

SIXTY COAL TRAINS ON THE WAY

Switch-hogs

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Statistics posted in Labour Exchanges giving the number of men required for particular operations.

Decisions have yet been taken on the early introduction of overtime and the return to normal summer time later.

It is certain, however, that any summer time will come before April and that there will be double summer time in the summer months.

The position of gas is being considered carefully, but no new arrangements have been made.

Arrangements have been made in connection with suspending the publication of periodicals without the consent of the Periodical Association.

REVIEW ATTLEE

...to the House this morning. Mr. Attlee will provide information from all over the country which have reached 10,000,000.

...the House what the Government's policy have been in connection with the movement of goods, and whether there will be new plans.

...first progress in the Cabinet. Mr. Attlee did not intend to start a debate on this, but many questions will be asked. It is his daily importance in the Government's shortage.

...upon his speech and was given the opportunity to present his views on the distribution of goods.

CERN

...difficulties in the production of the atomic bomb on the atomic energy.

Yorkshire gets the locos

From LESLIE RANDALL: Doncaster, Thursday

The news on the South Yorkshire coalfields is much better to-day. Sixty coal trains with 30,000 tons of coal are now on their way south to London and other parts of the country.

The 'grey area' switch-off

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Tyne are expected in the Thames during the day.

A Ministry of Fuel official said, "The position is now more satisfactory. The flow of ships to and from London is more consistent."

COAL FROZEN IN WAGONS

Although the great gale has abated it was still bitterly cold and snowing hard in the North-East to-day.

Coal frozen into solid masses inside wagons had to be broken up before it would pass through the doors to the elevators loading it on to the ships.

With the four main line railways cleared of all but essential passenger trains, scores of coal trains are racing from the coalfields in South Wales, North-east England, Scotland and the Midlands to the coal-famine areas.

The canals, like the railways and sea-going ships, are playing their part in moving the coal.

The Grand Union Canal Company, who have sections of their waterways frozen, are getting all the coal barges through that they can move.

The hitherto "free" areas of the country were switched off under the Government's new "all-out" decree at 8.30 a.m. to-day.

Industrial users in the former "free areas" now known as "grey Britain" are still being allowed power.

An official of the London Power Company said to-day that domestic consumers' response to the economy plea was better than on previous days.

This is the biggest movement of coal from here since the great freeze up. The improvement began yesterday when 17 trains were despatched.

Biggest factor in the greatly accelerated movement of coal, I was told at the Regional HQ of the National Coal Board here, has been the Government order that transport of coal must be given top priority on the railways.

Many passenger trains have been left in sidings, and their engines diverted to shifting the vast accumulations of loaded wagons that have been cluttering up the railway yards of the collieries.

There are as many as 30,000 loaded trucks, with 300,000 tons more coal in the colliery yards.

The job of moving this coal to the power stations in London and other centres is now being tackled in a big way.

ONLY 200 LEFT

The work went on all through the night. Special train after special train was made up and sent on its way south.

In normal times it is usual for thousands of coal wagons to be awaiting movement in Doncaster, but when I visited the vast marshalling yards this morning there were fewer than 200 trucks there.

"We moved thousands of trucks during the night," I was told.

An official of the Regional HQ of the National Coal Board told me: "The difficulty has been lack of locomotives."

"From now onwards there ought to be a steady improvement in the movement of coal, but while the present weather continues it will necessarily have to be at the expense of the rail passenger services."