

BRITISH RAILWAYS (WESTERN OPERATING AREA)

INSTRUCTIONS FOR WORKING NEW POTATO TRAFFIC FROM CORNWALL (AT FREIGHT TRAIN RATES)

SEASON 1953

IT IS IMPORTANT THAT BOOKED AND SPECIAL TRAINS CONVEYING POTATO TRAFFIC, ALSO SPECIAL EMPTY WAGON TRAINS, SHOULD MAINTAIN THEIR SCHEDULES. THESE SERVICES MUST START PUNCTUALLY AND ALL CONCERNED ARE REQUESTED TO GIVE THE WORKING SPECIAL ATTENTION.

THE "C" HEAD CODE FREIGHT TRAINS SHEWN IN THIS NOTICE TO TAKE THEIR TURN WITH ANY OTHER "C" HEAD CODE TRAINS EXCEPT AS SHEWN BELOW.

ACCEPTANCE OF TRAFFIC.

The acceptance times laid down in the Chief Regional Officer's Public Notices must be strictly adhered to and each load of traffic must be accompanied by a Consignment Note properly prepared by the sender.

THIS IS MOST IMPORTANT.

DRESSING LOADING BANKS.

When dressing loading banks with empties, care must be taken to place wagons in such order that the loading may conform to the Marshalling Instructions for each train.

The Foreman or person in charge must allocate the wagons to the various destinations, so that the loading is performed in such a manner as to reduce Marshalling to a minimum. As the train services for the conveyance of this traffic are scheduled at "C" Head Code, it is essential that fitted stock is berthed for loading this traffic.

SUPPLY OF WAGONS.

The Station Masters at the Potato sending Stations are responsible for seeing they have sufficient suitable stock on hand to deal effectively with this important traffic. The Goods Agent at Penzance will be responsible for ordering the stock required for Penzance and Marazion. They must, as far as practicable, anticipate the requirements of the traffic, and keep "Control RS" and Traffic "W" Plymouth well informed.

MINIMUM LOAD FOR SPECIAL TRAINS.

Special trains may be run for a minimum of 15 Loaded Wagons or 40 Empty Wagons except as otherwise shewn.

WORKING OF EMPTY STOCK FOR PLYMOUTH DISTRICT.

Special empty stock trains from Paddington, Acton, Cardiff and Birmingham (Moor Street) to the Plymouth District in connection with the Potato traffic must be run in the schedules laid down on pages 10 and 11 of this notice. Other empty wagon trains must run, whenever possible, under applicable conditions and at the point-to-point times for "C" Head Code trains.

These trains must not be allowed to delay regular "C" and "D" Head Code trains.

Empty Fitted wagons for Potato traffic must be despatched by the through trains laid down in this Notice, and not forwarded by ordinary freight trains to Newton Abbot and Tavistock Junction.

It is important that fitted wagons ordered to Tavistock Junction be shunted out and concentrated in Districts until sufficient available for block train working.

LOADS FOR POTATO TRAINS.

The following are the maximum engine loads for complete trains of Potato traffic shewn in this Notice. Any "Siphons" or other heavily "tared" wagons (except Cattle Wagons) to be calculated 1 equals 2 ordinary wagons.

Head Code	MAXIMUM NUMBER OF WAGONS FOR HEAD CODE AND TYPE OF ENGINE SHEWN.		
	"C"	"D"	"E"
Type of Engine	"Castle" "County" "Hall" "Grange."	"Castle" "County" "Hall" "Grange."	"Manor" and "43XX."
Penzance to Camborne	32	32	29
Camborne to Laira	35	35	32
Laira to Newton Abbot (assisted from Tavistock Junction to Hemerdon and from Totnes to Dainton) }	35 †22	44 †22	38 †19
Newton Abbot to Taunton	50	55	50
Taunton to Bristol and Cardiff (assisted Stapleton Road to Filton and Pilning to Severn Tunnel Junction) }	*50 †30	55 †35	50 †32
Taunton to Paddington (assisted Castle Cary to Witham) }	50 †43	55 †43	50 †40
Newbury to Didcot (via Compton)	†45	†48	†45
Reading or Didcot to Banbury	50	55	50
Maindee Junction to Shrewsbury (assisted Abergavenny to Llanvihangel) }	45 —	48 †35	45 †32
Shrewsbury to Saltney	45	45	43
Bristol to Bordesley Jct. via Yate and Standish Jct. (assisted Stapleton Road to Filton and Stratford-on-Avon to Wilmcote) }	45 —	48 †35	45 †31
Gloucester to Crewe via Honeybourne or Ashchurch and Wombourn (assisted Stourbridge Jct. to Kingswinford Jct.) }	45 —	48 †35	45 †31
Bordesley Jct. to Oxley Sidings. (Not to be stopped at Moor Street) }	45	46	43

*—Assisted Stapleton Road to Filton only. †—Unassisted loads.

‡—Castle and County Engines not authorised.

Any train which does not conform with these instructions must be dealt with in accordance with the standard arrangements as set out in the Service Time Tables.

The actual loads of trains must not exceed the "Working Loads" as set out in the Service Time Tables.

WORKING OF "COUNTY" CLASS ENGINES.

"County" Class Engines may be utilised to work "C," "D" or "E" Head Code Vacuum Fitted Freight Services, where this may be necessary, in order to work an Engine towards its Home Depot. Such working must be made under the direction of H.Q. Engine Control.

The "County" Class Engines must not be utilised for the working of Freight Trains below the "E" Head Code category.