

*Whaley.*  
British Transport Commission  
BRITISH RAILWAYS : N.E. REGION

\* District Operating Superintendent  
NEWCASTLE.

15th February, 1957

Reference.....X.1/802

NEWCASTLE - HEXHAM - CARLISLE DIESEL SCHEME  
AS FROM 4TH FEBRUARY 1957.

TEMPORARY FERRYING SERVICE.

The working of the diesel units on both the Newcastle and Carlisle branch and the Newcastle and Middlesbrough branch is being issued in carriage working form - see separate circular dated 14th February. All cases of alterations, strengthening etc., of diesel car working will be advised in the carriage working form.

Below is set out the details of the temporary ferrying service between Scotswood Bridge Sidings and Gosforth Sheds showing the carriage working numbers of sets conveyed.

Up to date particulars of the Drivers Diagrams, working the ferry service, are also shown.

This circular, therefore, supersedes my circular dated 29th January 1957.

E. COWELL

/continued

TEMPORARY FERRY SERVICE : TIME TABLE AND SUMMARY  
OF UNITS CONVEYED.

W E E K D A Y S.

SCOTSWOOD B.S. TO GOSFORTH CAR SHEDS.

CONVEYS CARRIAGE WORKING NOS.	448 MX 849 SuO 850 SuO	453 MX	450 MX 867 Su	450 & 2 cars S.X.	449	451	447 SX 451 SX 452 SO	453 SO 454 SX 455 SX
NO. OF CARS :-	4 cars	2 cars	4 cars	6 cars	4 cars	4 cars	FSX 6 cars FO 8 " SO 4 "	4 cars Derby.
	'C' ECS a.m.	M.X 'C' ECS a.m.	'C' ECS a.m.	'C' ECS a.m.	S.X 'C' ECS p.m.	S.O 'C' ECS p.m.	'C' ECS p.m.	'C' ECS p.m.
Scotswood BS	12/1	1/0	2/0	10/3	2/0	6/7	8/30	10/48
Newcastle(GR)	12/11	1/10	2/10	10/13	2/10	6/17	8/40	10/58
Jesmond	12/15	1/16	2/14	10/17	2/14	6/21	8/44	11/2
Gos. Sheds	12/24	1/23	2/23	10/26	2/23	6/30	8/53	11/11

GOSFORTH SHEDS TO SCOTSWOOD B.S.

CONVEYS CARRIAGE WORKING NOS.	448	449	451 dly 455 MX	452	450 * 447 *	450	449	455
NO. OF CARS :-	4 cars	4 cars	6 cars MX 4 cars MO (Derby)	4 cars	8 cars	4 cars	4 cars	2 cars (Derby)
	'C' ECS a.m.	'C' ECS a.m.	'C' ECS a.m.	'C' ECS a.m.	S.X 'C' ECS p.m.	S.O 'C' ECS p.m.	S.X 'C' ECS p.m.	S.O 'C' ECS p.m.
Gos. Sheds	1/0	3/0	4/10	7/0	12/43	3/47	7/47	11/41
Jesmond	1/9	3/9	4/19	7/9	12/52	3/56	7/56	11/50
Newcastle(GR)	1/13	3/13	4/23	7/13	12/58	4/0	8/0	11/54
Scotswood BS	1/23	3/23	4/33	7/23	1/8	4/10	8/10	12/4
SCOTSWOOD BS DEPART	5 30am	5 30am	20am 9	10am 1	5 15pm	2 30pm	3 30am	

6.30  
8.49  
1.40

11.51  
4

6 am

/continued

TEMPORARY FERRY SERVICE : TIME TABLE AND SUMMARY  
OF UNITS CONVEYED (contd)

SUNDAYS.

SCOTSWOOD B.S. TO GOSFORTH CAR SHEDS

VEYS PLAGE WORKING NOS.	448 SO	454 SO	449 SO	847	846
NO. OF CARS :-	4 cars	2 cars	4 cars	4 cars	4 cars
	'C' ECS a.m	'C' ECS a.m	'C' ECS a.m	'C' ECS a.m	'C' ECS p.m
Scotswood BS	12/1	12/40	2/0	10/20	4/30
Newcastle (GR)	12/11	12/50	2/10	10/30	4/40
Jesmond	12/15	12/54	2/14	10/34	4/44
Gosforth Sheds	12/24	1/3	2/23	10/43	4/53

GOSFORTH CAR SHEDS TO SCOTSWOOD B.S.

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CONVEYS CARRIAGE WORKING NOS.	867	849 2 cars 851 2 cars	846	848	845 847
NO. OF CARS:-	4 cars (Derby)	4 cars Derby.	4 cars	4 cars	4 cars
	'C' ECS a.m	'C' ECS a.m	'C' ECS a.m	'C' ECS a.m	'C' ECS p.m
Gosforth Sheds	1/0	5/0	8/0	11/25	3/40
Jesmond	1/9	5/9	8/9	11/34	3/49
Newcastle (GR)	1/13	5/13	8/13	11/38	3/53
Scotswood BS	1/23	5/23	8/23	11/48	4/3
SCOTSWOOD B.S. DEPART	5/30am	8 35am & spare	10/0am	2 Opm	7 Opm

/continued

FERRY SERVICE : BLAYDON DRIVERS DIAGRAMS.

W E E K D A Y S.

1ST SHIFT

	a.m.	a.m.
Scotswood BS		12/1
Gos. Sheds	X 12/24	1/0 ✓
Scotswood BS	1/23	2/0
Gos. Sheds	X 2/23	3/0 ✓
Scotswood BS	3/23	5/20 ECS P.
Newcastle	5/30	5 55 Elec.P.
Gos. Sheds	6/9	7/0 ✓
Scotswood BS	7/23	

2ND SHIFT.

	a.m.	a.m.
Scotswood BS		10/3
Gos. Sheds	10/26	
Gos. Sheds		12/43 ✓
Scotswood BS S	{ 1/8	2/0
Gos. Sheds X	{ 2/23	2/41 ECS P.
Newcastle	{ 2/54	3 20 Passr.
Scotswood Stn.	{ 3 29	-
Scotswood BS	{ -	-

3RD SHIFT (contd)

		p.m.
Scotswood BS	{	-
Scotswood Stn	{ -	6 33 Pass
Newcastle	S { 6 42	7/10 ECS
Gos. Sheds X	X { 7/23	7/47 ✓
Scotswood BS	{ 8/10	
Scotswood BS		0/30
Gos. Sheds	X 8/53	-
So. Gosforth	-	9 12
Newcastle	9 43	10 10
Scotswood Stn.	10 19	-
Scotswood BS	-	10/38
Gos. Sheds	X 11/1	
Gos. Sheds	M	a.m.
Scotswood BS X	{ 1/23	1/0 Pass
Gos. Sheds S	{	a.m.
Scotswood BS O	{ 12/4	p.m.
		11/41 ✓

4TH SHIFT.

	p.m.	p.m.
Gos. Sheds S	{ -	3/47 ✓
Scotswood BS	{ 0/4/10	
Scotswood BS S	{	p.m.
Newcastle O	{ 5/25	5/15 No.13 Unit =
Scotswood BS	{ 5/55	5/45 No.14 Unit

		p.m.
Newcastle S	{ 10 50	11/19
Scotswood BS X	{ 11/29	
Scotswood BS M	{	a.m.
Gos. Sheds X	{ 1/23	a.m.
		1/0

= Additional trips to be worked.

3RD SHIFT

		p.m.
Scotswood BS	{	6/7
Gos. Sheds X S	{ 6/30	-
So. Gosforth O	{ -	6 57 Elec. P.
Newcastle	{ 7 8	7 20 Passr.
Scotswood Stn.	{ 7 27	-
Scotswood BS	{ -	-

(continued next column.)

		a.m.
Scotswood BSM	{	12/1 Passr
Gos. Sheds O	{ 12/24	

Gos. Sheds 4/10 ✓  
 Scotswood BS 4/33  
 ≠ Relieving Bn. No.3 Driver.

S U N D A Y S.

1ST SHIFT

	a.m.	a.m.
Scotswood BS		12/1 ✓
Gos. Sheds	X 12/24	1/0 ✓
Scotswood BS	1/23	
Scotswood BS		a.m.
Gos. Sheds	X 2/23	2/0 ✓
Scotswood BS	8/23	8/0 ✓

2ND SHIFT

	a.m.	a.m.
Scotswood BS		12/40
Gos. Sheds	X 1/3	5/0 ✓
Scotswood BS	5/23	

3RD SHIFT.

	a.m.	a.m.
Scotswood BS		10/20
Gos. Sheds	X 10/43	11/25 ✓
Scotswood BS	11/48	-
Scotswood Stn.	-	1 58 Pas
Newcastle	2 5	2 25 Pas
So. Gosforth	2 33	-
Gos. Sheds	-	3/40 ✓
Scotswood BS	4/3	4/30 ✓
Gos. Sheds	X 4/53	

14th February, 1957.

CARRIAGE WORKING 17th SEPTEMBER 1956 to 16th JUNE 1957.

The following additional carriage working is now in operation:-

CW.447 to 452 - NEWCASTLE & CARLISLE DIESELS (METRO CANNELL) -  
Motor Compo Lavatory (12.45), Second Lavatory (61),  
Second Lavatory Brake (45), Motor Compo Lavatory (12.45)  
Total 4 (24F, 196S).

CW.447

(2 Metro-Cannell cars with  
Driver leading vehicle from  
Carlisle).

	a.m.	a.m.	
450(a) Collier Lane (		6/35	
Carlisle S (	6/40	6/55	
Newcastle (	8/50	9/8	
Scotswood BS (	9/18	10/3	
Gos. Shed X (	10/26		450.

Attach remaining 2 Cars and set of  
4 Cars to work :-

	p.m.	p.m.	
450 Gos. Shed S (		12/43	
Scotswood BS (	1/6	1/52	
Newcastle (	2/2	5/0	450
Hexham X (	5/45	5/55	
Newcastle (	6/42		

FSK set divides and 2 Cars attached  
to CW.451.

FO 4 Cars attached to CW.451 :-

	p.m.	p.m.	
451 Newcastle S (		7/25	
S.B.S. (	7/35	8/30	
Gos. Shed X (	8/53		451

FSK the remaining 2 Cars work:-

	p.m.	p.m.	
452(b) Newcastle F (		8/20	
Carlisle S (	10/18	10/25	
Collier Lane X (	10/30		452

Spare at Gosforth Shed SATURDAYS.

- (a) Attached REAR
- (b) Attached FRONT

Works 447 next day  
845 Sunday

CW.449

	a.m.	a.m.	
Gos. Shed		3/0	✓
448(a) Scotswood BS	3/23	5/30	
Hexham	6/0	6/25	448
Newcastle	7/10	7/30	
Hexham	8/15	8/30	
Newcastle	9/11	9/20	
448(b) Carlisle	10/47	11/0	
Newcastle	12/40		448

Newcastle (		1/4	
Scotswood BS (	1/14	2/0	
Gos. Shed X S (	2/23	7/47	✓
Scotswood BS (	8/10	9/50	
Newcastle (	10/0	10/10	
Haltwhistle X (	11/24	11/38	
Hexham (	11/57		

Newcastle (		1/25	
Wylam (	1/43	1/47	
Newcastle S (	2/7	2/20	
Carlisle (	3/57	4/20	
Newcastle (	6/10	6/20	
Carlisle (	8/0	9/0	

448 Newcastle (		10/50	11/19	
Scotswood BS (	11/29			448
	a.m.	a.m.		
Scotswood BS Su (		2/0		
Gos. Shed (	2/23			

- (a) Attached FRONT
- (b) Attached REAR

Works 451 Next day  
846 Sunday

CW.448

	a.m.	a.m.	
Gos. Sheds		1/0	✓
449(a) Scotswood BS	1/23	5/30	
Hexham	6/0	6/8	449
Haltwhistle	6/31	6/55	
Newcastle	8/9	8/20	
449(b) Carlisle	10/26	11/0	
Newcastle	12/40	12/50	449
Hexham	1/36	2/20	
Newcastle	3/7	4/20	
Carlisle	6/8	7/0	
Newcastle	8/30	9/10	
Hexham	9/54	10/25	

450(SX)	Newcastle	11/9	11/19	
449(SO)	Scotswood BS	11/29	12/1	(450S)
	Gos. Sheds X	12/26		(449S)

- (a) Attached REAR (b) Attached FRONT
- Works 449 next day

CW.450

(a) a.m. a.m.  
 447(SX) Collier Lane 6/35  
 Carlisle 6/40 6 55  
 Newcastle 8 50 9/ 8  
 Scotswood BS 9/18 10/ 3  
 Gos. Shed X 10/26 447(SX)

447(b) Gos. Shed ( 12/43 ✓  
 Scotswood BS ( 1/ 6 1/52  
 Newcastle ( 2/ 2 2 20 447  
 Carlisle S ( 3 57 4 20  
 Newcastle ( 6 10 6 20  
 Carlisle X ( 8 7 9 0  
 Newcastle ( 10 50 11/19  
 Scotswood BS ( 11/29 448

a.m. a.m.  
 Scotswood BS M ( 2/ 0  
 Gos. Shed XX ( 2/23

p.m. p.m. ✓  
 Gos. Shed ( 3/47 ✓  
 Scotswood BS ( 4/10 5/15  
 Newcastle S ( 5/25 5 35  
 Hexham ( 6 22 7 10  
 Newcastle O ( 7 57 8 20  
 Carlisle ( 10 18 10/25  
 Collier Lane ( 10/30

(a) 2 Cars attached FRONT  
 (b) 4 Cars attached REAR  
 Works 452 next day  
 847 Sunday

CW.452

a.m. a.m.  
 Gos. Shed 7/ 0  
 Scotswood BS 7/23 9/55  
 Newcastle 10/ 5 10 30  
 Carlisle 12 5 1 0  
 Newcastle 2 40

Newcastle ( 3 50  
 Hexham ( 4 30 4 40  
 Newcastle S ( 5 25 5 35  
 Hexham ( 6 22 7 10

447(a) Newcastle X ( 7 57 8 20  
 (FX) Carlisle ( 10 18 10/25  
 Collier Lane ( 10/30 447(FX)

Newcastle [redacted] 3 20  
 Carlisle S ( 5 8 5 25  
 Newcastle O ( 7 10 7/25  
 Scotswood BS ( 7/35 8/30  
 Gos. Shed X ( 8/53

(a) Attached REAR  
 Works 450 next day  
 448 Monday

CW.451

a.m. a.m.  
 Hexham ( 5 45  
 Newcastle ( 6 32 7 0  
 Hexham ( 7 47 7 57  
 Newcastle S ( 8 43 9 50  
 Hexham ( 10 33 11 10  
 Newcastle ( 11 54 12/ 0  
 Scotswood BS ( 12/10 2/50  
 Newcastle X ( 3/ 0 3 20  
 Carlisle ( 5 8 5 25

447(a) Newcastle ( 7 10 7/25  
 Scotswood BS ( 7/35 8/30  
 Gos. Shed ( 8/53 447

a.m. a.m.  
 Hexham ( 5 45  
 Newcastle ( 6 32 6/43  
 Carlisle ( 8 35 8 75  
 Newcastle S ( 10 50 11/ 0  
 Scotswood BS ( 11/10 1/ 0  
 Newcastle ( 1/10 1 20  
 Carlisle O ( 3 0 3 20  
 Newcastle ( 4 58 5/45  
 Scotswood BS ( 5/55 6/ 7  
 Gos. Shed X ( 6/30

(a) 2 Cars FSX, 4 Cars FO.  
 Works 448 next day  
 848 Sunday

455 - NEWCASTLE & HEXHAM DIESELS (DERBY BUILT) -  
Motor Compo Lavatory (12.53), Motor Second Lavatory Brake(52)  
Total 2. (12F, 10SS).

	a.m.	a.m.	
455(MO)(a) Gos. Shed		4/10	✓
455(MO)(b) ScotswoodBS Newcastle	4/33	5/20	455(SO) 454 (455S)
Hexham Newcastle	6 37	6 50	
Hexham Newcastle	7 37	7 50	
Hexham Newcastle	8 40	9 10	
Newcastle	10 1		
Newcastle		11 50	
Hexham Newcastle	(12 35	1 10	
Newcastle	( 1 59	2 50	
Hexham Newcastle	S( 3 35	4 5	
Newcastle	( 4 50		
Newcastle		7 20	
Haltwhistle Newcastle	( 8 35	8 45	
Newcastle	( 9 55	11 0	
Hexham Newcastle	(11 43	11/47	
ScotswoodBS	(12/17		
ScotswoodBS M	a.m.	a.m.	
Gos. Shed X	(1/23	1/ 0	
Newcastle	p.m.	p.m.	
Hexham Newcastle	(12 4	12 20	
Newcastle	( 1 6	1 50	
Hexham Newcastle	S( 2 34	3 10	
Newcastle	( 3 58	4 27	
Hexham Newcastle	( 5 5	5 15	
Newcastle	( 5 50	5 57	
Hexham Newcastle	O( 6 40	8 10	
Newcastle	( 8 57	9/ 5	
ScotswoodBS	( 9/15	10/38	
Gos. Shed X	(11/ 1		

(a) Attached REAR with 455 EXTREME REAR.  
(b) Attached FRONT

Works 454 next day  
849 Sunday

(a) Attached FRONT with 453 leading.  
(b) Attached REAR with 453 EXTREME REAR.

Works 455 next day  
850 Sunday

	a.m.	a.m.	
455(MO)(a) Gos. Shed		4/10	✓
455(MO)(b) ScotswoodBS Newcastle	4/33	5/20	455(SO) 453
Newcastle	( 8 35	8 55	
Carlisle Newcastle	(10 50	11 20	455
Hexham Newcastle	S(12 4	12 20	
Newcastle	( 1 6	1 20	
Hexham Newcastle	( 2 4	3 10	
Newcastle	( 3 58	4 27	
Hexham Newcastle	X( 5 5	5 15	
Newcastle	( 5 50	5 57	
Hexham Newcastle	( 6 40	8 10	
Newcastle	( 8 57	9/ 5	
ScotswoodBS	( 9/15	10/43	
Gos. Shed X	(11/11		455
Newcastle	( 7 0		
Hexham Newcastle	( 7 47	7 57	
Newcastle	( 8 43	9 50	
Hexham Newcastle	(10 33	11 10	
Newcastle	(11 54	12 30	
Hexham Newcastle	S( 1 11	1 25	
Newcastle	( 2 12	2 50	
Hexham Newcastle	( 3 35	3 45	
Newcastle	( 4 30	5 0	
Hexham Newcastle	O( 5 45	5 55	
Newcastle	( 6 42	7 20	
Haltwhistle Newcastle	( 8 37	8 45	
Newcastle	( 9 53	11 0	
Hexham Newcastle	(11 43	11/47	
ScotswoodBS	(12/17	12/40	Sun
Gos. Shed X	( 1/ 3		

(a) Attach 455 REAR, 453 FRONT.  
(b) Attach 455 FRONT

Works 453 next day  
851 Sunday

	a.m.	a.m.	
453 (a) Gos. Shed M		4/10	✓
454 (b) ScotswoodBS X	4/33		(453 & 454(SO)
453 & 454(MO)		5/20	
Newcastle	( 5/30	6 43	453
Carlisle Newcastle	( 8 35	8 55	
Newcastle	S(10 50	11/25	45
ScotswoodBS	(11/35	3/56	
Newcastle	( 4/ 6	4 27	
Hexham Newcastle	( 5 5	5 15	
Newcastle	( 5 50	5 57	
Hexham Newcastle	X( 6 40	8 10	
Newcastle	( 8 57	9/ 5	
ScotswoodBS	( 9/15	10/48	
Gos. Shed X	(11/11		454

Spare at Scotswood B S. SATURDAYS for STRENGTHENING, then ECS to Gos. Shed &

Gos. Shed S( 11/41 ✓  
Scotswood B O(12/ 4

CW.468 to 471 - NEWCASTLE & MIDDLESBROUGH DIESELS (DERBY BUILT) -  
 Motor Compo (20.36), Second Lavatory Brake (45),  
 Second Lavatory (61), Motor Second (64). 96 Tons.  
 Total 4. (20F, 206S).

CW.468

	a.m.	a.m.	
470 Gos. Shed		6/30 ✓	
Newcastle	6/43	7 0	
Middlesbro	8a30	9 35	
Newcastle	10 53	11 15	470(SX)
Middlesbro	12b32	12 45	
470(SX) Newcastle	2c 3	2 17	
Middlesbro	3 34	3 45	
Newcastle	5 3	5/ 9 ✓	
Gos. Shed	X 5/22	5/50 ✓	
Newcastle	6/ 3	6 15	
Middlesbro	7 36	7 45	
Newcastle	9d 6	9/15	
Gos. Shed	X 9/28		470

- (a) 8.28am Sats.
- (b) 12.34pm Sats.
- (c) 2.6pm Th.S.O.
- (d) 9.5pm Sats.

Works Daily  
856 Sunday

CW.470

	a.m.	a.m.	
468 Gos. Shed		6/30	
Newcastle	6/43	7 0	
Middlesbro	8 28	9 35	
Newcastle	10 53		468(SX)
Newcastle	S(	11/20	
Gos. Shed	X(11/33)	1/40 ✓	
Newcastle	X( 1/53		
Newcastle	S(	11 15	
Middlesbro	(12.34	12.45	
Newcastle	0( 2 6		
468(SX) Newcastle		2 17	
Middlesbro	3 34	3 45	
Newcastle	5 3	5/ 9 ✓	
Gos. Shed	X 5/22	5/50 ✓	
Newcastle	6/ 3	6 15	
Middlesbro	7 36	7 45	
Newcastle	9 3	9/15	
Gos. Shed	X 9/28		468

Works Daily  
867 Sunday

CW.469

	a.m.	a.m.	
471 Gos. Shed		8/49 ✓	
Newcastle	9/ 2	9 15	
Middlesbro	10 32	11 35	
Newcastle	12 53	1/ 9 ✓	
Gos. Shed	X 1/22	2/41 ✓	
Newcastle	2/54	3.17	
Middlesbro	4 34	5 35	
Newcastle	6a55	7 15	471(SX)
Middlesbro	8 32	9 35	
Newcastle	11 10	11/19	
Gos. Shed	X 11/32		471(SO)

- (a) 6.55pm Sats.

Works Daily  
866 Sunday

CW.471

	a.m.	a.m.	
469 Gos. Shed		8/49 ✓	
Newcastle	9/ 2	9 15	
Middlesbro	10 32	11 35	
Newcastle	12 53	1/ 9 ✓	
Gos. Shed	X 1/22	2/41 ✓	
Newcastle	2/54	3 17	
Middlesbro	4 34	5 35	
Newcastle	6 53		469(SX)
Newcastle	S(	7/17	
Gos. Shed	X( 7/30		
Newcastle	(	7 15	
Middlesbro	S( 8 32	9 35	
Newcastle	0(11 10	11/19	
Gos. Shed	(11/32		469

Works Daily



Sunday.

-5-

to 848 - NEWCASTLE & CARLISLE DIESELS (METRO CAMELL) -  
Motor Compo Lavatory (12.45), Second Lavatory (61),  
Second Lavatory Brake (25), Motor Compo Lavatory (12.45)  
Total 4. (24F, 19CS).

845

(2 Metro-Cammell cars with  
Driver rear vehicle from  
Gosforth Shed).

	p.m.	p.m.	
847(a) Gos. Shed	4/3	3/40	✓
Scotswood BS	7/10	7/0	
848(a) Newcastle	10/17	8/33	847
Carlisle	10/26	10/21	
Collier Lane			848

(a) Attached FRONT.

Works 447 Monday

CW.847

	a.m.	a.m.	
Collier Lane	6/45	6/40	
Carlisle	9/5	7/0	
Newcastle	9/20	9/10	
Scotswood BS	10/43	10/20	✓
845(a) Gos. Shed	7/10	3/40	
Scotswood BS	8/4	7/0	
Newcastle	8/20	7/20	845
Hexham	9/5	8/20	
Newcastle	11/9	10/25	
Hexham			

(a) Attached REAR

Works 451 Monday

CW.846

	a.m.	a.m.	
Gos. Shed	8/23	8/0	✓
Scotswood BS	10/10	10/0	
Newcastle	12/1	2/15	
Carlisle	3/58	4/2	
Newcastle	4/12	4/30	
Scotswood BS	4/53		
Gos. Shed			

Works 452 Monday

CW.848

	a.m.	a.m.	
Gos. Shed	11/48	11/25	✓
Scotswood BS	2/10	2/0	
Newcastle	4/0	5/15	
Carlisle	7/0	8/33	
845(a) Newcastle	10/17	10/21	
Carlisle	10/26		845
Collier Lane			

(a) Attached REAR

Works 450 Monday

CW.849 to 851 - NEWCASTLE & HEXHAM DIESELS (DERBY BUILT) -  
Motor Compo Lavatory (12.53), Motor Second Lavatory Brake (52)  
Total 2. (12F, 105S).

CW.849

	a.m.	a.m.	
851 Gos. Shed	5/23	5/0	✓
Scotswood BS	8/45	8/35	851
Newcastle	9/43	9/0	
Hexham	10/45	10/0	
Newcastle	1/4	1/20	
Hexham	2/5	3/20	
Newcastle	4/4	4/20	
Hexham	5/5	5/20	
Newcastle	6/4	7/15	
Hexham	8/0	9/20	
Newcastle	10/4	10/20	
Hexham			

867) Newcastle	11/5	11/11	-
850) Scotswood BS	11/21	12/1	867
Gos. Shed	12/24		850

Works 454 Monday

CW.850

	a.m.	a.m.	
867(a) Scotswood BS	5/40	5/30	
Newcastle	9/35	11/0	
Carlisle	12/55	4/20	867
Newcastle	5/4	5/20	
Hexham	6/5	11/11	
867) Newcastle	11/21	12/1	867
849) Scotswood BS	12/24		849
Gos. Shed			

Works 453 Monday

(a) Attached REAR

CW.851

	a.m.	a.m.	
849 Gos. Shed	5/23	5/0	✓
Scotswood B S			849

Spare at Scotswood B.S.

Works 455 Monday

Sunday

-6-

CW.865 to 867 - NEWCASTLE & MIDDLESBROUGH DIESELS (DERBY BUILT) -  
Motor Compo (20.36), Second Lavatory Brake (45),  
Second Lavatory (61), Motor Second (64). 96 Tons.  
Total 4. (20F, 2065).

CW.865

	a.m.	a.m.	
866 Gos. Shed		6/57 ✓	
Newcastle	7/10	7 30	
Middlesbro	9 9	9 35	866
Newcastle	10 57	11 15	
Middlesbro	12 36	2 35	
Newcastle	3 59	4 15	
Middlesbro	5 36	6 35	
Newcastle	7 57	8 15	
Middlesbro	9 36	9 45	
866 Newcastle	11 13	1/ 8	Mon
Gos. Shed	X 1/26		366

Works 468 Monday

CW.866

	a.m.	a.m.	
865 Gos. Shed		6/57 ✓	
Newcastle	7/10	7 30	
Middlesbro	9 9	11 35	865
Newcastle	12 57	1/10	
Sunderland	1/30	1 56	
Newcastle	2 4	2 15	
Middlesbro	3 36	4 35	
Newcastle	5 57	6 15	
Middlesbro	7 36	8 35	
Newcastle	9 57	10 15	
Middlesbro	11 37	11/45	
865 Newcastle	12/58	1/ 8	Mon
Gos. Shed	X 1/26		865

Works 469 Monday

CW.867

	a.m.	a.m.	
Gos. Shed		1/ 0 ✓	
(a)850 Scotswood BS	1/23	5/30	
Newcastle	5/40	7 30	
Carlisle	9 35	11 0	
Newcastle	12 55	1 30	
Hexham	2 14	2 30	
Newcastle	3 15	3/38	
Wylam	3/54	4 6	
Newcastle	4 28	6 20	
Carlisle	8 5	8 15	
849) Newcastle	10 5	11/11	
850) Scotswood BS	11/21		(849 (850)
Scotswood BS		a.m.	a.m.
Gos. Shed	X 0(2/23	M( 2/ 0	

Works 470 Monday

(a) Attached FRONT

*W. Whaley*

**Nc. 5.**

For the information and guidance of  
Railway Officers and Railway Staff only.  
**SALVE ALL WASTE PAPER**

**BRITISH TRANSPORT COMMISSION,  
BRITISH RAILWAYS,  
NORTHEASTERN OPERATING AREA,  
YORK.**

29th JANUARY, 1957

**Amendments to NEWCASTLE and SUNDERLAND DISTRICTS LOCAL  
PASSENGER LOCOMOTIVE WORKING BOOK consequent upon the  
introduction of DIESEL UNIT WORKING between NEWCASTLE, HEXHAM  
and CARLISLE.**

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**TO OPERATE FROM MONDAY, 4th FEBRUARY, 1957.**

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**The existing Diesel Unit Working and all Diagrams for Gateshead, Heaton, Blaydon,  
Hexham and Carlisle (Canal) are completely replaced by this circular.**

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# NEWCASTLE DIESEL UNIT WORKING.

## WEEKDAYS.

**No. 1. 4-car Unit SX.**

Two 4-car Units SO.

	a.m.	a.m.		Driver
Gosforth Shed		6 30	Ety (D)	HN.1
Newcastle	6 43	7 0		
Middlesbrough (E)	8 30	9 35		GD.1
Newcastle (F)	10 53	11 15		MB.1
Middlesbrough (A)	12 32	12 45		
Newcastle (C)	2 3	2 17		GD.1
Middlesbrough	3 34	3 45		
Newcastle	5 3	5 9	Ety.	
Gosforth Shed	5 22	5 50	Ety.	
Newcastle	6 3	6 15		HN.3
Middlesbrough	7 36	7 45		GD.2
Newcastle (B)	9 6	9 15	Ety.	
Gosforth Shed	9 28			

- (A) Arrives 2 mins. later SO.
  - (B) Arrives 3 mins. earlier SO.
  - (C) Arrives 3 mins. later Th & SO.
  - (D) Attach No. 3 SX.
  - (E) Arrives 2 mins. earlier SO.
  - (F) Detach No. 3 SX.
- Works daily.

**No. 2. 4-car Unit SX.**

Two 4-car Units SO.

	a.m.	a.m.		Driver
Gosforth Shed		8 49	Ety. (A)	HN.2
Newcastle	9 2	9 15		
Middlesbrough	10 32	11 35		
Newcastle	12 53	1 9	Ety.	
Gosforth Shed	1 22	2 41	Ety.	
Newcastle	2 54	3 17		GD.2
Middlesbrough	4 34	5 35		MB.1
Newcastle (B)(C)	6 55	7 15		
Middlesbrough	8 32	9 35		HN.3
Newcastle	11 10	11 19	Ety.	
Gosforth Shed	11 32			

- (A) Attach No. 4 SX.
  - (B) Arrives 2 mins. earlier SO.
  - (C) Detach No. 4 SX.
- Works daily.

**No. 3. 4-car Unit.**

	a.m.	c.m.		Driver
Gosforth Shed		6 30	Ety. (A)	HN.1
Newcastle	6 43	7 0		
Middlesbrough	8 28	9 35		
Newcastle (B)	10 53	11 20	Ety.	
Gosforth Shed	11 33			

- (A) Attach No. 1
  - (B) Detach No. 1.
- Works daily.

**No. 4. 4-car Unit.**

	a.m.	a.m.		Driver
Gosforth Shed		8 49	Ety. (A)	HN.2
Newcastle	9 2	9 15		
Middlesbrough	10 32	11 35		
Newcastle	12 53	1 9	Ety.	
Gosforth Shed	1 22	2 41	Ety.	
Newcastle	2 54	3 17		GD.2
Middlesbrough	4 34	5 35		MB.1
Newcastle (B)	6 55	7 17	Ety.	Rif.
Gosforth Shed	7 30			

- (A) Attach No. 2.
  - (B) Detach No. 2.
- Works daily.

Nos. 5, 6, 7, 8, 9 & 10. NOT USED.

*Gosford 1.0 am*

**No. 11. 4-car Unit (Same type as No. 12).**

	a.m.	a.m.		Driver
S.B.S.		5 30	Ety. (A)	BN.2
Hexham (B)	6 0	6 25		HX.1
Newcastle	7 10	7 30		
Hexham	8 15	8 30		GD.3
Newcastle	9 10	9 20		BN.2
Carlisle	10 47	11 0	(A)	GD.4
Newcastle (B)	12 40	12 50		
Hexham	1 36	2 20		GD.6
Newcastle	3 7	4 20		
Carlisle	6 8	7 0		
Newcastle	8 30	9 10		
Hexham	9 54	10 25		
Newcastle	11 9	11 19	Ety. (A)	BN.3SX

- S.B.S. ... 11 29
  - (A) Attach No. 12.
  - (B) Detach No. 12.
- Works daily.

*Gosford 3.0 am*

**No. 12. 4-car Unit (must be same type as No. 11).**

	a.m.	a.m.		Driver
S.B.S.		5 30	Ety. (A)	BN.2
Hexham (B)	6 0	6 8	Ety.	
Haltwhistle	6 31	6 55		
Newcastle	8 9	8 20		
Carlisle	10 26	11 0	(A)	
Newcastle (B)	12 40			
Newcastle		1 0	Ety.	GD.5
S.B.S.	1 10	2 0	Ety.	
Newcastle	2 10	2 20		
Carlisle	3 57	4 20		SX
Newcastle	6 10	6 20		BN.3
Carlisle	8 7	9 0		
Newcastle	10 50	11 19	Ety. (A)	
S.B.S.	11 29			
Newcastle		p.m.		
Wylam	1 43	1 25		HX.5
Newcastle	2 7	1 47	Ety.	
Carlisle	3 57	2 20		
Newcastle	6 10	4 20		SO
Carlisle	8 7	6 20		CD.183
Newcastle	10 50	9 0		BN.4
S.B.S.	11 29	11 19	Ety. (A)	

- (A) Attach No. 11.
  - (B) Detach No. 11.
- Works daily.

**No. 13. 4-car Unit.**

	a.m.	a.m.		Driver
Collier Lane		6 35	Empty	CD.181
Carlisle	6 40	6 55		
Newcastle	8 50	9 8	Ety.	
S.B.S.	9 18	10 0	Ety.	
Newcastle	10 10	10 30		
Carlisle	12 5	1 0		GD.3
Newcastle	2 40	3 20		GD.4
Carlisle	5 8	5 25		
Newcastle	7 10	7 25	Ety.	
S.B.S.	7 35	9 50	Ety.	
Newcastle	10 0	10 10		HX.4
Haltwhistle	11 24	11 30	Ety.	
Hexham	11 55			

SX Works No. 14 next day.

NEWCASTLE DIESEL UNIT WORKING.  
WEEKDAYS—continued.

No. 14. 4-car Unit

	a.m.	a.m.		Driver
Hexham	...	5 45	}	HX.2
Newcastle	6 32	7 0		GD.3
Hexham	7 47	7 57	}	HX.1
Newcastle	8 43	9 50		
Hexham	10 33	11 10	}	SX BN.3
Newcastle	11 54	12 0		
S.B.S.	12 10	2 50	Ety.	
Newcastle	3 0	3 50	}	HX.5
Hexham	4 30	4 40		
Newcastle	5 25	5 35	}	HX.5
Hexham	6 22	7 10		
Newcastle	7 57	8 20	}	HX.2
Carlisle	10 18	10 25		
Collier Lane	10 30			
Hexham	a.m.	a.m.	}	HX.2
Newcastle	6 32	6 43		
Carlisle	8 35	8 55	}	BN.4
Newcastle	10 50	11 0		
S.B.S.	11 10	1 0	Ety.	
Newcastle	1 10	1 20	}	SO
Carlisle	3 0	3 20		
Newcastle	4 58	5 35	}	HX.4
Hexham	6 22	7 10		
Newcastle	7 57	8 20	}	HX.4
Carlisle	10 18	10 25		
Collier Lane	10 30			

Works No. 13 next day and Sunday.

No. 15. 2-car Unit.

	a.m.	a.m.		Driver
S.B.S.	...	5 20	}	BN.1
Newcastle	(B) 5 30	5 50		
Hexham	6 37	6 50	}	BN.1
Newcastle	7 37	7 50		
Hexham	8 40	9 10	}	HX.5
Newcastle	10 1			
Newcastle	...	11 50	}	BN.1
Blaydon	12 0	12 0		
Hexham	12 35	1 10	}	SX
Newcastle	1 59	2 50		
Hexham	3 35	4 5	}	BN.4
Newcastle	4 50	5 0		
Hexham	5 45	5 55	}	HX.2
Newcastle	6 42	7 20		
Haltwhistle	8 35	8 45	}	SO
Newcastle	9 55	11 0		
Hexham	11 43	11 47	}	GD.5
S.B.S.	12 17			
Newcastle	p.m.	a.m.	}	BN.Rif.
Hexham	12 4	12 20		
Newcastle	1 6	1 50	}	SO
Hexham	2 34	3 10		
Newcastle	3 58	4 27	}	GD.5
Hexham	5 5	5 15		
Newcastle	5 50	5 57	}	SO
Hexham	6 40	8 10		
Newcastle	8 57	9 5	}	GD.5
S.B.S.	9 15			

(A) Attach No. 16.

(B) Detach No. 16.

Works daily.

No. 16. Two 2-car Units. SX.  
2-car Unit SO.

	a.m.	a.m.		Driver
S.B.S.	...	5 20	}	BI N.
Newcastle	(B) 5 30			
Newcastle	...	6 43	}	HX.2
Carlisle	8 35	8 55		
Newcastle	(C) 10 50	11 20	}	HX.3
Hexham	12 4	12 20		
Newcastle	1 6	1 20	}	SX
Hexham	2 4	3 10		
Newcastle	3 58	4 27	}	HX.4
Hexham	5 5	5 15		
Newcastle	5 50	5 57	}	SO
Hexham	6 40	8 10		
Newcastle	8 57	9 5	}	BN.3
S.B.S.	9 15			
Newcastle	a.m.	a.m.	}	GD.3
Hexham	7 47	7 57		
Newcastle	8 43	9 50	}	HX.1
Hexham	10 33	11 10		
Newcastle	11 54	12 30	}	HX.4
Hexham	1 11	1 25		
Newcastle	2 12	2 50	}	SO
Hexham	3 35	3 45		
Newcastle	4 30	5 0	}	BN.3
Hexham	5 45	5 55		
Newcastle	6 42	7 20	}	SO
Haltwhistle	8 35	8 45		
Newcastle	9 55	11 0	}	BN.3
Hexham	11 43	11 47		
S.B.S.	12 17			

(A) Attach No. 15.

(B) Detach No. 15.

(C) Detach 2-car Unit SX to depart 11-25 a.m. to S.B.S.

Works Daily.

## NEWCASTLE DIESEL UNIT WORKING. SUNDAYS.

### No. 1. 4-car Unit.

	a.m.	a.m.		Driver
Gosforth Shed		6 57	Ety. (A)	HN.1
Newcastle	7 10	7 30		
Middlesbrough (B)	9 9	9 35		MB.1
Newcastle	10 57	11 15		
Middlesbrough	12 36	2 35		
Newcastle	3 59	4 15		GD.2
Middlesbrough	5 36	6 35		
Newcastle	7 57	8 15		
Middlesbrough	9 36	9 45		
Newcastle	11 13	1 8	Ety. (A)	HN.2
Gosforth Shed	1 26		(SWC)	

(A) Attach No. 2.

(B) Detach No. 2.

### No. 2. 4-car Unit.

	a.m.	a.m.		Driver
Gosforth Shed		6 57	Ety. (A)	HN.1
Newcastle	7 10	7 30		
Middlesbrough (B)	9 9	11 35		
Newcastle	12 57	1 10	Ety.	GD.1
Sunderland	1 30	1 36		
Newcastle	2 4	2 15		
Middlesbrough	3 36	4 35		HN.2
Newcastle	5 57	6 15		
Middlesbrough	7 36	8 35		
Newcastle	9 57	10 15		
Middlesbrough	11 37	11 45	Ety.	
Newcastle	12 58	1 8	Ety. (A)	
Gosforth Shed	1 26		(SWC)	

(A) Attach No. 1.

(B) Detach No. 1.

Nos. 3 to 10, incl. and 14. NOT USED.

### No. 11. 4-car Unit. (Derby built).

	a.m.	a.m.		Driver
S.B.S.		5 30	Ety. (A)	BN.Rif.
Newcastle	5 40	7 30		GD.3
Carlisle	9 35	11 0		
Newcastle (B)	12 55	1 30		
Hexham	2 14	2 30		
Newcastle	3 15	3 38	Ety.	BN.1
Wylam	3 54	4 6		
Blaydon	4 16	4 16		HX.1
Newcastle	4 28	6 20		GD.4
Carlisle	8 5	8 15		
Newcastle	10 5	11 11	Ety. (C)	BN.3
S.B.S.	11 21			

(A) Attach No. 16.

(B) Detach No. 16.

(C) Attach Nos. 15 and 16.

### No. 12. 4-car Unit.

	a.m.	a.m.		Driver
S.B.S.		10 0	Ety.	CD.185
Newcastle	10 10	10 20		
Carlisle	12 1	2 15		CD.186
Newcastle	3 58	4 2	Ety.	
S.B.S.	4 12	7 0	Ety.	
Newcastle	7 10	7 20		BN.3
Hexham	8 4	8 20		
Newcastle	9 5	10 25		HX.1
Hexham	11 9			

Works No. 14 Monday

### No. 13. 4-car Unit.

	a.m.	a.m.		Driver
Collier Lane		6 40	Ety.	CD.185
Carlisle		7 0		
Newcastle	9 5	9 10	Ety.	
S.B.S.	9 20	2 0	Ety.	BN.2
Newcastle	2 10	2 20		
Carlisle	4 0	5 15		CD.186
Newcastle	7 0	8 33		
Carlisle	10 17	10 21	Ety.	
Collier Lane	10 26			

Works No. 13 Monday.

### No. 15. 2-car Unit.

	a.m.	a.m.		Driver
S.B.S.		8 35	Ety.	BN.1
Newcastle	8 45	9 0		
Hexham	9 43	10 0		
Newcastle	10 45	12 20		
Hexham	1 4	1 20		GD.4
Newcastle	2 5	3 20		
Hexham	4 4	4 20		HX.1
Newcastle	5 5	5 20		
Hexham	6 4	7 15		BN.3
Newcastle	8 0	9 20		
Hexham	10 4	10 20		
Newcastle	11 5	11 11	Ety. (A)	
S.B.S.	11 21			

(A) Attach Nos. 11 and 16.

### No. 16. 2-car Unit.

	a.m.	a.m.		Driver
S.B.S.		5 30	Ety. (A)	BN.Rif.
Newcastle	5 40	7 30		GD.3
Carlisle	9 35	11 0		
Newcastle (B)	12 55	4 20		BN.3
Hexham	5 4	5 20		
Newcastle	6 5	11 11	(C)	
S.B.S.	11 21			

(A) Attach No. 11.

(B) Detach No. 11.

(C) Attach Nos. 11 and 15.

*L. Whalley*  
British Transport Commission  
BRITISH RAILWAYS : N.E. REGION

District Operating Superintendent  
NEWCASTLE.

Reference.....X.1/802

29th January, 1957

NEWCASTLE AND CARLISLE DIESEL SERVICE  
FROM 4TH FEBRUARY 1957. TEMPORARY  
FERRYING SERVICE.

- (1) Until Scotswood Bridge Sidings is adequately equipped for the maintenance of diesel units this service will be performed at Gosforth Sheds. All diesel units, therefore, will, from the commencement of the service, require to be worked daily to and from Gosforth Sheds for this purpose.
- (2) All cleaning services will be given at Scotswood Bridge Sidings except that the units will be put through the mechanical washer at Gosforth Sheds.
- (3) One additional four car Metro Cammell and one additional two car Derby built unit will be included in the ferry service to enable the cleaning and maintenance services to be performed. The rotation of the units to be adopted, to ensure these services are given, is set out later in this circular. This working should be read in conjunction with the Chief Operating Superintendent's pamphlet No.5 dated 29th January 1957 headed "Amendments to Newcastle and Sunderland Local Passenger Locomotive Working Books as from 4th February".
- (4) The undermentioned ferry service between Scotswood Bridge Sidings and Gosforth Sheds will, therefore, operate from Monday 4th February. The individual numbers of the sets shown to be conveyed are those referred to in this circular.
- (5) Every attention should be given to the working of the diesel units between Scotswood Bridge Sidings and Gosforth Sheds to ensure that no unnecessary delay is incurred to enable the sets to be available for a maximum time at either point for the services to be given.

/continued.