

[PRIVATE, AND NOT FOR PUBLICATION.]

CONTROLLED COPY**RAILWAY CLEARING HOUSE.**

P.O./C.L.1.

123, SEYMOUR STREET, LONDON, N.W.1.

21st November, 1923.

PRIVATE OWNERS' WAGONS.

I am requested by the Railway Companies of Great Britain to call your attention to the following matters affecting private owners' wagons :-

1. Tyres, without lips, secured to wheels with rivets or set screws.- After 1st January, 1924, tyres, without lips, which are secured to wheels with rivets or set screws (see sketch below) must be withdrawn when worn below $1\frac{1}{2}$ " on the tread. (See S.C./15958).

Sketch not available.

2. Self-contained Buffers.- Experience having shewn that the following self-contained buffers are not satisfactory in service, the Railway Companies cannot agree to any more buffers of these types being fitted to private owners' wagons, and their approval has accordingly been withdrawn:-

Buffer "B" shewn on drawing 165, dated April, 1912.

Buffers "F" and "G" (Gatwood's Patents) shewn on supplement to drawing 166, dated April, 1912.

Buffer "J" shewn on second supplement to drawing 166, dated September, 1912.

"Stanton" Buffer (Messrs. Charles Roberts & Co's. Patent).

Any buffers to the above types in stock or on order will be allowed to be used up, and any firms having such buffers are requested to send particulars thereof to this Office.

When volute springs in existing buffers of the above-named types fail, they must be replaced by helical springs of type No.6, as shewn on drawing 173, dated June, 1920.

3. Specifications and Drawings for Private Owners' 15-ton and 30-ton Wagons.- As there have been very few applications for permission to construct 15-ton and 30-ton wagons respectively to the standard specifications and drawings dated December, 1907, it has been decided to withdraw these specifications as from 31st December, 1923.

After that date any applications for permission to construct wagons of the capacities named will be treated as special cases and should be addressed to the Wagon Superintendent of the Company upon whose lines the wagons proposed to be built will be "at home".

Contd.-

4. Wagons fitted with Coke Rails.- It is reported that a number of wagons have recently been fitted with coke rails of greater depth and weaker construction than the arrangement shewn on standard drawing 5c, dated October, 1911, and owners are hereby requested not to select mineral wagons of less depth than 4 ft. for conversion into coke wagons unless the design of the rails it is proposed to fit is first submitted for approval to the Wagon Superintendent of the Company upon whose lines the coke wagons will be "at home".
5. Axleboxes to Drawings 1019 and 1022.- It having been found that there is a tendency for the flanges of the bottom half of axleboxes to drawings Nos.1019 and 1022 to become broken, particularly during shunting, it has been thought advisable to provide more clearance between the axle and the back flanges of the axlebox.
- I enclose copies of an addendum (drawing No.1029) to drawings Nos.1019 and 1022, and when axleboxes to these drawings are being made the extra clearance shewn on drawing No.1029 should be provided for.
6. Wagons built to 1907 Specification after issue of new Standard Specification, dated April, 1923.- Bona-fide orders to the 1907 Specification may be accepted by wagon builders up to 31st December, 1923, and to enable the construction of such wagons to be completed the Railway Companies will accept them for registration up to 30th June, 1924.

P.H.PRICE,

Secretary.