

# **PRACTICAL RAILWAY OPERATING**

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BY

**T. BERNARD HARE**

*District Superintendent, London and North Eastern Railway,  
Middlesbrough*

*Formerly Lecturer in Transport Subjects, Leeds College of Commerce*

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## PREFACE

THIS book is intended to supplement the discussion contained in, and to supply the illustrations—both verbal and otherwise—which, for reasons explained in the preface, were omitted from, *British Railway Operation*. Whilst, therefore, it may be necessary to introduce particular cases by a general consideration, it is not proposed to encroach upon the ground already covered by the former work, it being assumed that, so far as may be necessary, the reader is familiar with the principles set out therein. For convenience the same general order will be followed.

In a book of this length one cannot hope to consider all the principal operating problems which are likely to arise, or which should be searched for; nor is it suggested that the method used in any particular case is necessarily the best one for that type of problem under all circumstances. What the writer will endeavour to do is to discuss problems that are typical of the different sections of railway operating, using the method which he has found to be most generally useful in each case.

As on the previous occasion, I must acknowledge my indebtedness to a large number of railway colleagues of all ranks and grades who have, from time to time and in many different ways, helped me to the conclusions which follow. I would especially like to acknowledge my indebtedness to my fellow members of a class, organized on tutorial lines, which was conducted jointly by the Hull University College and the Hull (L.N.E.R.) Railway Lecture and Debating

Society, and of which I had the privilege of acting as chairman. This class, consisting of twelve railwaymen of different grades under the leadership of the head of the department of mathematics of the Hull University College, considered the value of the three-aspect signalling from the operating point of view.\* This necessitated a preliminary investigation of the principles underlying present-day signalling, and I must gratefully acknowledge the assistance its discussions gave in clarifying and confirming many of the views expressed in the chapter dealing with line capacity.

\*Readers who are interested will doubtless be able to obtain copies of the report of this group on application to the University College, Hull.