

EXTRACTS FROM MIDLAND RAILWAY APPENDIX TO THE WORKING TIME TABLE

18 APRIL 1878

Page 39 Distant Signals

With a view to increase the efficiency of the Distant Signal in use on the Midland Railway, by enabling Enginedrivers, on sighting a Distant Signal, to distinguish by the shape of the Signal, as well as by the colour of it, whether it is applicable to the Line on which they are running, or whether it is simply the back of the Signal which is presented to them, it has been arranged that the form of the Disc shall be altered, and shaped as shown below:

It will be observed that the Disc consists of a high side and a low one, and the Signal will be so arranged that, when turned on against an approaching Train, the high side will always show on the left-hand side of the post as Enginedrivers approach it, and the low side on the right-hand side of the post. Enginedrivers will easily recollect that, as all Semaphore Signals are shown on the left-hand side of the post, so the elevated side of a Distant Signal shown on the left-hand of the post, indicates that the Signal applies to the Line on which they are running, whilst the low part of the Signal appearing on the left-hand side of the post, indicates that the back of the Signal is towards them, and that it applies to the other Line, and not the one on which they are running.

All new Distant Signals erected will be of this pattern, and it will also be applied to the old Signals as their renewal become necessary.

Page 60 Labelling of Carriages with destination and smoking boards

The following Regulations with respect to the labelling of Carriages with Destination and Smoking Boards must be strictly observed:

Destination Boards

It is necessary that the arrangements as to the labelling of Carriages with Destination Boards should be carried out with the greatest possible regularity, and that great care should be taken that as regards outgoing Trains, the Carriages are ^{properly} labelled at least fifteen minutes before the Train is due to start, and that as regards incoming Trains the boards are removed immediately on the arrival of the Trains, and before the Carriages are shunted, so as to prevent the possibility of the boards being misused, or getting astray; and to effect this, the Stationmasters at the principal Stations are requested to appoint one or more of their staff, as the occasion may require, whose special duty it shall be to attend to the fixing and removing of the boards, and who can be held responsible for the due performance of the duty

P.T.O

Smoking Boards

A limited number of First and Third class compartments in each Train must be devoted to the accommodation of Smokers, and ^{no} smoking must be permitted in any other portion of the Train.

Boards lettered "Smoking Compartment" must be placed in the slots fixed to receive them over the doors of the Compartments on both sides of the Train, to indicate to passengers the carriages specially reserved for Smokers.

Great care must be taken to place the boards in proper positions on the Train, and not to reserve more Compartments than are actually necessary.

A supply of boards must be kept at each of the principal terminal Stations in readiness for use; and Stationmasters must give personal attention to the matter, as they will be held responsible for regulating the proper fixing and disposal of the boards.

In the case of Through Trains, the boards must not be removed during the journey to any other carriage on the Train, but must remain on the Compartments selected and, on completion of each journey, the Smoking Compartments must be thoroughly cleaned and swept out, so that the carriages may not be offensive to passengers who do not smoke.

Stationmasters must be guided by the circumstances of each case as to the number of Compartments to be reserved for smokers; but as a rule — Two First class and Three Third class Compartments in each Train will be sufficient. Care must be taken to fix the boards before passengers have entered the Train, in order that the comfort of those passengers who do not smoke may not be interfered with.

Midland carriages running through on to other Companies' Lines, and foreign carriages running on the Midland Line, must not be used as Smoking Carriages; and where any exchange of Rolling Stock is made with another Company, the Carriages must be carefully examined and all Smoking-label Boards that may be found up them must be removed before the Stock is allowed to leave the Midland Line.

On those portions of the Line where Trains composed of the same carriages run between two terminal Stations throughout the day (as between Leeds and Bradford), no alteration must be made in the Smoking Carriages, those at first selected being allowed to continue as Smoking Compartments.

The boards must, in all cases, except as provided in the last clause, be removed from the carriages on the arrival of a Train at its destination, and kept at the Station ready for further use; they must not be allowed to remain on the carriages when they are shunted in sidings, or otherwise disposed of.

WORKING OF TARIFF WAGONS AND VANS ON MIDLAND RAILWAY

Extracted from Appendix to Working Time Table 18 April 1878

Van	Conveyed From	To
Ancoats	Erewash Valley line stations	Rowsley, thence Ambergate, Chesterfield, Toton
"	" stations Birmingham - Bristol	Birmingham " Ashchurch, Gloucester
"	" Derby	Derby
"	" Dudley and SS district stations	" " thence Dudley
Bedford	" Hitchin	Hitchin
"	" Leicester	Leicester
"	" Northampton	Northampton
"	" St Pancras	St Pancras
Bradford	" Colne	Colne
"	" stations Shipley - Skipton	Shipley, thence Skipton

There were more than 170 such workings:

Midland Railway : 1910 Appendix
Slip Carriages—continued.

The maximum number of vehicles to be slipped are as shown below:—

Stations at which vehicles may be slipped.	Up or down trains.	Maximum number of vehicles to be slipped.
Hellifield ...	Up	Bogie slip carriage and one bogie carriage. Bogie slip carriage and two four-wheeled or six-wheeled vehicles. Six-wheeled slip carriage and two four-wheeled or six-wheeled vehicles. Bogie slip carriage only. (Bogie slip carriage and one bogie carriage. Bogie slip carriage and two four-wheeled or six-wheeled vehicles. Bogie slip carriage only. (Bogie slip carriage and one bogie carriage. Bogie slip carriage and two four-wheeled or six-wheeled vehicles. Six-wheeled slip carriage and two four-wheeled or six-wheeled vehicles. Bogie slip carriage only.
Skipton ...	Down	
Keighley ...	Up	
Saltaire ...	Up	
Rotherham (Masboro') ...	Up and down	
Chesterfield ...	Up and down	
Ambergate ...	Down	
Tamworth ...	Up	
Loughboro' ...	Up	
Leicester ...	Up	
Melton ...	Down	
Saxby ...	Up	
Oakham ...	Down	
Kettering ...	Up	
Wellingboro' ...	Down	
Wellingboro' ...	Up	
Sharnbrook ...	Down	
Harpenden ...	Down	
Luton ...	Down	
Luton '... ..	Up	

When the slip portion consists of more than the vehicles enumerated above, the ordinary screw coupling must be used and the train stopped at the station at which the slip portion is usually detached, that station being advised by telegraph or telephone that the train will stop.

Instructions for Coupling, working Stop Valve, Slip Coupling Valves, and Hooters on Slip Carriages (Non-Corridor).

Coupling of vacuum pipes.—When the vehicle in front of the slip carriage is not fitted with a gangway, the ordinary upright vacuum pipes must be used; when it is a corridor coach the duplicate pipe on the slip coach, viz., the one similar to those on corridor coaches, must be used.

Slipping Non-Corridor Carriage off Non-Corridor Vehicle.

Fixing of slip valves.—The valve marked "Slip Carriage" must be attached to the vacuum pipe at the front end of the slip carriage, and that marked "Train" must be attached to the vacuum pipe at the rear end of the last vehicle on the main train.

The lever with the suspending chain on the slip carriage must be placed in the slot with the arm pointing towards the rear of the main train.

The "snap-hooks" on the ends of the suspending chains must be placed through the holes in the lugs of the slip valve, in order to secure each portion of the valve to the proper vacuum brake pipe; and the suspending chain on the rear vehicle of the main train must be fastened to the vacuum pipe immediately above the hose.

Position of levers on valve.—The lever marked "Slip Carriage" must be set with its top pointing towards the main train, and when this has been done, the "S" hook on the cord must be attached to the lever of the slip valve.

Stop valve.—Great care must be taken that the stop valve is in the open position, that is, with the holding-down cramp out of use and pointing outwards from the slip carriage, when the carriage is attached for slipping purposes, or when not running under "Slip" regulations.

Slip Carriages—continued.

Slipping of portion.—When the slip portion is about to be detached, the following operations must be gone through in the order named :—

1. The stop valve fixed on the main vacuum pipe must be pressed down, and the holding-down cramp pulled over it and properly screwed down, in order to efficiently maintain the vacuum on the slip portion.

2. The cord attached to the slip valve must be pulled until the valves are closed and the vacuum pipes are separated, the cord then gradually released so as not to interfere with the slip coupling cord, and the slip portion must then be slipped in accordance with the Company's regulations.

3. The hand brake only must be applied for stopping the slip portion, except in cases of emergency, when the vacuum brake may be applied.

4. When the automatic vacuum brake has been applied after slipping, it cannot be released from inside the slip carriage; this can only be done by pulling the release valve wire under the vehicle.

Return of slip valve and re-adjustment of stop valve.—After the slip portion has reached its destination, the screw on the stop valve must be turned back, the holding-down cramp taken off and secured by padlock and key provided for the purpose, and the valve restored to its (upright) normal position. Afterwards the slip valve must be taken from the vacuum pipe, placed in the box provided for the purpose, and returned to the brake compartment of the slip carriage, ready for use the following day, and the lever, with the suspending chain attached, placed in the slot so that it will be parallel with the end of the vehicle.

The remaining portion of the valve which has gone forward in the main train must be returned in accordance with instructions issued for the guidance of the stations concerned. The Guard on the main train must see that he is provided with the necessary box for this purpose.

Slipping Non-Corridor Carriage off Corridor Vehicle.

Fixing of slip valves and suspending chains.—The slip and train valves to be attached to the vacuum pipes in a similar manner to those on non-corridor coaches; the slip valve to be secured by the fixed duplicate chain (not the chain on the suspending arm), and the train valve fastened by the combined chain and strap, which must be fixed as follows:—the shorter length of strap to be fastened to the lower end of the handle-bar of the gangway on the left-hand side in the direction the train is travelling, and the longer length secured in a similar manner on the right-hand side, the chain to be then fastened to the vacuum pipe immediately behind the hose.

Stop valve and slipping of portion.—The instructions shewn above must be acted up to. The valves and chain and strap (off main train) to be dealt with as in the case of non-corridor slips.

General.

Vacuum gauge.—The Slip Guard must see that his gauge registers the proper amount of vacuum.

A hook is fixed in each brake compartment to enable the Guard to make the slip valve cord taut, so that in the event of his forgetting to close the valves in accordance with instructions the valves will close automatically at the same time as the coupling is pulled off.

It is not intended that the cord shall under ordinary conditions act automatically, but the valves must be parted in the usual manner.

Hooter.—A hooter has been fixed to each slip carriage working under the above regulations, and when the slip portion is detached from the train, the hooter must be sounded as frequently as necessary to warn platelayers and others concerned of the approach of the slip portion.

Guards in charge of slip carriages.—No Guard must be allowed to have charge of a slip carriage until he has been properly instructed in his duties and passed as competent for the position.

Instructions respecting the working of Slip Corridor Carriages.

The following instructions must be observed in the working of slip corridor carriages :—

Notice to Enginedrivers, Guards, Signallers, Platelayers
 & others, on June 17th, 1899.

DUPLEX DETONATORS—(continued).

Between St. Albans and Hendon:—

- Park Street up and down fast and up and down slow line distant signals.
- Radlett up and down fast and up and down slow line distant signals.
- Elstree North up fast and up slow line distant signals.
- Elstree South down fast and down slow line distant signals.
- Scratchwood Sidings up and down distant signals.
- Mill Hill up and down fast and up and down slow line distant signals.

Finchley Road:—

Up passenger and up goods line home signals.

When this detonator explodes, Enginedrivers must act in the same way as when two detonators are exploded.

The number of detonators prescribed in the Company's Book of Rules and Regulations must be used in all cases except in connection with fog-signalling at the signals shown above.

MIDLAND ROLLING STOCK WITH CLERESTORY ROOFS.

The following vehicles must NOT, under any circumstances, be forwarded to any Railway having connections with the Midland Railway except the Furness and L. D. & E. C. Railways, or to any Joint Line except the Midland and Great Northern, Otley and Ilkley, Cheshire Lines, and the Sheffield and Midland Joint Railways.

This restriction also applies to Joint and Foreign stations, as under:—

Carlisle, Hawes, Lancaster (Castle), Colne, Wakefield, Walsall, Wolverhampton, Halesowen, Great Malvern, Clifton Down, Rugby, Cambridge, Hitchin, Gunnersbury, South Tottenham.

Dining Carriages (Third Class). 1858 to 1860, 1864 to 1867.	8098, 8089, 8102, 8117 to 8120.	Thirds. 1884 to 1928, 1980 to 1946, 1948 to 1957, 1959 to 1988, 8019 to 8029.
Composite Dining Carriage. 8181.	Compos. 8056 to 8060, 8064 to 8066, 8068.	
Dining Bogie Compos. 548, 544, 807, 8001, 8002.	Bogie Third Brakes. 8001, 8002, 8041 to 8050, 8052, 8058.	Third Brakes. 8080 to 8088.
Bogie Compo. Brakes. 829, 817, 818, 8008, 8004, 8028 to 8055, 8087 to 8090, 8097.		
Bogie Compos. 8016 to 8025, 8074 to 8086,	Bogie Thirds. 1861 to 1868, 8060 to 8064.	Guards' Vans. 576 to 578, 8001 to 8057.

SPEED RESTRICTIONS.

Drivers must not exceed the speed per hour specified at the following places:—
 Over Stanton Colliery Workings, between Worthington and Ashby—10 miles.
 " Bridge No. 4 on Bretby Branch—5 miles. Hand-Signalmen are employed.
 Between $9\frac{1}{2}$ and $9\frac{3}{4}$ mile posts on Lydbrook Branch (G. & W. Joint)—10 miles.

CARLISLE.

Citadel Station:—

From 6.0 a.m. to 5.30 p.m. each day during the week, all lines at Carlisle Nos. 4 and 4A Cabins will be blocked between trains. Painting Bridge No. 8.

W T T July 5th - 16th 1879.

2945

ADDITIONAL TRAIN SERVICE TO SOUTHAMPTON.

(Via Cheltenham and Mid. & S. W Junction Railway.)

A special direct service of trains to Southampton has been arranged (until further notice) from the following towns each Friday Night in connection with the sailing of the "AMERICAN LINE" Steamers to NEW YORK, and the "UNION" and the "CASTLE" LINES for the CAPE.

GLASGOW (St. Enoch)	dep.	8 30	p.m.	BOLTON	dep.	11 55	p.m.
EDINBURGH (Waverley) .....	..	8 0	..	MANCHESTER (Victoria) .....	..	12 0	mid
GARMSHIE .....	..	8 40	..	Do. (Central) .....	..	12 0	mid
BRADFORD .....	..	10 50	..	STOCKPORT (Saturday) .....	..	12 25	a.m.
LEEDS .....	..	11 50	..	NOTTINGHAM .....	..	11 45	p.m.
NEWCASTLE-ON-TYNE .....	..	7 5	..	DERBY (Saturday) .....	..	8 15	a.m.
YOKE .....	..	8 50	..	BIRMINGHAM (N.W. St.) .....	..	8 20	..
SHEFFIELD (Saturday) .....	..	12 57	a.m.	WOOLVERHAMPTON .....	..	8 45	..
LIVERPOOL (Central) .....	..	11 30	p.m.	GLOUCESTER .....	..	8 25	..
WARRINGTON .....	..	11 50	..	CHELtenham	arr.	4 25	..
STAKEHOLME .....	..	11 5	..	Do.	dep.	6 0	..
				SOUTHAMPTON	arr.	9 10	..

Passengers arrive at Southampton at 9.10 a.m. Saturday in ample time to embark on the Steamers. This train runs alongside the Steamer immediately on arrival.

DERBY TO TRENT AND BACK. (Trial Trains.)

Every TUESDAY and FRIDAY until further notice Special Trial Trains will run (weather and circumstances permitting) as under:—

DERBY (Carriage Works)	dep.	8 15	a.m.	8 0	a.m.	10 0	a.m.
Chaddesden .....	..	8 15	..	8 15	..	10 15	..
Trent (North Junction) .....	..	8 30	..	8 30	..	10 30	..
Do. (Sheet Stores) .....	..	8 30	..	8 30	..	10 30	..
Do. (LOOK LANE CROSSING) ..	arr.	8 40	..	8 25	..	10 25	..
Do. do.	dep.	8 45	..	8 30	..	10 30	..
Castle Donington .....	..	8 45	..	8 30	..	10 30	..
DERBY	arr.	7 11	..	8 55	..	10 55	..

These trains will run on the Goods Line from L. & N. W. Junction to London Road Junction, Derby.

A clear road must be kept for these trains, if possible.

The loads for these trains will be as follows:—

- Equal to 18 vehicles for first class single-wheel passenger engines.
- Equal to 20 vehicles for first class four-wheels coupled engines.
- Equal to 18 vehicles for second and third class four-wheels coupled engines.
- Equal to 25 vehicles for goods engines.

Mr. Mitchell to arrange and advise the line when the trains are not running.

DAMAGE TO CYCLES.

Complaints are being made of damage to cycles during transit owing to insufficient care being exercised in the handling and loading of the traffic, and the attention of all concerned is called to the matter.

When machines are stacked together they must be arranged so that the sharp projections, such as the mud guards, foot rests, and steps shall not come in contact with the pneumatic tyres, and when loaded in vans for transit they must be so placed as not to be easily moved by the oscillation of the trains.

MOVABLE CUSHIONS IN FIRST CLASS CARRIAGES.

During the hot weather these cushions must be placed with the leather side upwards.

8 to 16/7/99.

2946

MIDLAND NEW ROLLING STOCK WITH CLERESTORY ROOFS.

The following vehicles must NOT, under any circumstances, be forwarded to any Railway having connections with the Midland Railway except the Furness and L. D. and E. O. Railways, or to any Joint Line except the Midland and Great Northern, Otley and Ilkley, Cheshire Lines and the Sheffield and Midland Joint Railways.

This restriction also applies to Joint and foreign stations, as under :—

Carlisle, Hawes, Lancaster (Castle), Wakefield, Walsall, Wolverhampton, Halesowen, Great Malvern, Clifton Down, Rugby, Cambridge, Hitchin, Gunnersbury, South Tottenham.

	Bogie Compos.	Thirds.
Dining Carriages (Third Class). 1858 to 1860, 1864 to 1867.	8015 to 8025, 8074, to 8080	1864 to 1928, 1930 to
Dining Carriage (First Class). 8007.	3098, 3099, 8102, 8105, 8106, 8117 to 8120.	1946, 1948 to 1957, 1959 to 1983, 3019 to 3029.
Composite Dining Carriage. 8181.	3056 to 3060, 3064 to 3066, 3068.	Third Brakes. 3030 to 3038.
Dining Bogie Compos. 548, 544, 687, 8001, 8002.	Bogie Third Brakes. 8001, 3002, 3041 to 3050, 3052, 3058.	
Bogie Compo. Brakes. 829, 917, 918, 8008, 8004, 8026 to 3055, 8087 to 3090, 8097.	Bogie Thirds. 1861 to 1865, 3080 to 3064, 3066, 3070.	Guards' Vans. 576 to 578, 8001 to 8057.

NOTICE TO STATION MASTERS, BOOKING CLERKS, AND OTHERS CONCERNED.—SLEEPING BERTHS ON STRANRAER AND LARNE STEAMERS.—Passengers holding First Class or Cabin Tickets can obtain Sleeping Berths on board the above Steamers at a charge of 2s. 6d. each. Tickets must be obtained before going on board at Stranraer Harbour Station.

Berths can be reserved in advance, on application to Mr. F. W. Hutchinson, Stranraer, but as the number of Berths is limited, early application should be made.

SLIP PORTIONS FOR WINDERMERE (Lake Side).—Whenever it becomes necessary to run a portion for Windermere (Lake Side), to be slipped at Ulverston, a guards' van or other brake carriage must be run in this portion along with the slip compo., if the traffic necessitates more than two vehicles being utilised.

SHEFFIELD TRIENNIAL MUSICAL FESTIVAL,

OCTOBER 11th, 12th, and 13th.

(Rehearsal at Sheffield, every Monday and Thursday until further notice.)

Performers attending the above from STRETTON, CHESTERFIELD, SHEEP-BRIDGE, UNSTON, DRONFIELD, GRINDLEFORD, and CHAPELTOWN may be booked at a single fare, and from DORE and TOTLEY, BEAUCHIEF, HOLMES, ROTHERHAM and ECCLESFIELD at a fare of 6d. third class, for the double journey (on surrender of certificates of membership) the tickets being available for the day of issue only.

A return of the bookings to be sent me.

T July 8th, 16th 1899

3005

TUESDAY, JULY 11th--(Continued.)

Nos. 97 to 99. LEEDS AND BRADFORD TO CARLISLE.

(Empty Carriages on loan to G. & S. W. Co.)

		a.m.	a.m.	a.m.		a.m.	a.m.	a.m.
LEEDS	dep.	6 15	6 15	6 15	Settle	arr.	8 55	9 10
BRADFORD	dep.	5 80	6 40	7 15	Do	dep.	8 55	9 20
Shipley	dep.	6 40	6 40	7 25	Blea Moor	dep.	7 55	8 55
Keighley	dep.	5 55	6 55	7 40	Ais Gill	dep.	7 50	8 50
SKIPTON	arr.	6 15	7 15	8 8	Kirkby Stephen	dep.	8 5	9 10
Do.	dep.	6 20	7 45	8 8	Appleby	arr.	8 55	9 10
Hellifield	dep.	6 40	8 7	8 30	Do.	dep.	8 55	9 54
[6.30 A—Shunt at Skipton for 6.45 a.m. and 6.50 a.m. specials Bradford to Carnforth and Morecambe to pass.]					Lazonby	dep.	9 10	10 54
					CARLISLE (Dentonholme Yard)	arr.	9 45	11 40

Mr. Brown to provide Carriages and Guards for Leeds, and Mr. Snow for Bradford. 50 Bogie Thirds, 55 Thirds, and 12 Brakes for G. & S. W. Co.; and 24 Thirds and 4 Brakes for N.B. Co. must be worked to Carlisle by these trains, and Nos. 121 to 123 trains on Wednesday, July 12th, the trains to be so formed as to be equally loaded. The Carriages must be charged with gas or provided with trimmed roof lamps.

No. 100. METHLEY JUNCTION TO LEEDS AND BACK.

(H. & B. Excursion from Hull.)

Methley Junction	pass	9 15 a.m.	LEEDS	dep.	8 50 p.m.
LEEDS	arr.	9 30	Methley Junction	dep.	9 15

The H. & B. Co. will work this train in charge of L. & Y. Pilotman. The L. & Y. Co. will arrange for the collection of Leeds tickets.

Tickets will also be issued by this train to return on July 12th or 18th by any ordinary train.

BARNSLEY TO HULL (H. & B.) AND BACK. (Ordinary Trains.)

EXCURSION TICKETS will be issued from BARNSLEY to HULL (H. & B.) by 9.17 a.m. train, available for returning from Hull by any ordinary train on day of issue only.

No. 101. LEEDS TO METHLEY JUNCTION AND BACK.

(L. & Y. Excursion to Goole and Hull.)

		a.m.	Empty.		Empty.	p.m.
LEEDS	dep.	9 45	9 35	Methley Junction	pass	8 40
HUNSLET	dep.	9 51	9 35	METHLEY	dep.	9 2
WOODLESFORD	dep.	9 59	9 35	WOODLESFORD	dep.	9 7
METHLEY	dep.	10 4	9 35	HUNSLET	dep.	9 12
Methley Junction	dep.	10 7	9 35	Do.	dep.	9 16
				LEEDS	arr.	9 21

The L. & Y. Co. will work this train.

Leeds tickets to be collected at Hunslet on the return journey.

July 8th - 16th 1899.

3018

WEDNESDAY, JULY 12th--(Continued).

Nos. 121 to 123. LEEDS AND BRADFORD TO CARLISLE.
(Empty Carriages on loan to G. & S. W. & N. B. Co.'s.)

		a.m.	a.m.	a.m.		a.m.	a.m.	a.m.
LEEDS	dep.	3 50	....	....	Blea Moor	pass	6 5	7 45
BRADFORD	....	....	4 20	5 30	Ais Gill	..	6 30	7 50
Shipley	....	4 15	4 34	5 40	Kirkby Stephen	....	6 46	8 5
Keighley	....	4 30	4 47	5 55	Appleby	....	7 7	8 30
SKIPTON	arr.	4 52	5 18	6 15	Do.	dep.	7 18	8 35
Do.	dep.	4 57	5 23	6 20	Lazonby	....	7 45	8 55
Hellfield	....	5 00	5 55	6 40	CARLISLE			
Settle	arr.	5 10	5 7	6 55	(Dentonholme Yard) arr.	8 15	9 25	9 45
Do.	dep.	5 25	6 10	6 55	* Second train to start at Ribbleshead for 6.25 a.m. passenger train from Hellfield to pass.			
*RIBBLESHEAD	arr.	....	6 40	....			
Do.	dep.	....	7 5	....			

Mr. Brown to provide Carriages and-Guards for Leeds, and Mr. Snow for Bradford. The Carriages must be charged with gas or provided with trimmed roof lamps. See notes at foot of Nos. 97 and 99 trains on Tuesday.

No. 124. CARLISLE TO DERBY (Empty).

The Carriages forming No. 105 train Bournemouth to Douglas must be worked Special to Derby on arrival at Carlisle from Caledonian Company, and after the Enginemen and Guard have taken suitable rest.

Guard Cook to accompany the train.

FLOBAL FETE AT WOLVERHAMPTON.

First and third class RETURN TICKETS at a single-fare-and-quarter (plus fractional parts of a penny) may be issued to WOLVERHAMPTON from MATLOCK BRIDGE, NOTTINGHAM, PYE BRIDGE and intermediate stations to WATER ORTON inclusive; from LEICESTER and intermediate stations to SHUSTOKE inclusive; from GLOUCESTER, MALVERN, EVESHAM and intermediate stations to CASTLE BROMWICH inclusive; from PENNS, SUTTON COLDFIELD, SUTTON PARK, STREETLY, and ALDRIDGE, and from WALSALL and NORTH WALSALL at a fare 9d. (third class) available for return on the day of issue only.

No ticket to be issued at a less fare than 9d. (third class).

Pleasure party tickets must be issued, and an account of the bookings furnished to this office.

The following ordinary trains to be strengthened as shewn.

1.7 p.m. train Birmingham to Wolverhampton.	} 2 extra Vehicles.
2.0 " " " " " "	
4.5 " " " " " "	
5.10 " " " " " "	} 4 extra Vehicles.

Mr. Goldsbrough to arrange.

No. 124a duplicate Wolverhampton to Walsall.

The 10.45 p.m. Wolverhampton to Walsall must be worked in duplicate, each portion consisting of equal to 10½ vehicles.

Messrs. Amatt and Burns to arrange.

The thin black line between the hour and minute figures to distinguish "pm" from "am" used in the time tables of the Midland Railway was due to Mr Henry Burns, who had been Locomotive Supt of the Danube & Black Sea Railway. On his return home "in 1862, Mr Henry Burns, struck by the distinctive way morning and evening times were shown in the German time tables, brought the fact to the notice of Mr Needham. Thus, after consultation with Benrose & Sons, the present method was adopted, and a very good one too."

During a lengthy discussion among a cosmopolitan gathering in Paris shortly after World War I the question was posed "What is most characteristic of the English people?" Various suggestions were proffered including Punch, a London policeman, a public schoolboy and finally a Midland third-class dining car, which was accepted by all!

118
136
23
41
42
+3
44
45
+6
47
48
49
120
121
122
123
100
101
102
103
124
125
126
127
128
129
130
131
132
133
134
135
104
105
106
107
108
109
110
21
83
84
73
80
81
82