..	.. .. .	.. .. .	.. .. .	Ground Frame Points locked by tablet, Facing to Down trains.
1 982	NUNTHORPE. Junction .. T.S.	See Brotton Junction to Middlesbro', via Guisbro' above	East of box (R.S.)	233 ..	Situate in Battersby Branch.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
	Saltburn to Darlington.					
	SALTBURN. Station	12-45 a.m. to 4-45 a.m. Attends to Sunday trains.				
0 842	Junction .. S.	10-0 p.m. to 6-0 a.m. (Remains open Wednesdays and Saturdays till Branch traffic ceases). Closed Sundays.	.. .. . Saltburn Junction to Tofts Depots (R.I.)	854	..	Switch for Saltburn and Darlington line.
	MARSKE. Tofts Depots .. S.	1-45 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.	Tofts Depots to Saltburn Junction (R.I.)	..	827	
0 1425	Station S.	12-0 midnight to 5-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 168	Long Beck Crossing	.. .. .	.. .. .	.. .. .		Gate Box.
0 537	Cat Flat Crossing S.	Closed temporarily as a block post.	.. .. .	.. .. .		Signals continue to be worked in connection with Gates.
	REDCAR. Aerodrome Siding ..	.. .. .	.. .. .	.. .. .		Ground Frame connected with Down line. Key kept at Upleatham Junction Box.
0 524						
0 794	Upleatham Junction S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 511	Weigh Siding .. ..	.. .. .	.. .. .	.. .. .		Ground Frame connected with Up line and controlled from Upleatham Junction Box.
0 635	Judson's West	Closed temporarily.				Gate box. Outlet from Down Reception Line.
0 759	Church Lane .. ..	.. .. .	.. .. .	.. .. .		Outlet worked by Church Lane Crossing gate box electrically controlled from East box.
0 648	East	Midnight to 5-0 a.m., and after traffic ceases Sunday mornings to 5-0 a.m. Mondays. Sundays attends to passenger trains.	Redcar East to Church Lane (Reception line)	..	386	
			Redcar East to Redcar West (R.I.)	584	..	
0 290	Excursion Platform Line East End	.. .. .	.. .. .	.. .. .		Ground frame connected with Station Platform line. Mechanically controlled by East and West boxes.
0 319	West	Midnight to 5-0 a.m., and after traffic ceases Sunday mornings to 5-0 a.m. Mondays. Sundays attends to passenger trains.	Redcar West to Redcar East (R.I.)	..	511	
0 627	Kirkleatham & Coatham Lane Depot	.. .. .	.. .. .	.. .. .		Ground frame connected with Up line. Key kept at Redcar West box.
0 664	Warrenby .. S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				Connected with Down line. Worked from Warrenby box.
0 192	Warrenby Depots and Sand Siding	.. .. .	.. .. .	.. .. .
1 8	Tod Point .. S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 970	Coatham Steel Works	.. .. .	.. .. .	.. .. .		Ground Frame connected with South Gare Breakwater Branch. Points locked by Train Staff.

Distance from signal station box or siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Saltburn to Darlington.—Continued.					
1 72	GRANGETOWN. Lazenby .. S.	5-30 p.m. to 9-30 a.m. Same time Saturdays to 9-30 a.m. Mondays.				
0 239	<i>Slag Breaking Plant</i> .. .. .	.. .. .	.. .. .	..	..	Ground Frame connected with Down Slag line. Key kept by Guards and at Grange-town Station Signal box.
0 1031	<i>Lackenby Ironworks</i> <i>Ground Frame</i> .. .. .	.. .. .	.. .. .	..	..	Ground Frame connected to Reception line. Key kept in box affixed to Shunting signal. Box fitted with valley lock which must be locked by guards after replacing key of frame. (O. 2032).
0 1578	Station S.	After traffic ceases to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.				
0 1096	<i>South Bank Ironworks.</i> .. .. .	.. .. .	.. .. .	..	..	Ground frame connected with Down Slag line. Key kept by Guard.
0 525	SOUTH BANK. Eston West .. S.	6-0 p.m. to 10-0 a.m. Same time Saturdays to 10-0 a.m. Mondays.	Grangetown to Guisborough Jct. (R.I.)	5661	..	
0 904	Station S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Guisborough Jct. to Grangetown (R.I.)	..	5647	
0 400	CARGO FLEET. <i>Normanby Iron Works</i> .. .. .	.. .. .	.. .. .	..	..	Ground Frame connected with Down Slag Line.
0 1291	Junction .. S.	Midnight Saturdays to midnight Sundays	Cargo Fleet Junction to Tod Point (Slag Line.)	..	7400	Down Running line known as Slag Line. Can be entered from the Down Main Line at Grangetown Station and at Tod Point by facing points.
0 871	Whitehouse Crossing S.	12-0 noon to 4-45 p.m. Sundays.	Whitehouse Crossing to Cargo Fleet Jct. (R.I.)	..	540	Ground Frame connected to Tees Works Reception Lines.
0 750	<i>Tees Works</i> .. .. .	.. .. .	.. .. .	..	..
0 1022	MIDDLESBROUGH. Guisborough Junct. S.	6-0 a.m. Sundays to midnight.	Guisborough Junction to Whitehouse Crossing (R.I.) North of Down Reception lines.	..	643	Switch for Saltburn and Darlington line. Connection Up Main to Up Freight lines and Down Freight to Down Main lines.
0 563	Dock Hill Junct. ..	See Guisborough Junction to Thornaby East. page 173				
0 521	East	After traffic ceases to 4-45 a.m. Same time Saturdays to 4-45 a.m. Mondays. Attends to passenger trains Sundays.				
0 309	Sussex Street ..	See Guisborough Junction to Thornaby East. page 173				
0 326	West	After traffic ceases to 4-45 a.m. Same time Saturdays to 4-45 a.m. Mondays. Attends passenger trains Sundays.				Gate box.

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
Saltburn to Darlington.—Continued.						
M. Yds.	MIDDLESBROUGH.—	Continued.				
0 1210	Old Town Junction S.	5-0 a.m. Sundays to midnight.	.. .. .	..	..	Switch for Saltburn and Darlington line. Connection Down Main to Down Freight and Up Freight to Up Main. Connected to Acklam and Goods Yard Branches. Under supervision of Middlesbrough Yardmaster.
0 818	NEWPORT. East S.	6-0 a.m. Sundays to midnight.	.. .. .	..	..	Newport Station is closed. East box under supervision of Middlesbrough Yardmaster.
0 1633	Newport West.. S.	4-0 p.m. to 8-0 a.m. Same time Saturday to 8-0 a.m. Monday.	.. .. .	..	..	West box under supervision of Middlesbrough Trainmaster.
0 1672	THORNABY. Thornaby East ..	After traffic ceases Sunday morning to midnight. Attends passenger trains on Sundays.	Thornaby East to Bowesfield Junction (Up Freight Line)	1460	..	Connection Down Main to Down Freight and Down Freight to Down Main.
0 264	Carriage Sidings ..	.. .. .	.. .. .	..	..	Ground Frame connected with Up Passenger line and controlled by East box.
0 347	Vulcan Iron Works ..	.. .. .	.. .. .	..	..	Ground frame connected with Down Freight line, and controlled by Tees Bridge Box.
0 337	Tees Bridge .. S.	6-0 a.m. Sundays to 5-0 a.m. Mondays.	Bowesfield Junct. to Tees Bridge (R.I.) Bowesfield Junct. to Thornaby East (R.I.) (Down Freight Line)	290	..	) 1304
0 698	Bowesfield Junction S.	After traffic ceases Sundays to 12-0 midnight	Bowesfield Junction to Stockton Cut (R.I.) (Up Mineral.)	582	..	
0 193	Tip Sidings ..	.. .. .	.. .. .	..	..	Ground Frame connected with Up line from Goode Yard. Key kept at Bowesfield Junction box.
0 843	Hartburn Junction	See Leeds to Hartlepool.	page 142			
0 783	Stockton Cut .. S.	After cessation of freight traffic Sundays to 5-0 a.m. Mondays.	Stockton Cut to Bowesfield Junction (R.I.) (Down Mineral.)	..	554	
1 112	EAGLESLIFFE. Pennypot .. S.	9-45 p.m. to 5-45 a.m. Same time Saturdays to 5-45 a.m. Mondays.	.. .. .	..	..	Switches for Saltburn and Darlington and Leeds and Hartlepool lines.
0 850	North	} See Leeds to Hartlepool.	page 141			
0 511	South					
1 0	Yarm					
1 287	Urley Nook .. S.	During cessation of traffic Sundays to 5-0 a.m. Mondays.	East of box (R.S.)	400	..	

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds	Saltburn to Darlington.—Continued.					
2 268	DINSDALE. Goosepool .. S.	3-30 p.m. to 7-30 a.m. Same time Saturdays to 7-30 a.m. Mondays.	East of box (R.S.)	..	346	
0 1720	Oak Tree Junction T.S.	After passing of 10-15 p.m. Goods ex North Road to 7-0 a.m. weekdays. Sundays attends from 6-25 p.m. until after passing of 8-33 p.m. ex Darlington.	.. .. .	..	..	Switches for Darlington, via Dinsdale.
0 1479	Fighting Cocks ..	See Fighting Cocks Loop	Line, below			
0 957	Station	Open on special occasions only.				
2 1696	DARLINGTON. Geneva .. S	After traffic ceases Saturdays to 5-0 a.m. Monday. Attends on Sundays from 7-40 a.m. until 8-40 a.m. passenger train ex Darlington ceases Oak Tree Junction and Up Special trains as required.				
0 969	South Junction ..	See Normanton to Newcastle, page 85				
	Fighting Cocks Loop Line.					
0 1479	DINSDALE. Oak Tree Junction Fighting Cocks ..	See Saltburn to Darlington, above After cessation of traffic to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.	.. .. .	..	..	Under supervision of Fighting Cocks Agent.
0 302	Ground Frame ..	.. .. .	.. .. .	..	..	Connected with Up line, also works Main line cross-over road mechanically controlled from and key kept at Fighting Cocks Box.
2 1706	DARLINGTON. S. & D. Crossing ..	After cessation of traffic to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.	Albert Hill Junction to S. & D. Crossing (Reception Line).	..	419	
0 640	NORTH ROAD. Albert Hill Junction ..	See Darlington to Tebay, page 174				
	Guisborough Junction to Thornaby East (Mineral Lines).					
0 563	MIDDLESBROUGH. Guisborough Junction . Dock Hill Junction S.	See Saltburn to Darlington, page 171 Midnight Saturdays if Dock traffic has ceased, to midnight Sundays.	Guisborough Jct. to Dock Hill Junction (Reception Line). Dock Hill Jct. to Guisborough Jct. No. 1 Reception line No. 2 Reception line	293	267 212	
0 268	Sussex Street	During cessation of traffic, Sundays.	.. .. .	..	..	Gate Box.
0 329	West Bridge	Used on special occasions only for working Relief platform.	.. .. .	..	..
0 898	Old Town Junction ..	See Saltburn to Darlington, page 172	Goods Yard to	283 ..		
0 545	Goods Yard	5-45 a.m. Sundays to midnight.	Old Town Junction (R.I.)	..	..
0 94	Acklam Branch Crossover .. .. .	.. .. .	.. .. .	..	..	Ground Frame for working connection between Up and Down Acklam Branch lines when Goods Yard box closed.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Da.	
M. YC.	Guisborough Junction to Thornaby East (Mineral Lines)—Continued.					
0 818	NEWPORT. Newport East ..	See Salburn to Darlington. page 172	Newport East to Old Town Jct. (R.I.) Newport East to Foreshore (R.I.)	..	533 451	..
0 781	Foreshore ..	From 6-0 a.m. Sundays to midnight.	Foreshore to Newport East (R.I.) Foreshore to Old River Jct. (R.I.)	..	520 506	Under supervision of Middlesbrough Trainmaster.
0 935	THORNABY. Old River Junction ..	From 6-0 a.m. Sundays to midnight.	Old River Junction to Foreshore (R.I.) No. 1 Reception line No. 2 Reception line	..	589 614 614	Under supervision of Middlesbrough Train Master.
0 720	Thornaby Iron Works S.	After traffic ceases on Freight lines Sundays to 6-0 a.m. Mondays.	..	..	..	For Down direction only. Thornaby East to Old River Junction. Under supervision of Middlesbrough Trainmaster.
0 781	Thornaby East ..	See Salburn to Darlington. page 172	Thornaby East to Thornaby Ironworks (R.I.)	..	380	Distance Old River Junct. to Thornaby East 0 m. 1501 yds.
Eston Branch.						
0 1085	CARGO FLEET. Junction .. Inner Junction ..	See Salburn to Darlington. 10-0 p.m., or earlier if traffic has ceased to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	page 171	..	..	..
0 510	Maw & Co.'s Brickworks Siding	..	..	..	..	Ground Frame. Points facing to Up trains and locked by tablet.
0 1441	ESTON. Gare Siding ..	..	..	..	..	Ground Frame. Points facing to Up trains and locked by tablet.
0 641	Station Ground Frame West End	..	..	..	..	Not a block post. Ground Frames locked by key attached to train staff.
0 241	Station ..	..	..	..	..	..
Darlington to Tebay.						
0 712	DARLINGTON. Parkgate Junction T.	See Normanton to Newcastle. page 85	Parkgate Junction to Albert Hill Junction (R.I.)	..	575	..
0 712	NORTH ROAD. Albert Hill Junction S.	6-0 a.m. Sundays to 4-30 a.m. Mondays. Sundays attends to evening trains.	.. Albert Hill Junction to Parkgate Junc. (R.I.)	..	410	Switch for Darlington and Tebay line.
0 895	Hopetown Junction ..	6-0 a.m. Sundays to 4-30 a.m. Mondays. Sundays attends to evening trains.	Albert Hill Junction to Hopetown Junc. (R.I.) Hopetown Junc. to Albert Hill Junc. (R.I.)	..	732 732	..
0 752	Charity Junction ..	See Darlington to Consett.	page 177	..	1731	..
0 581	Stooperdale .. S.	After passing of last Up Passenger train (about 10-15 p.m.) to 6-45 a.m. Same time Saturdays to 6-45 a.m. Mondays.	Albert Hill Junc. to Charity Junction (R.I.) Charity Junction to Albert Hill Jct. (R.I.)	..	1701	..

Block Telegraph Signal Stations, etc.—Continued.

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Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
M. Yds.				Up | Dn.	
	Darlington to Tebay.—Continued.				
1 872	NORTH ROAD.— <i>Continued.</i> Merrybent Junction S.	4-0 p.m. to 8-0 a.m. Same time Saturdays to 8-0 a.m. Mondays.	.. .. .	.. ..	Switch for Darlington and Tebay line.
5 86	Barton Goods ..				
2 1419	PIERCEBRIDGE. Station T.	After last booked train has passed, about 10-0 p.m., to 5-30 a.m. Same time Saturday to 5-30 a.m. Monday, except that passenger trains on Sundays are attended to.			
1 1005	GAINFORD. Forecett Junction T.	After last booked train has passed, about 10-0 p.m., until 5-35 a.m. Same time Saturdays to 5-35 a.m. Mondays. Attends passenger trains on Sundays.			
5 44	Forecett Goods ..				
1 188	Station .. ..	.. .. .	.. .. .	.. ..	Not a block post.
0 327	Goods Siding ..	.. .. .	.. .. .	.. ..	Ground Frame. Annetts Key on Electric Staff. Points facing to Up trains.
1 1663	WINSTON. Station T.	After last booked train has passed, about 10-0 p.m., until 5-45 a.m. Same time Saturdays to 5-45 a.m. Mondays. Attends passenger trains on Sundays.			
0 1438	Newsham Siding ..	.. .. .	.. .. .	.. ..	Ground frame. Annett's key on electric staff. Points facing to Down trains.
2 1565	BARNARD CASTLE. Broomielaw .. T.	After last booked train has passed, about 10-0 p.m., until 5-50 a.m. Same time Saturdays to 5-50 a.m. Mondays. Attends passenger trains on Sundays.			
1 1463	East T.	After traffic has ceased about 10-0 p.m., to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. Sundays attends to passenger trains.	Barnard Castle East to West (R.I.) Do.	.. 288 .. 239	} Mineral lines.
0 440	West	After traffic has ceased about 10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. Sundays attends to passenger trains.	Barnard Castle East to West (R.I.) Do.	292 .. 292 ..	} Mineral lines.
0 1672	Tees Valley Junc. T.S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. Sundays attends for Branch trains.	.. .. .	.. ..	Switch for Darlington and Tebay line.
0 1276	Cotherstone Station.	See Barnard Castle to Middleton-in-Teesdale, page 182			
1 435	LARTINGTON Station ..				
0 1470	Quarry Junction T.S.	After traffic has ceased about 10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	.. .. .	.. ..	Not a block post. Ground frame connected to Up Line only. Worked by Station Staff.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.			CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
			Up			Do.		
Darlington to Tebay.—Continued.								
M. Yds.								
1 1241	BOWES Hulands Quarry	S.	1-30 p.m. to 10-30 a.m. Same time Saturdays to 10-30 a.m. Mondays. Also open as required for Quarry working by arrangement.					
1 440	Station	T.S.	After traffic has ceased about 10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. On Sundays attends to passenger trains.	East of Station (R.S.)	..	273		
4 1684	Spital	T.S.	8-30 p.m. to 7-30 a.m. Same time Saturdays to 7-30 a.m. Mondays.					
2 867	BARRAS. Summit	.. T.S.	After traffic has ceased about 10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. On Sundays attends to passenger trains. Temporarily closed.	West of box (R.S.) East of box (R.S.) East of box (R.S.) West of box (R.S.)	318 348 .. ..	.. 310 271	} Entered by facing points worked from box.	
1 1465	Bleath Gill	.. T.S.						
0 1743	Station	T.		.. .. .	..	..		Not a block post.
1 356	Belah	T.	After traffic has ceased about 10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. On Sundays attends to passenger trains.					
5 345	KIRKBY STEPHEN. East	T.S.	After traffic has ceased about 10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Kirkby Stephen East to West (Reception line) Kirkby Stephen East	348 ..	.. 515	Single line used in both directions. Mineral Line.	
0 609	West	T.	After traffic has ceased about 10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. On Sundays attends to passenger trains.	Kirkby Stephen West to East (R.I.)	468	..		
3 1693	Musgrave Station	..	See Kirkby Stephen to Clifton, below					
2 100	SMARDALE. Station .. ..	..		.. .. .	..	..		Not a block post. Siding connection worked from Ground Frame locked by tablet, and points facing to Up trains.
2 999	RAVENSTONEDALE. Sandy Bank ..	T.	After traffic ceases to 6-55 a.m. Same time Saturdays to 6-55 a.m. Mondays.					
0 1505	Station	S.	About 4-30 p.m. to 1-0 p.m. Same time Saturdays to 1-0 p.m. Mondays.					
3 1379	GAISGILL. Station	T.	After traffic ceases to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays.					
1 1632	TEBAY (JOINT). Yard No. 3 ..	T.	After traffic ceases to 6-10 a.m. Same time Saturdays to 6-10 a.m. Mondays.					
0 563	No. 2 .. ..	..	L. & N.W. box.					
Kirkby Stephen to Clifton.								
	KIRKBY STEPHEN. West	T.	See Darlington to Tebay, above					
3 1693	MUSGRAVE. Station	S.	8-0 p.m. to 8-0 a.m. and from 8-0 p.m. Saturdays to 8-0 a.m. Mondays.					
1 971	WARCOP. Station	T.	During cessation of traffic. On Sundays attends to passenger trains.	East of station (R.S.)	Single Line	188		Available for Up and Down trains. Entered by facing points in both directions.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
					Up	Dn.	
M. Yds.	Kirkby Stephen to Clifton. —Continued.						
5 381	APPLEBY. Ground Frame	.. .. .		Between Station box and ground frame (R.S.)	Single Line 298		Entered by facing points on Up line. Ground frame controlled from Station box.
0 434	Station	T.	After traffic ceases to 7-0 a.m. Same time Saturdays to 7-0 a.m. Monday. On Sundays attends to passenger trains.				
0 766	Midland Junction ..		After traffic ceases to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays. On Sundays attends to passenger trains.				
3 830	KIRKBY THORE. Station		After traffic ceases to 7-0 a.m. Same time Saturdays to 7-0 a.m. Mondays. On Sundays attends to passenger trains.				
1 1494	TEMPLE SOWERBY. Station .. ..	.. .. .					Not a block post. Ground frame controlled by electric tablet. Points facing to Up trains.
1 1364	CLIBURN Crossing		During cessation of traffic. On Sundays attends to passenger trains.	East of Station (R.S.)	212		Entered by facing points in Up direction.
2 75	CLIFTON. Weatherigg's Pottery Siding	.. .. .					Ground frame controlled by tablet. Points facing to Down trains.
0 1326	Station	T.	During cessation of traffic. On Sundays attends to passenger trains.				
0 855	Eden Valley Junc. T.		I. & N.W. box.				
Darlington to Consett.							
0 581	DARLINGTON. Hopetown Junction } Stooperdale		See Darlington to Tebay. page 174				Distance between Stooperdale and Charity Junction. 0 m. 694 yds.
0 752	Charity Junction	S.	After traffic ceases Saturdays to 5-0 a.m. Mondays.	Albert Hill Junc. to Charity Jct. (R.I.) Charity Junction to Albert Hill Junction (R.I.)	1731 1701		Switch for Darlington and Consett line
1 178	Whessoe Lane Brickyard	.. .. .					Connected with Down line. Key kept at Charity Junction box.
1 435	HEIGHINGTON. Whiley Hill ..	S.	Closed until further notice.				Depot siding connected with Up line. Box worked as Ground Frame.* Key kept by Gate-man.
1 136	Ground Frame	.. .. .					Outlet from Up Independent. Controlled from Station box.
0 506	Station	T.	After cessation of traffic Saturdays to 5-0 a.m. Mondays Sundays attends to passenger trains.	South of box (R.I.) North of box (R.I.)	358 341		
0 458	Ground Frame	.. .. .					Outlet from Down Independent. Controlled from Station box.

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.	REMARKS.
				Up | Dn.	
M. Yds.	Darlington to Consett.—Continued.				
1 1146	SHILDON. Simpasture Junction S.	9-0 p.m. to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays.	.. .. .	.. ..	Switch for Darlington and Consett line.
0 1061	Middridge Junction S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Shildon Junction to Simpasture Junction (Reception line) Middridge Junction to Junct. with Wagon Shop Branch (Reception line).	2285 1566	
0 1306	Junction	After traffic ceases Saturdays to midnight Sundays. Sundays attends to passenger trains.	Middridge Junction to Spout Lane Bridge	.. 1087	
0 537	Tunnel, South S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Tunnel South to Shildon Junction (R.I.)	426 ..	
1 91	Tunnel, North ..	After cessation of traffic Saturdays to 3-0 a.m. Mondays. Sundays attends to passenger trains.			
1 598	Fieldon Bridge S.	See Bishop Auckland to Barnard Castle, page 180			
0 466	Black Boy .. S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Black Boy to South Church (R.I.)	.. 676	
0 823	BISHOP AUCKLAND. South Church .. S.	10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	South Church to Tunnel North (R.I.)	1503 ..	
0 1467	East T.	After traffic ceases Saturdays to 4-15 a.m. Mondays. Sundays attends to passenger trains.			
0 458	North Junction ..	See Sunderland to Bishop	Auckland, page 123	.. ..	Switch for Darlington and Bishop Auckland line.
0 278	West S.	1-30 a.m. to 5-30 a.m., and from 1-30 a.m. Sundays to 5-30 a.m. Mondays. Sundays attends to passenger trains.	.. .. .	.. ..
1 288	ETHERLEY. George Pit, East ..	.. .. .	.. .. .	.. ..	Ground frame connected with Up line. Key in possession of guard.
0 632	George Pit	Closed until further notice.			
0 1037	Station S.	After cessation of trains requiring to call (about 10-0 p.m.), until 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays. Sundays attends Up Passenger trains.	East of station to George Pit (R.I.)	1013 ..	Used as a Relief Siding when George Pit box closed.
1 88	WEAR VALLEY JUNCTION. Junction	After cessation of traffic Saturdays to 4-0 a.m. Mondays. Sundays attends to passenger trains.	Wear Valley Junction and Beechburn (R.I.)	1116 995	
0 679	Witton West ..	See Wear Valley Junction	to Wearhead, page 181	.. ..	Connection to North Bitchburn Colliery and connected to Up Independent. Key kept by guard.
0 627	Ground Frame ..	.. .. .	.. .. .	.. ..
0 513	BEECHBURN. Howden .. S.	About 10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.			
0 1428	Beechburn Colliery Junction S.	3-30 p.m. to 1-30 p.m., Same time Saturdays to 1-30 p.m. Mondays.			

Distance from Signal Station Box or Siding next above not indicated	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M. Yds.	Darlington to Consett.—Continued.					
0 620	CROOK. <i>Girling's Brickworks Siding</i>	.. .. .	.. .. .	..	..	Ground frame connected with Down line electrically controlled from Thistleflat box. Key kept by guard.
0 11	<i>Beechburn Colliery</i>	.. .. .	.. .. .	..	..	Ground frame connected with Up line electrically controlled from Thistleflat box.
0 357	Thistleflat .. S	After cessation of traffic about 11-15 p.m. to 7-15 a.m., and after cessation of traffic Saturdays to 7-15 a.m. Mondays.	Thistleflat to Crook East (Reception Line)	..	591	
0 710	East	After traffic ceases about midnight to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.	Crook East to Thistleflat (Reception line)	630	..	
0 528	West T.	Do.				
1 20	West Durham Jct. T.	From cessation of traffic, about 7-0 p.m. (Wednesdays about 11-10 p.m.) to 7-45 a.m. 10-0 p.m. Saturdays to 7-45 a.m. Mondays.	In West Durham Branch (R.S.)	183	..	Entered by facing points in Up direction. Used by Up and Down trains.
1 486	TOW LAW. <i>Harperley Colliery</i>	.. .. .	.. .. .	..	..	Single line. Ground frame locked by tablet.
2 163	Junction .. T.	After traffic ceases about 7-30 p.m. to 6-45 a.m. Wednesdays from about 10-0 p.m. to 6-45 a.m. Saturdays about 10-0 p.m. to 6-45 a.m. Mondays.				
0 188	<i>High Street Crossing</i>	.. .. .	.. .. .	..	..	Gates mechanically controlled from Tow Law Junction box.
0 225	Iron Works Junct. T.	After traffic ceases about 7-15 p.m. to 6-45 a.m. Same time Saturdays to 6-45 a.m. Mondays.				
0 1058	Blackfield .. T.	After traffic ceases about 7-15 p.m. to 6-45 a.m. Same time Saturdays to 6-45 a.m. Mondays.	Blackfield box (R.S.)	544	..	
0 1146	<i>High Stoop Siding</i>	.. .. .	.. .. .	..	..	Ground frame locked by tablet. Points facing to Up trains.
2 136	BURNHILL. <i>Backstone Bank</i>	.. .. .	.. .. .	..	..	Do.
0 1344	<i>Salter's Gate Quarry</i>	.. .. .	.. .. .	..	..	Ground Frame locked by tablet. Points facing to Down trains.
0 1373	Junction .. T.	From cessation of traffic about 7-50 p.m. to 5-45 a.m. Same time Saturdays to 5-45 a.m. Mondays.				
0 640	Station .. ..	.. .. .	.. .. .	..	..	Not a block post.
0 301	<i>Red House Quarry</i>	.. .. .	.. .. .	..	..	Ground frame connected to Up line. Locked by Valley Lock. Key kept by guards.
2 667	ROWLEY. <i>White Hall Siding</i>	.. .. .	.. .. .	..	..	Ground frame connected to Down line. Key in possession of guard.
0 721	Station T.	From cessation of traffic about 7-45 p.m. to 5-45 a.m. Same time Saturdays to 5-45 a.m. Mondays.				
1 98	CONSETT. <i>Hownes Gill Junct.</i>	From cessation of traffic to 5-0 a.m. Same time Saturdays to 5-0 a.m. Mondays.				
0 568	South T.	See Scotswood to Blackhill and Durham. page 113				

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS		CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
					Up	Down	
M. Yds	North Road Engine Shed Line.						
0 637	Charity Junction ..	See <i>Darlington to Consett.</i>	page 177				
	Rise Carr ..	5-0 p.m. to 4-0 a.m., and from 5-0 p.m. Saturdays to 4-0 a.m. Mondays.					
	Shildon Tunnel Branch.						
0 577	SHILDON. Tunnel North ..	See <i>Darlington to Consett.</i>	page 178				
	Yellow Hall Siding ..	.. .. .					Ground frame connected to Down line. Key in possession of Guard.
1 333	Fieldon Bridge ..	S. See <i>Bishop Auckland to Barnard Castle.</i>	below				
	Bishop Auckland to Barnard Castle.						
1 920	BISHOP AUCKLAND. East ..	T. See <i>Darlington to Consett.</i>	page 178				
	Fieldon Bridge ..	S. After traffic ceases Saturdays to 5-30 a.m. Mondays.	Fieldon Bridge to St. Helens (R.I.)	991			Switch for Bishop Auckland & Barnard Castle line.
0 1247	WEST AUCKLAND. St. Helen's Colliery Junction S.	After traffic ceases to 5-45 a.m. Same time Saturdays to 5-45 a.m. Mondays.	St Helens to Fieldon Bridge (R.I.)		1103		
0 1085	Station ..	.. After traffic ceases to 5-50 a.m. Same time Saturdays to 5-50 a.m. Mondays.					
0 721	Colliery Junction ..	S. 5-0 p.m. to 9-0 a.m. Same time Saturdays to 9-0 a.m. Mondays.					
0 862	Spring Gardens Crossing Siding	.. .. .					Ground frame locked from gate cabin and worked by gateman. Connected to Up line.
0 773	Spring Gardens Junct. T.S.	After traffic ceases to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.					Switch for Bishop Auckland and Barnard Castle line.
0 664	Tees Hetton ..	.. After cessation of traffic to 6-30 a.m. Same time Saturdays to 6-30 a.m. Mondays.					Butterknowle Branch. Not a block post.
1 127	EVENWOOD. Station ..	T.S. 1-30 p.m. to 10-0 a.m. Same time Saturdays to 10-0 a.m. Mondays.					
1 345	COCKFIELD. Woodland Junct. T.S.	6-0 p.m. to 10-0 a.m., and from 6-0 p.m. Saturdays to 10-0 a.m. Mondays.					
1 190	Holly Moor ..	.. 10-0 p.m. to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.					Ground frame connected with Up line controlled from Cockfield Station box.
0 300	Station ..	T.S.					
1 1325	Gibbs Neese ..	T.S. Closed temporarily					
0 1554	Dent's Gate ..	.. .. .					Ground frame connected to Up line. Key kept by guard.
2 406	BARNARD CASTLE. Forthburn ..	T. After traffic ceases to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.					
1 322	Coal Road Crossing T.	After traffic ceases to 6-0 a.m. Same time Saturdays to 6-0 a.m. Mondays.					
1 201	East ..	T. See <i>Darlington to Tebay,</i>	page 175				

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Down	
M. Yds.	Wear Valley Junction to Wearhead.					
	WEAR VALLEY JUNCTION.					
	Junction	<i>See Darlington to Consett. page 178</i>	Wear Valley Jct. to Witton West (R.I.)	..	481	
0 679	Witton West .. T	After traffic ceases about 9-0 p.m. to 5-0 a.m. Sundays attends to passenger trains.	Witton West to Wear Valley Jct. (R.I.)	527	..	
0 709	<i>Marshall Green Saw Mills and Colliery Siding</i>	.. .. .	.. .. .	..	..	Points locked by tablet. Two connections facing to Down trains.
	WITTON-LE-WEAR.					
0 674	Station .. ..	.. .. .	.. .. .	..	..	Not a block post. Siding points locked by Tablet.
0 849	<i>Witton Drift</i> .. ..	.. .. .	.. .. .	..	..	} Points locked by tablet and facing to Up trains.
1 820	<i>MacNeil's Depot</i> .. ..	.. .. .	.. .. .	..	..
	HARPERLEY.					
1 634	Station T.	After traffic ceases about 9-20 p.m. to 5-15 a.m. Sundays attends to passenger trains.	East of Station (R.S.)	..	357	
0 235	<i>Brown's Siding</i> .. ..	.. .. .	.. .. .	..	..	Ground frame connected with Down over-run line, locked by Annets key.
1 1108	<i>Scotch Isle</i> .. ..	.. .. .	.. .. .	..	..	Ground frame locked by tablet. Points facing to Down trains.
	WOLSINGHAM.					
0 1492	Stanners Close .. T.	After traffic ceases about 9-20 p.m. to 5-20 a.m. Sundays attends to passenger trains.				
0 779	Station T.	After traffic ceases about 9-25 p.m. to 5-25 a.m. Sundays attends to passenger trains.	Wolsingham Station to Stanners Close (Reception Line)	468	..	Single line used in both directions. Entered by facing points worked from box at each end. Signals interlocked.
	FROSTERLEY.					
1 1567	Bishopley Junction T.	After traffic ceases about 9-30 p.m. to 5-30 a.m. Sundays attends to passenger trains.				
0 924	Broadwood	After traffic ceases about 9-30 p.m. to 5-30 a.m. Sundays attends to passenger trains.				
0 1284	Station .. ..	.. .. .	.. .. .	..	..	Not a block post. Ground frame locked by Tablet. Points facing to Down trains.
	STANHOPE.					
1 826	<i>Parson Byers</i> .. ..	.. .. .	.. .. .	..	..	Ground Frame locked by Tablet. Points facing to Up trains.
0 1019	Junction T.	After traffic ceases about 9-20 p.m. to 5-20 a.m. On Sundays attends to passenger trains.				
0 199	Station .. ..	.. .. .	.. .. .	..	..	Ground Frame mechanically controlled by Stanhope Junction box Facing to Down trains.
1 122	<i>Greenfoot Quarry Siding</i>	.. .. .	.. .. .	..	..	Ground Frame controlled by tablet. Points facing to Up trains.

Distance from Signal Station Box or Siding next above not indented	BLOCK TELEGRAPH SIGNAL STATIONS AND BOXES AND SIDINGS BETWEEN STATIONS.	CLOSED.	POSITION OF RUNNING INDEPENDENT OR RELIEF SIDING.	Standage of Independent or Siding in yards.		REMARKS.
				Up	Dn.	
M Yds.	Wear Valley Junction to Wearhead.		<i>Continued.</i>			
1 1064	EASTGATE. Station .. ..	.. .. .	.. .. .	..	..	Not a block post. Ground Frame controlled by tablet. Points facing to Up trains.
1 610 0 772	<i>Cambokeels Siding East</i> <i>Cambokeels Siding West</i>	.. .. .	.. .. .	..	..	Two ground frames controlled by Tablet. Points at east end facing to Down trains and those at West End facing to Up trains.
1 402	WESTGATE-IN-WEARDALE. Station T.	From cessation of traffic to 6-20 a.m. Same time Saturdays to 6-20 a.m. Mondays.				
0 1579	<i>Daddy Shteld Siding</i>	.. .. .	.. .. .	..	..	Ground frame controlled by tablet. Points facing to Down trains.
0 1006	ST. JOHN'S CHAPEL. Station T.	.. .. .	.. .. .	..	..	Not a block post. Ground Frame controlled by tablet. Two connections: one facing Up and the other to Down trains.
1 69	<i>Coronation Bridge Sdg.</i>	.. .. .	.. .. .	..	..	Ground frame controlled by tablet. Points facing to Down trains.
0 1430	WEARHEAD. Station T.	From cessation of traffic to 6-15 a.m. Same time Saturdays to 6-15 a.m. Mondays.				
	Barnard Castle to Middleton-in-Teesdale Tees Valley Branch.					
	Tees Valley Junct. T.S.	<i>See Darlington to Tebay.</i>	<i>page 175</i>			
1 1265	COTHERSTONE. Station T.S.	6-0 p.m. to 6-45 a.m. Attends to Up Passenger train, Sunday evenings.				
2 505	ROMALDKIRK. <i>Romaldkirk Goods Yard</i>	.. .. .	.. .. .	..	..	Ground frame. Key kept at Romaldkirk Station. Points facing to Down trains.
0 368	Station T.	During cessation of traffic. Sundays attends to passenger trains.				
1 1371	MICKLETON. Station .. ..	.. .. .	.. .. .	..	..	Not a block post. Ground frame locked by padlock. Key kept at Station Office. Points facing to Down trains.
1 95	MIDDLETON-IN-TEESDALE. <i>Lunedale Quarrr Siding</i>	.. .. .	.. .. .	..	..	Ground frame. Key kept at Middleton-in-Teesdale Station. Points facing to Up trains.
0 780	Station	7-20 p.m. to 6-25 a.m. Sundays attends to passenger trains				
0 275	<i>Ground Frame</i>	Controlled from signal box.

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