

## **EASTERN OPERATING AREA—EASTERN DIVISION**



# PERIOD OF OPERATION

The District Operating Superintendents will confer and arrange for the operation as necessary of the altered and additional workings shown herein, advising all concerned.

## REFERENCES APPLICABLE TO WORKING TIMETABLES

ALSO APPLY IN THIS NOTICE

#### MISCELLANEOUS INSTRUCTIONS

#### LOADING OF SUGAR BEET.

Stations loading to more than one Factory must keep wagons for each destination together so as to avoid delay in shunting out by train engines.

## WORKING OF WET PULP FROM SUGAR BEET FACTORIES.

This traffic is of a perishable nature and must be worked to destinations by first available services. Suitable wagon labels with "perishables" printed thereon should be used.

Wagons with grease axle boxes must not be used.

#### SUGAR BEET TO KING'S LYNN FACTORY.

This traffic, when worked on ordinary services, must arrive at South Lynn marshalled next the engine.

#### SUGAR FOR SILVERTOWN.

The following maximum engine loads to apply to block loads of sugar working between Thames Wharf and Silvertown.

Class of Engine	ı	2	3	<b>4</b> —J 17 type only	<b>5</b> —J 19 type only
	H	H	H	H	H
	13	18	18	20	23

Should any of this traffic be placed in stowage, every effort is to be made to work the wagons forward from stowage point to Silvertown in label date order. Stratford Control and Marshalling Yards to give special attention to this.

### ALTERED AND ADDITIONAL WORKING

### MAIN LINES AND BRANCHES

Train			Remarks		
Time	me From To		Nemai KS		
	,	Downham	Additional. See 77. To convey raw sugar for Silvertown for forwarding 9.59 a.m. Downham to Cambridge.		
p.m. 3 0 6 55 <b>SX</b>	Abbey Abbey	Downham Downham	Additional. See 79. Additional. See 81.		
a.m. 11 30	Aylsham Nth.	Melton Cons.	Additional. See 122. To convey empties for Bluestone and work beet from Bluestone, Corpusty and Aylsham North.		
		Norwich T. Sproughton	Additional. See 98. Additional. See 109. To be worked with brake each end. Traffic for Bury to be forwarded by 105.		
BISHOP'S STORTFORD, FELSTED, BRAINTREE AND WITHAM					
	The services s page 16.		W.T.T. will be superseded by those shown on		

#### ALTERED AND ADDITIONAL WORKING—continued

#### MAIN LINES AND BRANCHES—continued

#### **MUNDESLEY BRANCH TRAFFIC**

Traffic from Mundesley and Paston & Knapton for South Lynn or beyond to be worked to North Walsham Main and transferred to North Walsham Town via Antingham Road Jc., by Control arrangement.

Traffic from Overstrand and Trimingham to be worked into Sheringham, thence via M. & G.N. route.

On Saturdays a special trip will run from North Walsham to Mundesley and back. North Walsham Main dep. 2.35 p.m., calling at Paston & K. arr. 2.48, dep. 3.18, Mundesley arr. 3.28, dep. 3.50, North Walsham arrive 4.15, in connection with 2.35 p.m. (altered 4.40 p.m.) North Walsham to Norwich.

#### TO SPALDING FACTORY

From	Remarks
Clenchwarton, Terrington, Walpole Sutton Bridge Long Sutton, Gedney, Fleet Holbeach, Moulton	To be worked to Holbeach on 7.50 a.m. ex South Lynn and 5.30 p.m. ex Sutton Bridge. To be worked to Holbeach on 5.30 p.m. ex Sutton Bridge. To be worked to Holbeach on 1.50 p.m. ex South Lynn. All Sugar Beet traffic for Spalding accumulated at these stations to be forwarded by special trips, worked by Holbeach shunting
Tydd, Wisbech N Ferry	engine. To be worked to Holbeach on 6.50 a.m. ex Peterboro' (Westwood Sidings) and 5.30 p.m. ex Sutton Bridge. To be worked to Horse Shoe Lane on Ferry trip for forwarding to Holbeach by 11.45 a.m. <b>SX</b> ex Peterboro' (Westwood
Wisbech St. Mary, Murrow, Wryde, Thorney, Eye Green	Sidings) and 5.55 a.m. ex South Lynn. On Saturdays to forwarded to Holbeach on 6.50 a.m. ex Peterboro' (Westwood Sidings) and 5.30 p.m. ex Sutton Bridge.  To be worked to Wisbech on 9.30 a.m. ex Peterboro' (Crescent) and from Wisbech to Sutton Bridge by 10.55 a.m. <b>SO</b> ex Peterboro' (East Yard) and 11.45 a.m. <b>SX</b> ex Peterboro'
North Drove, Counter Drain	(Westwood Sidings) and to Holbeach on the 5.55 a.m. ex South Lynn.  To be forwarded to Twenty on the 3.5 p.m. ex Spalding and return on the 6.45 p.m. ex Bourne.

Station Masters and others in authority will be held responsible for seeing that all concerned under their control, including gatekeepers, are advised promptly of these arrangements.

Issued at Shenfield

A. R. DUNBAR,

15th September, 1952.

Divisional Operating Superintendent.