

**From:— Bournemouth Trams & Buses
C. G. Roberts (1972)**

APPENDIX 'B'

1. EXTRACT FROM BOURNEMOUTH CORPORATION TRAMWAYS RULE BOOK DATED
3rd March 1903

This extract and others in this Appendix relate only to items of interest concerning the trams and tramway operation.

Number of Persons Standing Inside Cars

In accordance with Bye-law 16, conductors may allow passengers to enter and ride standing in the interior of a car, so long as they behave in an orderly manner, to the number of one third of the inside seating accommodation, in the following cases:

- a) Heavy traffic in wet weather.
- b) Dislocation or derangement of service of cars.
- c) Exceptional stress of traffic when other cars are not immediately available.

No person, however, is allowed to stand outside.

(Author's note: I have included this section as no doubt some people will wonder what happened to passengers during inclement weather, particularly as the cars were all open-toppers.)

Electric Brake

In using the Magnetic Slipper Brake, Drivers must bear in mind that the operation of the brake depends on the wheels being free to revolve, and, therefore, they must not be locked by the hand-brake. The hand-brake, however, may be applied at the same time so long as it is not put on too hard. It must be remembered that the brake blocks are brought into contact with the wheels by the Westinghouse Magnetic Brake, and that any extra pull on the hand-brake has considerably greater effect when applied at the same time as the Westinghouse Magnetic Brake than when the hand-brake is being used alone.

Violent stopping of the cars, due to mis-use of the magnetic brake, will be severely dealt with.

Board of Trade Bye-Laws

The slipper or other track brake must be applied on all falling gradients 1 in 15 or steeper.

The special bell or whistle shall be sounded by the Driver of the carriage from time to time when it is necessary as a warning.

The entrance to and from the carriages shall be by the hindermost or Conductor's platform, except at a terminus when the carriages are stationary.

The carriages shall be brought to a standstill whenever it is necessary to avoid impending danger, and immediately before reaching the following points:

- a) At the top of Poole Hill on the downward journey.
- b) At the top and bottom of Richmond Hill on the downward journey.
- c) In Gervis Place at the curve by St. Peter's Church.
- d) In Wimborne Road at the top of Peter's Hill on the inward journey.
- e) On Poole Hill at Parr's Corner.
- f) In Avenue Road at Robson's corner.
- g) At all places marked "All Cars Stop Here".

The speed at which the carriages shall be driven or propelled along the tramways shall not exceed the rate of ten miles an hour, and the speed at which the carriages shall pass through facing points, whether fixed or moveable shall not exceed the rate of four miles per hour.

The speed shall not exceed the rate of

FOUR MILES AN HOUR-

From the junction of Ashley Road and Constitution Hill to the junction of St. Peter's Road

with North Road.

SIX MILES AN HOUR-

- a) Between the junction of St. Peter's Road with North Road to Brownbottom Corner.
- b) From the junction of Selwood Road to the Railway Level Crossing in Towngate Street,

Poole.

EIGHT MILES AN HOUR-

- a) From the junction of Langley Road with Poole and Bournemouth Road to the junction of Ashley Road with Constitution Hill.
- b) From Brownbottom corner to the junction of Selwood and Parkstone Roads.

The carriages should be brought to a dead stop at the following points:

- a) At the junction of Mansfield Hill with Ashley Road, in both directions.
- b) At the junction of Ashley Road and Constitution Hill for the downward journey.
- c) At the junction of Selwood Road with Parkstone Road, in both directions.

The slipper break must be applied in all cases at the top of Constitution Hill on the downward journey.

The foregoing amendments dated 8th June 1905 which amended the Rule Book dated 1903 and were inserted at the front of the book.

Explanatory notes to driver:

General system:

Drivers should understand the means by which the cars are propelled.

For an electric circuit to flow there must be a complete circuit, and this circuit in a tramway system is as follows:

From the generator at the works current passes through switch-gear and underground cables to feeder pillars in the roads, and thence to the overhead line, or to one of the conductor rails of the conduit.

After passing through the apparatus and motors of the car, it returns by the wheels and rails, in the case of the trolley system, or by the second conductor rail in the conduit system, through other underground cables back to the generators at the works, so completing the circuit.

If any interruption should take place in any part of the circuit, current will cease to pass, although part of the circuit may remain under electrical pressure, or be what is termed "alive", ready to force a current through the circuit so soon as it be completed or bridged across at the point of interruption.

Circuit Through Car:

The circuit through the car is as follows:

From the trolley, or plough, current passes through the throw-over switch under the car seats, to the automatic canopy switch, and thence to the controller being worked. With the controller handle on the first notch, in the power position, current then passes through three steps of resistance, the armature of No. 1 motor, the field of No. 1 motor, the armature of No. 2 motor, and the field of No. 2 motor, in succession, through the hand canopy switch, back to the throw-over switch, and thence to the rails, when on the trolley system, or to the second conductor rail when on the conduit system.

By moving the controller handle to the second notch, one step of resistance is cut out, thus allowing more current to pass, but the rest of the circuit remains the same. Another step is cut out when the handle is moved on to the third notch, while on the fourth, the two motors are directly in series, each working with about 250 volts difference in potential, or half the working pressure, between its terminals.

When the controller handle is moved to the fifth notch, the circuit is differently arranged. The current, after passing through two steps of resistance, divides and passes half through the armature and field of No. 1 motor and half through the armature and field of No. 2 motor; then comes together again, and passes through the hand canopy switch and throw-over switch, as before.

On moving the handle to the next notch, one step of resistance is cut out, while on the last notch the second step of resistance is cut out, and current passes equally through the armature and field, in series, of each motor at the same time. In this position each motor is subjected to the full working pressure - about 500 volts - between its terminals.

From the first to the fourth notches the motors are said to be arranged "in series", while from the fifth to seventh they are said to be "in parallel".

It will be seen that the two motors are always in circuit, working at half power when on the last.

By moving the smaller or reversing handle the direction in which current passes through the armatures is changed, and so the direction of motion of the car.

Drivers must always move the controller handle so as to rest exactly on each notch, and while moving it quickly between notches must pause on each notch not less than 10 seconds, for the car to gain speed before moving to the next. The handle must be moved especially quickly between fourth and fifth notches, and never allowed to rest between them.

Running Points:

The fourth and last notches are the ones that should be used for running, the others only being used to reach these positions.

Electric Brake:

When the handle is put on the first notch in the brake position, the motors are disconnected from the power supply, and so are independent of whether the trolley is on the wire or the plough in position. They now act as generators driven by the motion of the car.

The circuit in this case is as follows:

The two motors are "in parallel", and acting as generators force a current through four steps of resistance joined between their terminals when the controller handle is on, the first brake notch and the car in motion. When the handle is moved to the second notch, one step of resistance is cut out, and so on until the last notch all resistance is cut out, and the two terminals of each motor joined together.

In the case of those cars fitted with Westinghouse Magnetic Slipper Brakes, after passing through the resistances, current passes through the magnet coils of the slipper brakes, before returning back to the motors.

Necessity of Good Contact Between Wheel and Rails:

If a car will not start at any time when running on the trolley system, Drivers must at once make sure that it is not due to the wheels resting on sand, dry dust or pitch, instead of being directly in contact with the rails, as the current passes through the wheel to the rails on the trolley system, but not on the conduit system.

It must be remembered that if this is the case, when the controller handle is put in any power position, or if the lights be switched on, the ironwork, etc., of the car will become "alive", and any person attempting to mount the car will get a serious shock. If it should be thought that this is the cause, the point turner must be put at the back of one of the hind wheels and the lighting switch put on. Then should the lamps light up, the driver will know that the cause is a dirty rail, and will be able to move the car by means of the point turner held by the conductor behind the hind wheel, or by throwing water on to the rails. The point turner must remain touching the rail after leaving the wheel, or the conductor may receive a shock.

It is most important that no person standing on the ground be allowed to touch any part of the dashplate, steps, or connected metal-work of the car when this is being done.

The Plough:

The plough carries two cast-iron shoes, which make contact with the conductor rails of the conduit. Each shoe is electrically connected with a cable embedded in the body of the plough by means of a flexible fuse held in position by two spring plugs - one in the shoe itself, and the other in the body of the plough. It is necessary that these plugs be watched to see that they do not work loose, and they must be pushed back in place if observed to be working out.

The cables from the plough head are connected to the car wiring by other spring plugs fixed

to the under side of the car body, and these cables also must be watched, as the plough, moving from side to side, may cause them to be cut or broken, especially close to the plugs.

These cables lead directly to the throw-over switch under the car seats.

Drivers:

Precautions Before Starting Car:

Before taking his car out of the Depot he must look round it to observe that the track is clear, the plough properly lifted and securely held in position, and that everything appears in working order so far as can be judged. He must see that both canopy switches as well as both controllers are in the "off" position before the trolley is put on the wire.

Car Lights:

After the trolley has been put on the wire, he must try the car lights to satisfy himself that these are complete.

Trolley:

Before moving his car he must give two strokes of the gong, see that the trolley is on the right wire in the right direction, which must always be trailing, and that his Conductor has hold of the trolley rope.

Driver's Position On Car:

A Driver's position on the car is standing erect, one hand on controller handle and other hand on brake, looking to the front, ready for any emergency. It will be regarded as a serious offence to take hand off brake or controller handle while the car is in motion.

Starting Car:

When starting a car, always allow a pause of ten seconds between each notch of the controller, and when shutting off be careful not to allow the pointer to pass the "off" position. He must drive slowly and exercise great care when leaving and entering the depot.

Showing Lights:

Drivers and Conductors must after dusk, during early morning and in foggy weather run with the following lights showing:

Green and dash light in front, red and canopy light behind.

Signals to Approaching Cars:

When two cars approach, after dark, interlacing or single track in opposite directions, the Driver of the car proceeding on the interlacing or single track shall change his green light to white, and keep it so until passing the other car. the Driver of which must change his green light to red, to indicate that the other car has a clear road, at the same time waving his cap to and fro across the dashlight.

Manner of Sounding Gong:

When proceeding away from the direction of "The Square", one beat; when proceeding towards the direction of "The Square", two beats.

Set Points Correctly:

In the absence of point boys, they must see that after entering a branch line the point is set again for the main line, but this will in no way lessen the responsibility of a driver entering a facing point incorrectly set for the direction in which his car has to travel.

Approaching Facing Points:

The Driver of a car about to take a facing point leading across the track of an approaching car must come to a standstill, and give precedence to the other car.

Electric Brake

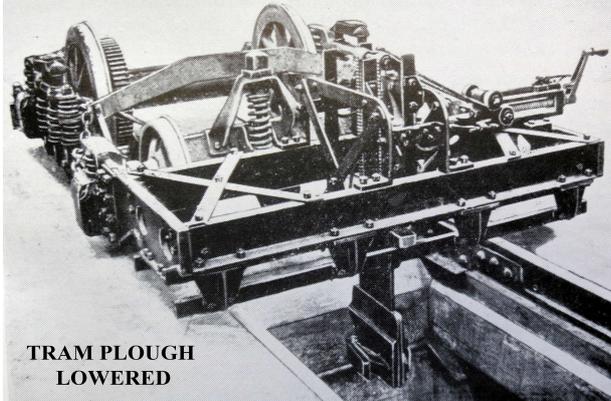
When fitted, the Westinghouse magnetic slipper brake may be used as an additional service brake as well as an emergency brake, but drivers are strictly forbidden to use the ordinary rheostatic electric brake beyond once on taking over a car, to satisfy themselves that it is in working order, except in case of emergency, when sand must be applied immediately, and the hand brake must be "off". The controller handle must not be moved past the 1st or 2nd notch on the brake side of controller when the car is travelling quickly in applying either brake, but moved over to the last notch gradually as the car slows down.

Hand Brake:

When making a permanent stop the hand brake must be used, and remain fixed until the car is started. All cases of damaged motors or controllers due to careless or reckless driving will be severely dealt with.

When Brakes Not To Be Applied:

The brakes must not be applied when the controller handle is in any power position. Drivers must not run down gradients with the controller handle in any power position.



Plough Pit:

When reaching the plough pits at the ends of the conduit system drivers must bring their cars to a stand in the exact position by observing some point or mark, so as to avoid any movement of the car after having once come to a stand.

They must leave their platforms and satisfy themselves that the plough is correctly lowered or raised, as the case may be, before proceeding on their journey, as they will be held equally responsible with the plough man for damage resulting from the plough being improperly or

carelessly operated.

It is necessary that both top and bottom catches be watched to see that they are in their correct positions, as the safety of the plough depends on these catches.

To Lower Plough:

To lower a plough, the controller handle must be placed on the screw spindle and turned clockwise, to free the top catch, which must then be lifted, and the handle turned anti-clockwise. The bottom catch must be pulled out to allow the plough to pass, and pushed back again before the plough can be left secure in a working position.

To Raise Plough:

Similarly to raise a plough, the bottom catch must be pulled out, and the plough raised by a clockwise movement of the handle until the top catch engages properly, to ensure which, the handle must be given an anti-clockwise turn.

Proceed Slowly Centre to Side Slot:

DRIVERS WHEN RUNNING ON THE CONDUIT SYSTEM must proceed slowly and with great care round all curves and through the deflection from centre to side slot, and vice-versa.

Points and Crossings and Plough Contact:

When going through points and crossings, the controller must be brought to the "off" position after sufficient speed has been attained to carry the car over the necessary distance covering the break in the "conductor" rails of the conduit. The controller must not be moved beyond the first notch until the plough again makes contact.

The exact places at which it is necessary to "knock off" or again "put on" the controller are best located by watching the lights after dark and noting some mark, which can then be taken as a guide.

Junctions:

When running through the junction at the Square with Richmond Hill, and that at Lansdowne with Holdenhurst Road (on the main line only), after passing the first set of points and crossing, a short length of conductor rail is available to give the car power for further impetus before a second break occurs.

While drivers must always get up sufficient speed to successfully pass over these places, they must not move the controller handle faster than is absolutely necessary when on the short length of intermediate "conductor rail", as besides the likelihood of the wheels slipping round and so defeating the object of quickly getting up speed, a very severe strain is thrown on the motors and

gearing.

BOARD OF TRADE STOPS

Cars must be brought to a standstill at the following points:

- At the top of Poole Hill (downward journey);
- At the top and bottom of Richmond Hill (downward journey);
- In Gervis Place at the curve by St. Peter's Church;
- At the top of Peter's Hill, Winton, on the inward journey.

BOARD OF TRADE REGULATIONS

The following speeds must not be exceeded:

FOUR MILES AN HOUR:

Through all facing points.

On the curves between:

- Palmerston Road and Church Road;
- Christchurch Road and Palmerston Road;
- Holdenhurst Road and Ashley Road;
- Ashley Road and Christchurch Road;
- Ashley Road and Gladstone Road;
- Gladstone Road and Portman Road;
- Portman Road and Christchurch Road;
- Holdenhurst Road and St. John's Wood Road;
- Poole Road and Seamoor Road.

On the curves on Poole Hill (downward journey).

On the curves between:

- Old Christchurch Road and Fir Vale Road.

On the curves in:

- Gervis Place across Hinton Road.

On the curves between:

- St. Paul's Road and Holdenhurst Road;
- Durnford Road and Holdenhurst Road.

On RICHMOND HILL.

On the curves between:

- Richmond Hill and The Square.

SIX MILES AN HOUR:

In St. John's Wood Road and Southcote Road.

In The Triangle and Avenue Road.

In Fir Vale Road, St. Peter's Road and Gervis Place.

On the curves between Lansdowne Road and St. Paul's Road.

On the curves between Charminster Road and Capstone Road.

EIGHT MILES AN HOUR:

In Poole Road, Commercial Road, The Square, Old Christchurch Road, Wimborne Road (as far as Peter's Hill), Lansdowne Road, St. Paul's Road, Charminster Road, Capstone Road, Durnford Road, Seamoor Road, Christchurch Road, Palmerston Road, Church Road, Holdenhurst Road, Ashley Road, Gladstone Road and Portman Road.

TWELVE MILES AN HOUR:

In Wimborne Road, from top of Peter's Hill to present terminus at Moordown.

2. EXTRACT FROM BOURNEMOUTH CORPORATION TRAMWAYS RULE BOOK DATED OCTOBER 1908

In content this rule book contains the same rules for Drivers as the 1903 book, also the

explanatory notes to drivers is identical. The following are additions to the rules for Drivers, also the Board of Trade Regulations are amended, no doubt as a result of the Fairlight Glen accident.

DRIVERS

Magnetic Brake :

In using the Magnetic Slipper Brake, Drivers must bear in mind that the operation of the brake depends on the wheels being free to revolve, and therefore, they must not be locked by the hand brake. The hand brake, however, may be applied at the same time so long as it is not put on too hard. It must be remembered that the brake blocks are brought into contact with the wheels by the Westinghouse Magnetic Brake, and that any extra pull on the hand brake has considerably greater effect when applied at the same time as the Westinghouse Magnetic Brake than when the hand brake is being used alone.

Violent stopping of the cars, due to mis-use of the magnetic brake, will be severely dealt with.

Drivers must use their Magnetic Brakes, in order to test them, at the last stopping place "where all cars stop" previous to approaching the top of any hill down which the regulations call for the use of the Magnetic Brake.

Some such places would be, for instance, as follows:

When on a journey from the Square to Poole when stopping in the loop at the top of Constitution Hill.

Also on the lower road when stopping at the loop before Mansfield Road,

When on a journey from Poole to the Square at West Station.

When on a journey from the Square to Christchurch at the Cross Roads, Southbourne.

When on a journey from Boscombe to the Square at Caernarvon Crescent.

If the brake is thought or known to be faulty it must not be tested on any steep hill.

An Inspector must be told at once if any uncertainty of action is noticed. If the brake fails to act properly the car must not proceed down any hill on which the Board of Trade Regulations demand its use, but be taken to Depot.

Drivers must remember that both the Hand Brakes and the Magnetic Brakes depend for their action upon the wheels continuing to revolve, and that the Magnetic Brake also applies the hand brake block to the wheels. They must, therefore, never use either so as to skid the wheels.

Should however, it occur that the wheels do skid the brake must be immediately "eased off" and fed up again.

When making an emergency stop with the Magnetic Brake, even on a dry rail, it is best to drop sand, and this must be done immediately so that no chance is given for the wheels to skid.

When actually beginning the descent of any hill the speed must be dead slow and three notches of the Magnetic Brake used, and at the same time the slack in the hand brake gear must be taken up and the Driver must "feel" the hand brakes against the wheels, but the pawl must not be put in the ratchet nor the wheels in any way prevented from freely revolving.

If, however, when proceeding down hill, the Magnetic Brake does not appear to take in the usual time, the hand brake must then be put on more tightly and used to check the car. Therefore, the speed at the start must be dead slow and at no time allowed to exceed that at which it can be safely and easily brought down the hill by the use of the hand brake alone.

Passing Places

Again, it shall be a distinct rule that no cars shall proceed further than the centre of any loop where another car is to pass, whether the car has to be waited for or whether it is entering a loop from the opposite end about the same time. The cars must pass one another in the centre of the loop.

On the lengths of double line emerging into single or interlacing track, a car shall stop two large car lengths back from the crossing when having to allow another car to pass.

When two cars are following one another into any loop to pass a third, the single car must remain at a standstill until the other two have safely passed through.

Special care must be taken at the Wilderness loop, in Wimborne Road. Every car proceeding towards the Cemetery must remain at a standstill until the other Car has passed it in safety. Cars must not continue on the move to pass one another in opposite directions in this loop. The one, as above, must be at a standstill.

Failure to observe these instructions will be severely dealt with.

Drivers must wait at the appointed stopping places, on single line for other cars to pass, but must always be on the look out for "Special" cars.

If after waiting a reasonable time no car approaches they may proceed cautiously, after having made sure that the line is clear, leaving their platforms for this purpose if necessary.

On no account, however, are drivers to "rush" loops.

If two cars should meet on single track that nearest the loop is to go back. The Driver and Conductor must change ends and the trolley must be turned round.

Christchurch Terminus

To avoid danger of an accident at the corner of Castle Street the following rules must be observed:

Drivers going into the terminus loop must sound their gongs and keep a good look-out for traffic coming out of Castle Street.

The Driver of the car standing at the terminus must go back and turn the point, using the proper point turner, so that a second car running into the terminus loop shall not have to stop at the points.

This is of the utmost importance, and Drivers of incoming cars are forbidden to leave their platforms to go and move this point.

The Police have instructions to report any car stopping at this corner owing to the point not having been properly set and the man at fault will be severely dealt with.

Not more than two cars are to stand at the terminus, a third car must wait at the Town Hall Loop.

EXTRACT FROM BOARD OF TRADE REGULATIONS AND BYE-LAWS

The slipper or track brake must be applied on all falling gradients 1 in 15 or steeper i.e. on the down journey on Poole Hill, Commercial Road, Avenue Road, Richmond Hill, Castle Hill, Constitution Hill, Foxholes Hill and down hill after leaving Pottery Junction (lower line).

The speed at which the carriages shall be driven or propelled along the tramways shall not exceed the rate of:

SIXTEEN MILES AN HOUR:

- a) In Christchurch Road between the Lansdowne and Tytherley House.
- b) In Stour Road, Christchurch.
- c) In Holdenhurst Road between Ashley Road and the Central Railway Station.
- d) In Capstone Road.
- e) In Poole Road between St. Michael's Church and County Gates.
- f) In Poole Road between County Gates and The Pottery.
- g) In Poole and Bournemouth Road between Mansfield Road and Poole Road (Lower Line).

TWELVE MILES AN HOUR:

- a) In Christchurch Road between Drummond Road and Cromwell Road.
- b) In High Street (Christchurch), Bargates, Foxholes Road, Bellevue Road, Southbourne Road, Southbourne Grove and Cromwell Road.
- c) In Holdenhurst Road between the Lansdowne and the Central Railway Station.
- d) In Ashley Road, Boscombe.
- e) In Wimborne Road.
- f) In Charminster Road.
- g) In St. Paul's Road and Lansdowne Road.
- h) In Seamoor Road, Westbourne.

- i) In High Street (Longfleet).
- j) In Parkstone Road (i.e. between Park Gates East junction and Ringwood Road).
- k) In Ashley Road, Upper Parkstone.
- l) In Poole and Bournemouth Road between Parkstone Road and Mansfield Road.

SIX MILES AN HOUR:

- a) In St. Peter's Road, Bournemouth
- b) In Poole Hill and the Triangle, Bournemouth.
- c) In the Avenue Road from the Triangle to Fairlight Glen House.
- d) On the curves between Lansdowne Road and St. Paul's Road.
- e) On the curves between Charminster Road and Capstone Road.

FOUR MILES AN HOUR:

- a) Through facing points, whether fixed or movable. On the curves between:
- b) Christchurch Road and Palmerston Road.
- c) Palmerston Road and St. Clement's Road.
- d) Holdenhurst Road and Ashley Road.
- e) Ashley Road and Christchurch Road.
- f) Ashley Road and Gladstone Road.
- g) Gladstone Road and Portman Road.
- h) Portman Road and Christchurch Road.
- i) Holdenhurst Road and Southcote Road.
- j) Poole Road and Seamoor Road.
- k) Old Christchurch Road and Fir Vale Road (Public Library Corner).
- l) St. Paul's Road and Holdenhurst Road.
- m) Capstone Road and Holdenhurst Road.
- n) Richmond Hill and The Square.
- o) Christchurch Road and Cromwell Road.
- p) Southbourne Road and Bellevue Road.
- q) Stour Road and Bargates.
- r) Foxholes Road and Bellevue Road.
- s) On the curves in Gervis Place, across Hinton Road.
- t) On Richmond Hill
- u) On the interlaced track in Bellevue Road.
- v) On the steep gradient in the Foxholes Hill on the downward journey.
- w) From the junction of Ashley Road and Constitution Hill to the junction of a new road (close to the 4-furlong mark on the deposited plans) with St. Peter's Road, i.e. to a house named "Ravensden" in St. Peter's Road.
- x) The curve between Poole and Bournemouth Road (Lower Line) and Parkstone Road, i.e. at Park Gates East junction.
- y) The curve between Poole and Bournemouth Road (Lower Line) and Poole Road, i.e. at Pottery Junction.

EIGHT MILES AN HOUR:

At all other places, on all curves with radii less than 100 feet and any falling gradients steeper than 1 in 20. Some such places are, e.g:

- Down Constitution Hill from Ravensden to Park Gates East junction;
- Down Castle Hill to Parkstone Station and down Sloop Hill;
- Down Hill after leaving Pottery Junction (Lower Line);
- Down slope approaching St. Osmund's Road (inward journey);
- Between Fairlight Glen and the Square;
- Between the Square and Lansdowne;
- Between the Square and St. Michael's Church (via Commercial Road);
- Between the Square and St. Peter's Church;
- Between "Tytherley" and Drummond Road;

Over Boscombe Station Bridge;

In Southcote, Palmerston, St. Clement's, Gladstone and Portman Roads;

From Public Library Stop to St. Peter's Road.

The carriages shall be brought to a standstill whenever it is necessary to avoid impending danger, and immediately before reaching the following points:

- a) At the top of Poole Hill on the downward journey, at the arc lamp-post before reaching the Pembroke Hotel.
- b) At the top and bottom of Richmond Hill on the downward journey.
- c) In Wimborne Road at the top of Peter's Hill on the inward journey.
- d) On the double line at the top of the hill in Foxholes Road.
- e) The junction of North Road with Poole and Bournemouth Road on the downward journey.
- f) The junction of Ashley Road with Constitution Hill, on the downward journey.
- g) In Bournemouth and Poole Road (Lower Line)
 - 1) at Mansfield Road
 - 2) at Ashley Cross.
- h) At the junction of Poole and Bournemouth Road and Parkstone Road (Lower Line, Park Gates East junction).