

# Midland Railway.

OFFICE OF SUPERINTENDENT OF THE LINE,

DERBY, AUGUST 30TH, 1892

CIRCULAR No. 600.

DEAR SIR,

## CONVEYANCE OF FOALS.

Clause "c" of Coaching Traffic Regulation 118 has been amended to read as follows:—

(c) Foals in horse-boxes are charged as under:—

2 Foals in one horse box	...	...	...	as for 1½ horses.
3	"	"	...	" 2 "
4	"	"	...	" 2½ "
Above 4	"	"	...	" 3 "

Minimum Charge, 7/6.

Note that this will amplify the instructions contained in Circular 558, dated March 21st, 1890.

## MARE WITH FOAL (travelling for Breeding Purposes).

The last sentence of paragraph 1 of Coaching Traffic Regulation 118, Clause "d," has been altered to read as follows:—

"A Mare is charged for the double journey, whether with or without a Foal, the single rate for an ordinary Horse, plus 10 per cent., no charge being made for a Foal. Fractions of a 1d. to be charged as 1d.

## CONVEYANCE OF HOMING PIGEONS.

The conveyance of Homing Pigeons is largely on the increase, and the following instructions (vide Circular 558, March 21st, 1890) are repeated:—

"Special care must be exercised in handling hampers and baskets containing Homing Pigeons, sent by train for liberation at stations. The packages must not, under any circumstances, be tilted. They must be so placed in the Guards' vans, as will admit of the birds getting as much air as possible. Luggage, or other articles, must not be allowed to rest upon hampers containing live birds.

"Station Masters to whom Pigeons for liberation are consigned, must see that the birds are liberated clear of station buildings and telegraph wires. If the weather is bad, sender's instructions with regard to the liberation of the birds should be followed. In the event of several consignments of Pigeons arriving at a station at the same time from different directions, care must be taken that they are not liberated simultaneously, but that one set of birds is out of sight before another set is liberated."

If the birds are interfered with after liberation by anyone using firearms, or other weapons, every effort must be made to ascertain who the offenders are. Where possible, the birds should be kept under observation until they get clear away.

The Pigeons must be entered on H. C. & D. tickets, and signatures must be obtained to the conditions therein with regard to liability, in the usual way.

Senders must pay carriage of Pigeons, also for return empty baskets.

REFMOT 05427

**SPECIAL LABEL FOR SAILORS' LUGGAGE.**

It has been decided to adopt the following special label to be used for Sailors' luggage at Seaport Towns. The labels will be made large enough to have ordinary luggage labels pasted on the back thereof, by which means the place whence the passenger started will not only be shown, but also the Station to which the luggage is labelled:—

(FRONT OF LABEL.)

*This Luggage must not be given up unless the Duplicate ticket be produced.*

RAILWAY.

RAILWAY.

PASSENGERS' DUPLICATE.

PASSENGERS' LUGGAGE LABEL.

FROM

FROM

No. 10.

No. 10.

Station Masters must advise all Guards working under their supervision of this arrangement. The Guards must carefully examine all Sailors' luggage handed to them to see if the articles are labelled with these special labels, and when that is the case the luggage so labelled must not be delivered up until owner applies for it, and produces the necessary duplicate label or labels.

**ISSUE AND COLLECTION OF TICKETS.**

Where tickets are collected at the station at which they are issued, a lock-up box must be provided for the safe custody of the tickets, until sent to the Audit Office, in accordance with the instructions contained on pages 105 and 106 of the Appendix to the Working Time Table, and any Station-Master who is not supplied with one of these boxes, must communicate with me.

If, owing to an alteration in the train service, the collection of tickets at the station at which they are issued is discontinued, and a box is no longer required, it must be returned to me with an advice.

**RETURNS OF THE NUMBERS OF PASSENGERS BOOKED AND AMOUNTS RECEIVED BY SPECIAL TRAINS.**

I have to refer you to the instructions contained in my Circular No. 593, dated April 20th, 1892 and also in the Working Time Table of Excursion Trains, respecting the above, and to request you to see that these Returns are sent to this Office by *First Ordinary Train* after the despatch of the Special Train.

**MIDLAND COVERED CARRIAGE TRUCKS.**

Referring to Circulars No. 540, June 6th, 1889, and No. 552, of December 5th, 1889, the following is a revised and complete list of Midland covered carriage trucks which will pass the Metropolitan gauge:—

21	100	124	216	220	372	376	380	384	388
33	102	125	217	221	373	377	381	385	389
56	105	213	218	370	374	378	382	386	
77	123	214	219	371	375	379	383	387	

**THROUGH VEHICLES BETWEEN MIDLAND AND NORTH EASTERN SYSTEMS VIA LEEDS.**

Note that Vehicles can now be run through between the Midland and North Eastern Systems via Leeds, same as before the fire which occurred at Leeds Station on 13th January last.

**FISH TRAFFIC EX LIMAVADY JUNCTION.**

Please note that Limavady Junction has been included in the Antrim Group of the Irish and English Perishable Rates Book, dated April, 1886.

**PARCELS, &c., TRAFFIC WITH KANTURK AND NEWMARKET (IRELAND).**

The Great Southern and Western Company have taken over the Kanturk and Newmarket Branch, and parcels may be entered through to Kanturk and Newmarket. Perishable traffic will be entered from those stations, at the Cork Group rates shown on the Great Southern and Western printed list of rates, dated 7th May, 1891.

**HEADING OF PARCELS WAYBILLS FOR WELSHPOOL.**

Much unnecessary labour is entailed by the Stations heading waybills for Welshpool to the G. W. Company, as the L. & N. W. Company perform the G. W. Company's work at that Station. Note and arrange in future to head the waybills "Welshpool, L. & N. W."

**AYLESBURY AND BUCKINGHAM RAILWAY COMPANY.**

Note that the Aylesbury and Buckingham Railway Company have withdrawn from the Railway Clearing House.

**PARCELS FOR HUCKNALL HUTHWAITE.**

Parcels for Hucknall Huthwaite must be entered to Woodend Station on the Alfreton and Mansfield Branch, and not to Hucknall Station on the Nottingham and Mansfield Branch.

**OPENING OF GLAPWELL STATION.**

This Station, which is situated between Rowthorn and Hardwick and Palterton and Sutton, has been opened for passenger traffic, and parcels, &c., may be entered to that Station accordingly.

**FRUIT IN SMALL QUANTITIES FROM GROWERS TO CONSUMERS, &c.**

Referring to Circular No. 591 of March 1st, 1892, note that the half parcels rate charged in this case includes delivery within usual delivery limits, but not collection.

**ALTERATION OF NAMES OF STATIONS AND OPENING OF NEW STATIONS.**

Note the following:—

- South Hayling Station (L. B. & S. C.) altered to Hayling Island.
- Opening of Sefton Park (L. & N. W.) Station between Liverpool and Garston for passenger traffic only (not for horses or carriages).
- Opening of Adavoyle Station (G. N. of Ireland).
- Stainland Passenger Station (L. & Y.) altered to Stainland and Holywell Green.
- Milford Station (G. W.) altered to Old Milford (South Wales).
- Opening of M. S. & L. new stations at Killamarsh, Eckington and Renishaw, Staveley Works (for Barrow Hill), Sheepbridge and Brimington, and Chesterfield.
- Opening of the first section of the New Aviemore Line (Highland), the only station being Carrbridge, which is 6 miles 56 chains north of Aviemore Station.
- Shepley Station (L. & Y.) altered to Shepley and Shelley.
- Opening of new line between Upminster and Grays (L. T. & S. E.) for passenger traffic, the only station thereon being Ockendon, which is 3 miles 28 chains beyond Upminster Station.

*Keep this Circular, affix it in your order Book, and acknowledge receipt.*

Yours truly,

Mr. \_\_\_\_\_

W. L. MUGLISTON,

SUPERINTENDENT OF THE LINE.

\_\_\_\_\_ Station.