THE RAILWAY FREIGHTER'S GUIDE.

2/6

THE

RAILWAY FREIGHTER'S GUIDE.

DEFINING

MUTUAL LIABILITIES OF CARRIERS AND FREIGHTERS,

AND

EXPLAINING SYSTEM OF RATES, ACCOUNTS, INVOICES,
CHECKS, BOOKING, AND PERMITS,

AND

ALL OTHER DETAILS PERTAINING TO TRAFFIC MANAGEMENT,

As Sanctioned by Acts of Parliament, Bye-Laws,
or General Usage.

BY

J. S. MARTIN

LONDON:
SAMPSON LOW, SON, AND MARSTON,
14, LUDGATE HILL.
1865.

HARRILD, PRINTER, LONDON.

PREFACE.

THE object of the present work has been to supply a want which has long been felt—viz., an insight into the system in operation on Railways—an elucidation of the technical phrases—the forms in use—the regulations and conditions, and the principles upon which Railway Management is based.

To accomplish this, the Author has spared no effort, and he now submits the result to the public, in the hope that their verdict will justify the conviction that he has succeeded in furnishing such information as will be both useful and profitable to all classes of manufacturers and traders.

March 31, 1865.

THE RAILWAY FREIGHTER'S GUIDE.

GENERAL INFORMATION FOR THE GUIDANCE OF RAILWAY FREIGHTERS.

GOODS TRAFFIC.

1. It is of the greatest importance that the senders of goods accompany them with a "Declaration" or "Receiving" Note, properly filled up, and signed by themselves or agents. Declaration and Receiving Note.

2. These declarations or receiving notes, after being carefully compared with the goods actually delivered, in respect of weight, number, and description, are then handed over to the Railway Company at the time of delivery to them of such goods. Notes to be handed to Railway Company.

3. Receipts should, in all cases, be taken for all goods delivered for conveyance at the *forwarding station*, these receipts usually being obtained in the freighter's own delivery books. Receipts.

4. Each consignment of goods is separately charged for in the railway invoices; but when several consignments of traffic, station to station, of less than *two tons* weight each, weigh Separate charge for each consignment, except in certain cases.

collectively more than *two tons*, and are forwarded from one station to any other station in the same train, by a consignor who pays the carriage, he will not be liable to be charged more than the station to station rate for similar articles, when carried in lots of *two tons* or upwards.

im for loss lamage.

5. No claim for loss or damage (for which Railway Companies are accountable) will be allowed unless made on the day of arrival of the goods. (See note at foot, A.)

dit.

6. No credit is allowed, excepting by special arrangement; but all goods must be paid for, either previously to, or at the time of delivery; and if payment be refused, any charge for delivery must also be defrayed in addition thereto.

ods subject ien by Rail- y Company

7. All goods, from whomsoever received, and to whomsoever belonging, are subject to a general "lien" not only for the carriage of those particular goods, but also for any general balance that may be due by the owners or public carriers of such goods to the said Company; and that if in fourteen days (some Railway Companies allow twenty-eight days) after notice shall have been given, that such goods are detained for any claim

NOTE A.—With many Railway Companies the following time is allowed for claims:—"Within three days after the delivery of the goods, claims to be made for damage; and for loss of same, within three days of the time that they should be delivered," and on others the following rule applies—viz., "Within two days after delivery in case of partial loss or damage, and within seven days after the due time of delivery in case of total loss."

The claim must be made in writing to the Railway Company concerned.

of the Company, and the money due be not paid, the goods will, at the discretion of the Company, be sold by auction to defray the Company's claims, and all expenses incurred thereon. (See note at foot, B.)

Perishable articles to be disposed of.

8. Fish, fruit, and all other perishable articles will be disposed of at the discretion of the Company immediately after giving the above notice, and without awaiting the expiration of the above-mentioned periods of time.

Delivery of goods.

9. All goods entered at carted rates addressed to places within the limits of the Railway Companies' local regulations for the delivery of goods from the different stations on railways, respecting which no directions to the contrary shall have been received, will be delivered by the Railway Company at those places.

Responsibility of Company to terminate when goods are delivered.

10. The delivery of goods will be considered to be complete, and the responsibilities of the Company will be considered to terminate when the goods shall be unloaded out of the waggon, van, cart, or truck, and placed at the door of the consignee (or when the notice of arrival is rendered to the consignee), and the cellaring or warehousing of them will be at the owner's risk and expense, and also the removal of goods from the sender's premises into the agent's cart or waggon.

Forwarding of goods.

11. Railway Companies do not bind themselves to forward goods from any station by the

NOTE B.—Refer to the back of the consignment or delivery notes, in order to ascertain the conditions of carriage, etc.

first succeeding train; nor do they agree to send a waggon from one station to another with less than *one* ton.

Empties.

12. All empties not taken away within one month after their arrival, are usually sold by auction, to defray expenses, if carriage is not prepaid, which is the usual custom on all Railways.

NOTE.—*In the foregoing instructions all necessary information is supplied with respect to "goods forwarded" and "goods received."*

LIABILITY OF RAILWAY COMPANIES.

Liability of Railway Companies.

13. Under the Carriers' Act, 1 Wm. IV. c. 68, Railway Companies and other carriers are exempted from all liability for loss or damage to the articles mentioned below, when sent in packages of the value of £10 or upwards, unless such goods are specially insured.

Articles exempt from liability.

14. Gold or silver coin of this realm, or of any foreign state, or any gold or silver in a manufactured or unmanufactured state, any precious stones, jewellery, watches, clocks, or time-pieces of any description, trinkets, bills, notes of the governor and company of the Banks of England, Scotland, and Ireland respectively, or of any other bank in Great Britain or Ireland; orders, notes, or securities for the payment of money, English or foreign, stamps, maps, writing, title deeds, paintings, engravings, pictures, gold or silver plate, or plated articles, glass, china, silks

in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials, furs or lace.

INSURANCE.

Insurance of parcels.

15. In pursuance of an Act of Parliament passed in the first year of his Majesty King William IV., cap. 68, for the more effectual protection of mail contractors, stage-coach proprietors, and other common carriers for hire, against the loss of or injury to parcels or packages delivered to them for conveyance or custody, the value and contents of which shall not be declared to them by the senders thereof :—

For any distance not exceeding	For each pound sterling in value, the sum of
50 miles - - - - -	One halfpenny.
75 „ - - - - - -	Three farthings.
100 „ - - - - - -	One penny.
150 „ - - - - - -	Three halfpence.

Increase of premium.

16. An additional farthing per pound sterling for every increase of distance upon each additional 50 miles completed over and above the first 150 miles.

Special contracts.

17. When the value of the property to be insured shall exceed the value of £250, a reduction in the above specified rates may be made by "special contract."

LEDGER OR CREDIT ACCOUNTS.

Conditions.

18. Conditions to be observed by persons having or desiring to have ledger or credit accounts with Railway Companies :—

Responsibility of creditor.

19. Satisfactory information as to the responsibility of such parties.

Receiving Note with all goods.

20. All goods to be accompanied by a "Receiving Note."

Charges to be made and paid in one month.

21. An account of all charges due for carriage of goods will be rendered, and such account shall be discharged by payment in full of the exact sum shown to be due on such account within one month after the delivery of the same.

Errors in accounts or charges.

22. Claims arising from errors in account, or errors in charges, are to be settled by adding to or deducting therefrom in the next account after the error has been explained to the Company's satisfaction. Claims of this nature should be made within one week after delivery of the account in which the alleged error or errors shall have occurred.

Claims.

23. Claims arising from loss or damage must be made to the manager of the Company within *three* days after the period when the alleged loss or damage in question shall have occurred.

Ledger accounts.

24. Persons having ledger accounts shall be subject in respect of all matter connected with transmission of goods, etc., to the established regulations of the Company, as to conditions of carriage, charges, risk, etc.

25. Credit will be given to persons having ledger accounts at those stations only mentioned in their application; and when credit shall be required at any additional station, it must be the subject of a fresh application upon a proper form.

Credit, to whom given.

26. In case of failure to observe any of the foregoing conditions, the credit accounts will be closed, and cash payments required and made for the future.

Failing to observe conditions.

27. The goods or waggons belonging to or sent by any person having a ledger account, shall be subject to a general lien in favour of the Company for all moneys due to the Company from each person on any account, to take effect, at the option of the Company, at any time after failure of payment of any sums appearing due on the credit accounts; or in case of bankruptcy, insolvency, or stoppage of payment, to take effect at any time, for any sum appearing due on the books of the Company.

Lien of Railway Company on all goods of creditor.

(FORM.)

Ledger account form.

To Mr.....,

SIR,—I have to request that a credit account may be opened in my favour in the books of the Company, and should that be granted I agree to abide by all the conditions foregoing.

The undermentioned stations are those to and from which I shall desire to have goods conveyed, and the charges on which are to constitute the entries in the account now desired.

Your obedient servant,

Christian and surname in full .....

Name .....

Profession .....

Address .....

Date .....

Station at which the account is required .. ..

Reference to Banker .....

LEDGER ACCOUNTS.

Ledger accounts.

28. When goods are to be carried to the debit of any party in a ledger account, a note is made by the Railway Company in these terms, "Personal Account of Consignee," or "Consignor," as the case may be.

When rendered.

29. These accounts are rendered monthly.

When settled.

30. It is necessary that the accounts so rendered should be settled within *fourteen days* after receipt of such account from the Railway Company.

Interest on balances.

31. With some Railway Companies a charge of five per cent. is made on all outstanding balances.

GOODS.

MERCHANDIZE TRAFFIC.

Classification of goods.

32. Goods carried on the carted conditions come under this head. These goods are divided into classes, from one to five, and the rates for such goods include *collection* and *delivery* at the stations *only* where the Companies have a staff for that service.

First class goods are such as ammonia, boxwood, cedar, ebony, galvanized iron, etc., etc.

Second class.—Agricultural seeds, albumen, bark, blacking, blacklead, chocolate, drugs *in casks*, emery, ivory black, lemons, etc., etc.

Third class.—Ale and porter, *bottled*, blankets, boots or cobles, boilers, *copper*, calicoes, cardamoms, confectionary, flannel, fruit, guns and pistols, honey, hops, etc., etc.

Fourth class.—Anchovies, bareges, bottles, Brittania metal goods, buttons, flower roots, calenders, churns, cochineal, drapery, isinglass, lamps, merinoes, etc., etc.

Fifth class.—Amber, cabinet ware, chairs, chandeliers and gaseliers, embroidery, ivory, organs, perfumery, pianos, etc., etc.

Examples of Consignment Notes.

33. In order that freighters may the more readily understand what is required of them with respect to the correct filling in of railway *consignment* notes, for goods conveyed both at Com-

pany's and owner's risk, examples are given, and from these it will be seen that Messrs. Dixon and Company, of London, consign on October 30th, 1864, at *Company's risk*, to Gloucester, goods of the aggregate weight of 16 cwt. 1 qr. 15 lbs., the carriage of which amounts to 17*s*. 3*d*.

How to fill up Consignment Note.

34. If reference be made to invoice No. 206, it will at once be seen that the articles forwarded by Messrs. Dixon and Co., are correctly inserted therein, and perfectly correspond with the consignment note. The remark *account* appearing against the several amounts charged in invoice, signify that the consignors (Messrs. Dixon and Co.) have a ledger account with the Company.

35. The articles and charges are again enumerated in detail on the personal account form (see p. 16). This account, as before explained, is rendered *monthly* to all persons having ledger accounts with Railway Companies.

Goods at owner's risk.

36. Goods at owner's risk. (See explanation under the heading "Goods not Carted," p. 13.)

No. 201. MERCHANDIZE TRAFFIC. [Consignment Note.

COMPANY'S RISK.

To the Railway Company, London Station, Oct. 30th, 1864.

Received from Messrs. Dixon and Co., of London, the undermentioned goods on the conditions stated below.*

To be sent to Gloucester Station.

Truck.	Consignee.		Ticking Column.	Goods.			Mark.	Weight.				Paid on.			Paid.			Remarks.
	Name.	Address.		Number.	Description of Package.	Contents.		Tons.	cwt.	qrs.	lbs.	£	s.	d.	£	s.	d.	
1600	John Davies	East Street, Gloucester..	2	2	Hampers	Wine	D	...	1	2	22					3	0	
	W. Andrews	Ditto	1	1	Ditto	Ditto	A	...	...	3	11					1	6	
	J. Crump ...	Ditto	3	3	Ditto	Porter	...	...	3	3	10					6	6	
	J. Samuel ...	Ditto	1	1	Cask	Ditto	D 2101	...	2	...	...					1	3	a/c
	W. Stock.....	North Street...	1	1	Ditto	Ditto	D 2000	...	2	...	...					1	3	
	J. Stephens..	Ditto	2	2	Ditto	Ditto	D 2103 2105	...	4	...	...					2	6	
	R. Fry	Ditto	1	1	Ditto	Ditto	D 2107	...	2	...	...					1	3	

Charges to be paid by senders. Pro R. Dixon and Co., senders,

J. S. M.

* For these conditions, refer to pages 1, 2, and 3.

No. 202. MERCHANDIZE TRAFFIC. [Consignment Note.

OWNER'S RISK.

To the Railway Company, London Station, Oct. 30th, 1864.

Received from Newth and Co., of Paddington, the undermentioned goods, subject to the conditions stated below.*

To be sent to Gloucester Station.

To be carried at the Special Reduced Charge, below the Company's ordinary rate, in consideration of the Company being freed from risk, as mentioned below.*

Truck.	Consignee.		Picking Column.	Goods.			Mark.	Weight.				Paid on			Paid.			Remarks.
	Name.	Address.		Number.	Description of Package.	Contents.		Tons.	cwt.	qrs.	lbs.	£	s.	d.	£	s.	d.	
2027	J. Thompson and Co.	William St., Gloucester	1	1	Truck	Pitwood	...	6	...	...	...				2	5	0	
2601	J. Stephens and Co.	George Street, Gloucester	1	1	.....	Pitwood	...	6	...	...	...				2	5	0	

Charges to be paid by senders. For W. Newth and Co., senders,

J. S. M.

* SPECIAL CONDITIONS.

The Company do not undertake the duties of common carriers in respect of goods conveyed under this agreement. The Company are not to be subject to any risk of loading, stowage, or unloading, nor to be answerable for loss or damage, actual or consequential, nor for discrepancy in the delivery as to either quantity, number, or weight, nor for the condition of articles so carried, nor for any consequences arising from over carriage, detention, or delay in or in relation to the conveying or delivering of them, however caused.

Invoice, No. 206.]

th Oct. 1864.

Reference to Delivery Book.	Owner and No. of Waggon.	No. of Consignment Note.	Sender's Name.	Consignee.	Re	Overcharged.	Porters. £	Porters. s.	Porters. d.	Posted. £	Posted. s.	Posted. d.	Folio.
	1600	201	Dixon and Co., London..	John Davies	East								166
	...	...	Ditto	W. Andrews									
	...	...	Ditto	J. Crump.....									
	...	...	Ditto	J. Samuel ...									
	...	...	Ditto	W. Stock.....	Nor								
	...	...	Ditto	J. Stephens									
	...	...	Ditto	R. Fry									
	2027	202	Newth and Co., London..	J. Thompson	Will								
	2601	...	Ditto	J. Stephens	Geo								

Casks, Nos.	D 2101	D 2000	D 2103	D 2105

face p. 13.

GOODS INVOICES.

37. Each consignment of goods is entered and separately charged in invoices. **Separate charges.**

38. The invoice should agree with the declaration or receiving notes, and should contain every requisite information, viz.:— **Invoice to contain all information.**

39. The names and addresses of consignors and consignees in full.

40. The number of the truck containing the goods referred to.

41. A particular description of the goods for the sake of correct classification.

42. Weight or number, rate of charge, etc.

43. Marginal notes should be made opposite the entries of any goods which require particular notice or observation, whether as to condition, mode of forwarding, or otherwise.

EXPLANATION.

44. *Goods carted.*—Such goods as are charged at rates including the services of collection and delivery, loading and unloading. **Goods carted.**

45. *Goods not carted.*—Goods carried at a reduced rate, and which does not provide for more than the conveyance between stations. The loading and unloading, collection, and delivery, and risk devolving upon the freighters only. **Not carted.**

46. *Railway charge.*—The freight is classified under this head. **Railway charge.**

Accounts between companies.

47. *Paid ons* are amounts paid by one carrier or company to another for services rendered in connection with the goods to which they have reference.

Prepayments.

48. *Paid.*—Prepayments for conveyance of goods are thus designated.

Payment on delivery.

49. *To pay.*—When the carriage is charged forward, or has to be demanded of consignee, the amount is set forth in invoice as "to pay."

Cartage.

50. *Cartage.*—An allowance made by the Railway Company for cartage of goods by the owner or his agent.

Under and overcharge.

51. *Undercharge & Overcharge.* These terms are applied to errors affecting the charges for conveyance. The receiving station having to check the calculations of the forwarding station, treats any error which may be discovered as an undercharge or overcharge, as the case may be, and deducts or adds accordingly from the original amount invoiced, and the correct charge is then demanded upon delivery of the goods.

52. *Porters. Posted. Folio.* These columns have reference exclusively to Railway Companies, therefore no explanation is needed.

ERRORS IN ACCOUNTS.

Errors in accounts.

53. Should any error be discovered, the same must be duly noted to the Railway Company concerned, but in no case whatever must any deduction be made until authorized by such Company.

54. The usual method adopted with respect to settlement of errors, is to pay the total amount shown on the account in dispute, and allow the difference to be settled by the Railway Company in the *following* month's account. Settlement of errors.

FORM OF RAILWAY CREDIT OR PERSONAL ACCOUNT.

_____ Railway.

Messrs. Dixon and Co., London,

Dr. TO THE _____ RAILWAY COMPANY.

1864 Date.		From	To	Consignee.	Description of Goods.	Marks.	Weight.				Rate.	Paid on.			Amount.		
							Tons.	cwt.	qrs.	lbs.		£	s.	d.	£	s.	d.
Oct.	30	London	Gloucester.	J. Davies	2 Hampers Wine	D	...	1	2	22	35/0	...	...	...	...	3	0
		...	...	W. Andrews...	1 ditto	A	...	...	3	11	35/0	...	...	...	...	1	6
		...	...	J. Crump	3 ditto Porter	...	...	3	3	10	33/4	...	...	...	...	6	6
		...	...	S. Samuel.....	1 Cask Porter	...	...	2	...	...	12/6	...	...	...	...	1	3
		...	...	W. Stock	1 ditto	...	...	2	...	...	12/6	...	...	...	...	1	3
		...	...	J. Stephens ...	2 ditto	...	...	4	...	...	12/6	...	...	...	...	2	6
		...	...	R. Fry.....	1 ditto	...	...	2	...	...	12/6	...	...	...	...	1	3
						...	...	16	1	15	...	...	...	...	...	17	3

NOTE.—This account is rendered monthly by Railway Companies to all persons having ledger accounts with them.

MINERAL TRAFFIC.

55. Under this denomination are included coal, coke, stone, ores of all kinds (except silver, lead, and nickel), pig iron, peat, drain pipes, tiles, lime, manure in bulk, etc. Goods classed as minerals are conveyed at considerably lower rates than other articles, provided a specified quantity be dispatched in *one waggon.* The prescribed weight of the contents of a truck being as follows:— **Description of minerals.**

Narrow Gauge - - -	4 Tons.
Broad Gauge - - -	6 Tons.

Mineral rates, like those for other goods carried by special agreement, do not provide for the service of collection and delivery, which must be performed by, or at the expense of, the freighters.

FORM OF RAILWAY PERMIT.

Railway permit form.

56. On some railways this form of "Permit" is in use. The Freighters filling in the columns marked with an asterisk, thus*, after which the Permit is handed over to the Railway Company, by whom the gross and nett weights are inserted.

NOTE.—Two permits are usually required with each consignment of traffic (mineral), one is delivered to the Consignee, the remaining one being retained by the Railway Company.

FORM OF RAILWAY PERMIT.† No. 207.

J. WINTER.

Ready at Clare Siding.

Oct. 30th, 1864.

The _____ Railway Company will please receive herewith and forward as directed, with all dispatch, the undermentioned waggons. Carriage to be charged to my account.

For J. Winter,

J. S. M.

Mark.	No.	Containing.	To be forwarded to.	Gross Weight.		Tare.		Nett.		Remarks.
				Tons	cwt.	Tons.	cwt.	Tons.	cwt.	
*	*	*	*			*				
J. W.	127	Steam Coal.	Docks, Ely.	8	18	3	2	5	16	
	238	"		9	6	3	6	6	0	
	540	"		9	10	3	6	6	4	
	370	"		9	18	3	4	6	14	
	525	"		10	0	3	8	6	12	
	242	"		10	3	3	6	6	17	
	277	"		10	2	3	2	6	10	
	303	"		9	17	3	8	6	9	
	348	"		9	9	3	8	6	1	
	372	"		8	18	3	2	5	16	
	56	"		8	12	3	2	5	10	
	102	"		7	18	2	18	5	0	
	210	"		10	3	3	8	6	15	
	216	"		10	7	3	8	6	19	
	28	"		11	1	4	0	7	1	
	140	"		12	14	4	2	8	12	
	271	"		13	8	4	2	9	6	
	380	"		14	4	4	4	10	0	
	404	"		14	0	4	4	9	16	
	158	"		12	16	4	2	8	14	
	95	"		12	8	4	2	8	6	
				223	12	74	14	148	18	

† Insert in this place name of firm or company.

TONNAGE ACCOUNT.

57. See explanation, "Ledger Account," (p. 8).

Min

[Progressive No. 506.

Oct. 30th, 1864.

Reference to	To Pay.	Undercharged.	Overcharged.	Amount to Ledger.	Folio.	Amount to Station.	Remarks.
	a/c. a/c. a/c.						Owner's Waggons.

[Form of Tonnage Account.

TONNAGE ACCOUNT.

_____ Railway Company.

Mr. J. Winter, of Ely,

Dr. to the _____ Railway Company,

For Tonnages, etc., during the month of October, 1864.

From	To	Description of Traffic.	Tons.	Miles.	Toll.				Miles.	Locomotive Power.				Totals.		
					Rate.	Amount.				Rate.	Amount.					
						£	s.	d.			£	s.	d.	£	s.	d.
										d.						
Ely.....	Cowbridge	Coal.....	50	20	1/6	2	14	2	20	5	1	0	10	3	15	0
"	"	Coke	75	20	1/6	4	1	3	20	5	1	5	0	5	6	3
"	"	Peat.....	25	20	1/3	1	11	3	20	5	0	10	5	2	1	8
Clare Siding.....	Docks, Ely	Coal.....	148 18	10	/9	5	11	8	10	2¼	1	11	0	7	2	8
			Totals...	...	...	13	18	4	...	...	4	7	3	18	5	7

SHIPPING AND TRANSFERRING COAL.

Shipping coal.

58. The rate, when made for shipping and transferring coal from the railway waggon to vessel, is by some Railway Companies included in the rate for carriage, but this usually depends upon the amount of traffic, and the facilities for shipping.

Men employed.

59. Many colliery proprietors have their own men employed at the wharfs, who perform these services.

All charges to be paid by consignee.

60. All charges paid by Railway Companies on receipt of goods for either "boatage," "lighterage," "pontage," or "cartage" is entered as a *paid on*, and these amounts, in addition to the railway carriage, is chargeable to and payable by the Consignee.

NOTE.—In the tonnage of ships, a hundred solid feet make a ton.

Coal Shipping Form.

Docks, Ely.

Ship "William."

1864. Date.	Description of Coal.	No. of Permit.	No. of Truck.	Tons	cwt.	Tons.	cwt.
Oct. 30th.	Steam Coal...	207	127	5	16		
...	...	...	238	6	0		
...	...	...	540	6	4		
...	...	...	370	6	14		
...	...	...	525	6	12		
...	...	...	242	6	17		
...	...	...	277	6	10		
...	...	...	303	6	9		
...	...	...	348	6	1		
...	...	...	372	5	16		
...	...	...	56	5	10		
...	...	...	102	5	0		
...	...	...	210	6	15		
...	...	...	216	6	19		
...	...	...	28	7	1		
...	...	...	140	8	12		
...	...	...	271	9	6		
...	...	...	380	10	0		
...	...	...	404	9	16		
...	...	...	158	8	14		
...	...	...	95	8	6	148	18

No._____ DETAILED WEIGHT FOR CONSIGNEES. [Detailed Weight Form.

_____Trucks of_____ from _____Station to_____ Station.

From_____ For _____

Per_____Train _____186

Weights as per_____ Co.'s Weighbridge at _____

No. on Truck.	Gross Weight.			Tare.			Nett Weight.			Remarks.	No. on Truck.	Gross Weight.			Tare.			Nett Weight.			Remarks.
	Tons.	cwt.	qrs.	Tons.	cwt.	qrs.	Tons.	cwt.	qrs.			Tons.	cwt.	qrs	Tons.	cwt.	qrs.	Tons.	cwt.	qrs.	

This form is, as its name implies, "a Detailed Weight Ticket for Consignees," and on Railways where this form is in use, the Company furnish these particulars of weight in *detail* to the Consignees, the weights so rendered is the "chargeable weight."

CATTLE TRAFFIC.

61. The following is usually considered half a waggon-load of cattle, etc.:— Loading cattle

3 Head of Fat Cattle.
5 „ Lean „
15 Sheep.
9 Bacon Pigs.
12 Pork Pigs.
12 Calves or under.

62. Railway Companies do not undertake, as a rule, excepting by special agreement, to convey any less number at one time than four fat beasts, six lean cattle, six ponies or colts, twenty fat sheep, twenty-five store sheep, fifteen pork pigs, or nine bacon. Neither do they undertake, unless by special agreement, for any less distance than twenty miles; and also give public notice that they are not responsible for any loss, accidents, or injury in respect of any animal conveyed per railway. Special agreement as to number of cattle.

63. The loading and unloading of the above is performed by the sender, and any assistance voluntarily given by the Company's servants, to be at the risk of the owner. The Company are not answerable for any damage, actual or consequential, arising from suffocation, from being Sender to load and unload. Railway Company not answerable for damage.

trampled on, bruised, or otherwise injured, from fire, or any other cause whatsoever. Nor for any consequences arising from over carriage, detention, or delay in, or in relation to the conveying or delivery of the said animals, however caused.

Company not bound as to particular trains.

64. Railway Companies are not bound to send the animals by any particular train, or to carry or deliver them within any certain or definite time, or in time for any particular market.

Regulations on arrival of cattle.

65. If, on the arrival of cattle and other animals at their destination, no one shall be ready to receive the same on behalf of the consignee, the Company will, at the discretion of the superintendent of any station, send such animals into yards, or other convenient places, at the expense and risk of the sender or consignee; and if not claimed within *seven* days, the same will be sold to defray expenses and pay charges. In order, however, to prevent disappointment, the public are recommended to give *two* clear days' notice of their intention to send cattle from any station, so that the Company may, if possible, provide trucks; and to afford time for receiving and loading such cattle and stock, they should be at the station not less than *two* hours before the departure of the train by which they are intended to be conveyed.

Free passes for drovers.

66. *Drovers.*—Free passes for drovers to take charge of cattle and other animals, will be allowed according to the Company's regulations.

HORSES, CATTLE, ETC.

Declaration as to the Conveyance of Horses, Cattle, etc.

Company not liable for damage beyond certain sums, unless declaration made.

67. In pursuance of an Act 17th and 18th Victoria, passed 10th July, 1854, entitled, "An Act for the better Regulation of the Traffic on Railways and Canals," it is provided, in Clause 7, in reference to the liability of Railway or Canal Companies, for loss or injury done to any horse, cattle, or other animals, that no greater damages shall be recovered for the loss of, or for any injury done to any such animals beyond the sums hereinafter mentioned, that is to say—For any horse £50; for any neat cattle, £15 per head; for any sheep or pigs, £2 per head; unless the person sending or delivering the same to such Company shall, at the time of such delivery, have declared them to be of respectively higher value than as above mentioned; in which case it shall be lawful for such Company to demand and receive, by way of compensation for the increased risk and care thereby occasioned, a reasonable percentage upon the excess of the value so declared above the respective sums so limited aforesaid, and which shall be paid in addition to the ordinary rate of charge.

Rate charged on declared value of cattle.

68. The rate charged is a percentage of *five pounds* per cent. in addition to the usual charge for conveyance upon any excess in the declared value of horses, cattle, or other animals, over and above the amounts fixed by the Act

aforesaid—viz., For any horse, £50; for any neat cattle, £15 per head; for any sheep or pigs, £2 per head; and notice is further given that all declarations of the value of horses, or other animals, where such value exceeds the above sums respectively, must be signed by the sender thereof, or by his agent, before they can be received by any Railway Company for transmission by railway.

Form of Cattle, etc., Declaration or Receiving Note.

To the _____ Company, _____ Station, _____ 186__.

Receive from _____, of _____, the undermentioned animals, on the conditions stated below,* and at the special reduced charge below the rates authorized by law.

To be sent to _____ Station.

Truck.	Consignee.		Ticking. Column.	Number.	Description.	Mark.	Paid on			Paid.			Remarks.
	Name.	Address.					£	s.	d.	£	s.	d.	

Charges to be paid by _____, Sender.

Checked by _____, Outwards.

Entered _____

* Refer to pages 25 and 26 for the conditions.

DANGEROUS GOODS.

Special conditions.

69. LUCIFER MATCHES.—Railway Companies will only carry these inflammable articles under certain conditions hereinafter specified, *at owner's risk.*

Packages to be marked.

70. That all senders of lucifer matches should be required to mark each package with the words "Lucifer Matches," in letters of not less than *one inch* in length.

Consignment note with each lot.

71. That a consignment note be furnished with each lot, specifying distinctly that the contents of the packages are lucifer matches.

Loaded in a covered van.

72. That such packages should be loaded in a covered van. The van must be labelled as containing lucifer matches, and be placed at the end of the train, next to the guard's or breaksman's van, and no articles shall be loaded in the same van which can be damaged by fire.

Rate charged.

73. If senders of lucifer matches forward *full waggon loads,* the rate charged is *third class.*

Fusees and fog signals.

74. SAFETY FUSEES AND FOG SIGNALS.—That the same regulations as are adopted above for "lucifer matches," be applied to the conveyance of these dangerous articles.

Gunpowder.

75. GUNPOWDER.—That gunpowder being of the most dangerous character, be not carried generally, but only by arrangement in each and every case, and then in safety vans only.

Vitriol, etc.

76. Oil of vitriol or sulphuric acid, muriatic

acid, and bleaching liquids, are carried on similar conditions, and at *owner's risk.*

Company not subject to any risk for this class of goods.

77. Railway Companies do not undertake the duties of common carriers in respect of goods conveyed under this agreement. The Company are not subject to any risk of loading, stowage, or unloading, nor to be answerable for loss or damage, actual or consequential, nor for discrepancy in the delivery as to either quantity, number, or weight, nor for the conditions of articles so carried, nor for any consequences arising from over carriage, detention, or delay in or in relation to the conveying or delivery of them, however caused.

Dangerous articles not to remain on Company's premises.

78. Articles of the before-mentioned dangerous description will not be allowed to remain on the Railway Company's premises longer than is absolutely necessary for loading, and if not taken to, will be immediately returned to the sender, who will be called upon to pay the whole charges incurred for carriage, back carriage, and re-delivery.

NOTE.—For penalties imposed by Act of Parliament for neglect of any of the above conditions, see page 58.

Certain days for transmission of dangerous articles.

79. Railway Companies, as a rule, will only forward "dangerous articles" on certain days per week, in vehicles devoted exclusively to the carriage of such dangerous articles.

Time will be stated on application.

80. If application be made at any railway station, the superintendent or Company's officer at such station, will inform the applicant the

proper day and period of the day at which such goods may be brought to the station for conveyance in the vehicles provided for their reception, and by trains specially fixed on for that purpose.

Form of Dangerous Goods Receiving Note.

To the _____ Railway Company, _____ Station, _____, 186__.

Receive from Mr. _____, of _____, the undermentioned goods, under the Regulations stated above, and upon the conditions stated below.*

To be sent to _____ Station, at the special charge below mentioned, which I agree to pay, in consideration of the nature and description of the goods; and I undertake to pay the sum demanded for carriage, back carriage, and re-delivery, if the goods are not taken to by the Consignee.

Truck.	Consignee.		Ticking Column.	Goods.			Mark.	Weight.				Charge.			Paid.			Remarks.
	Name.	Address.		Number.	Description of Package.	Contents.		Tons.	cwt.	qrs.	lbs.	£	s.	d.	£	s.	d.	

(Signed) _____, Sender.

Checked by _____, Outwards. Entered _____

* Refer to pages 30 and 31 for the conditions.

CONSTRUCTION OF RAILWAY WAGGONS.

Construction of Railway Waggons.

81. The following companies and firms build every description of railway waggons for cash, or by deferred payments extending over three, five, or seven years, and upwards (according to agreement).

Waggons on hire.

82. Those marked thus* have generally a large number to be "let on hire" for one or more years, and also contract for repairs of same at many of the principal stations.

NAME AND ADDRESS.

Railway waggon builders.

*†Midland Waggon Co., Birmingham.
* Gloucester Waggon Co., Gloucester.
* Birmingham Waggon Co., Birmingham.
* Monmouthshire Waggon Co., Newport, Mon.
* Taff Vale Waggon Co., Cardiff.
* Rolling Stock Co., Wolverhampton.
* Bristol and West of England Carriage Co., Bristol or Bridgewater.
* Metropolitan Carriage Co., Saltley Works, near Birmingham.
* Railway Carriage Co., Oldbury, near Birmingham.
* Bristol and South Wales Carriage Co., Bristol.
W. G. Shackleford, Cheltenham.
Stableford Oak Works, Leicester.
J. Ashbury, Manchester.

† This Company has the large number of 5874 waggons "let on hire."

Brown, Marshall, and Co., Britannia Works, Birmingham.

R. J. and R. Laycock, "Stella Forge," Newcastle-on-Tyne.

J. Murphy, Newport, Monmouthshire, etc.

COMBUSTIBLE ARTICLES.

83. The articles comprised under the head "Government Combustible Stores" are such as tubes, fuzes, signal rockets, portfires, quick-match, blue percussion, long lights, powder, rockets, fire, filled shells, gun and small arm cartridges, with percussion caps. **Combustible articles.**

84. These stores will be carried by Railway Companies only in metallic cylinders, or in gunpowder vans. **How carried.**

85. Metallic cylinders used for packing Government ammunition, must be legibly painted or marked "Powder Magazine." **To be legibly marked.**

REGULATIONS FOR THE CONVEYANCE AND STORAGE OF PETROLEUM OR ROCK OIL.

86. That crude oil of petroleum or eupion, be carried only by special contract. **Special contract for petroleum.**

87. That a special consignment note (on which the conditions of the above contract shall be embodied) be adopted. **Special consignment note.**

88. That no waggon be loaded with petroleum until the word *petroleum* has been first **Waggon to be marked.**

legibly painted on both sides of the waggon, and that waggons so marked must not be laden with any goods liable to be damaged.

Special messenger on arrival.

89. Immediately on arrival at the receiving station, a special messenger will be sent to the consignee with the advice note of arrival, and that a signature for the advice note be obtained.

Charge.

90. Minimum charge as for two tons.

Covered waggons not to be used.

91. Covered or box waggons must not be used, nor the oil sheeted in other waggons.

Waggons not to be put under sheds.

92. Waggons laden with petroleum will at the receiving station be immediately separated from other waggons, and that at the sending and receiving stations it must not be allowed to come within any of the Company's enclosed sheds or warehouses.

When to load or unload.

93. Loading and unloading to be performed during *daylight.*

Caution to senders of petroleum.

94. Senders must be very particular with regard to the consignment notes, as it is the intention of Railway Companies to prosecute in every instance where senders endeavour to pass "petroleum," or the "spirit of petroleum" *under any other name.*

Oils.

95. Burning and lubricating oils carried as other oils, and charged as per present railway classification.

CONVEYANCE OF PETROLEUM.

FORM OF CONSIGNMENT NOTE AND CONTRACT FOR THE FORWARDING OF PETROLEUM AND SPIRIT OF PETROLEUM. Form of consignment note.

_____ date____18 .

_____request the _____ Railway Company to forward the undermentioned goods from their _____ Station to the Station at_____

Consignee.	Residence.	Description of Goods.	Weight.				Carriage.
			Tns.	cwt.	qrs.	lbs.	

And in consideration of the Company accepting the said goods to be carried as aforesaid, it is agreed that the said goods are carried at _____ sole risk, and that _____ relieve the Company from all liability, and can make no claim against them for any loss, delay, destruction, or damage of, to, or in respect of the said goods, from whatever cause arising; and _____ further agree that, on the arrival at the station to which they are consigned as above, the said goods shall be removed therefrom within *two* working hours after delivery of the advice of arrival to consignee. Failing which _____ agree to pay a sum of five shillings per ton per

hour, to be recovered or retained by the said _____ Railway Company, as and for liquidated damages, and if not removed within twelve working hours _____ authorize the Company to sell the said goods for the charges thereon, and retain all sums of money payable under or by virtue of this contract.

In witness whereof, we have herewith set our hands, the day and year first above written.

Signature _____

As the agent on behalf of the _____ Railway Company _____

DEMURRAGE.

Demurrage on waggons.

96. If waggons, etc., are detained beyond one clear day, exclusive of Sundays and national fast days in England, Scotland, and Ireland, of Christmas Day and Good Friday in England and Ireland, and of Sacramental Fast Days in Scotland, which last, however, must not exceed two days at any one place in the year, Demurrage is charged as follows:—

		Per Day.
Narrow Gauge -	Goods waggons, open and covered - -	3/0
Broad Gauge -	,, ,, - -	3/6
Narrow Gauge -	Cattle ,, - -	3/0
Broad Gauge -	,, ,, - -	3/6
Narrow Gauge -	Sheep vans - -	3/0
Broad Gauge -	,, ,, - -	3/6
Other Waggons	,, ,,	3/0 & 3/6

97. TARPAULINGS. — Similar conditions will apply as in the case of waggons, stated in the foregoing rule :— **Demurrage on tarpaulings.**

Sixpence per day for the first day, and 1/0 per day for every day after.

On some railways the charge is 1/0 for the first day, and a similar charge per day for every day after.

98. Freighters' private waggons are not chargeable with Demurrage except they are delayed upon the Company's sidings more than forty-eight hours, when a small charge per waggon per day is made. **Private waggons not chargeable with demurrage.**

TIMBER.

99. Deals 2 ton 10 cwt. per standard hundred. The measurement of timber is to be computed by the sending company, according to its Act of Parliament, but the general rule is as follows :— **Measurement of timber.**

Oak, teak, mahogany, beech, and ash, 40 feet to the ton.

All other timber, 50 feet to the ton.

Lathwood, 9 cwt. per foot per fathom.

100. The rates for conveyance are exclusive of charges for loading and unloading, neither does it include the cost of haulage to the crane, when the timber has been previously deposited at a distance therefrom. **Exclusive rates.**

MEASUREMENT OF TIMBER.

Measurement of timber.

101. The inequalities of a tree may sometimes render it necessary to measure it in various parts, as above. In such cases each part must be measured as though it was a whole tree, and the result of the several parts must be added together, and the total will be the number of cubic feet contained in the entire tree. Measure the girth, then square a quarter of it, and multiply the product by the length; thus supposing the girth to be eight feet, a quarter of it would be

2 feet, therefore proceed thus:

```
                2
                ——
                4
Multiply by    12  (the length)
                ——
               48 cubic feet.
```

Timber measure.

102. TIMBER TABLE STANDARD MEASURE.

1728 cubical in	make	1 cubical foot.
144 square in	„	1 square foot.
50 feet solid	„	1 [illegible]
40 „ „	[illegible]	
1		[illegible]

TIMBER WAGGONS.

103. Timber waggons should never be used for any other purpose than for the conveyance of long sticks of timber, balks, etc. Timber waggons.

104. In the loading of any long timber, it is requisite that the sticks be perfectly secured, and that the bolsters have free play. Loading timber.

STONE.

105. The weight of stone is calculated at 20 cwt. of 112 lbs. to the ton. Weight of stone.

17	cubic feet of	Portland stone	1	ton.
17	,,	Bath stone	1	,,
15	,,	Yorkshire stone	1	,,
12½	,,	Granite	1	,,
13	,,	Marble	1	,,
14¾	,,	Paving stone	1	,,

SMALLS.

106. The mode of charging small parcels is as follows :— Mode of charging small parcels.

107. A minimum charge for parcels of 28 lbs. and under; a second charge for parcels above 28 lbs. and up to 56 lbs. inclusive; a third charge for parcels above 56 lbs., until the amount of the charge exceeds that of the rate per ton per classification.

Weights of two parcels from one sender to be added together

108. When two or more packages, each under one cwt., and of different classes, are sent by one consignor to one consignee, their weights are added together.

If from different senders charged separately.

109. If the parcels be from different consignors, they are charged for separately.

GRAIN SAMPLES.

Rate of charge for grain samples.

110. A charge of sixpence is made for all through distances, for parcels of three pounds weight and under.

PERAMBULATORS.

Rate of charges for perambulators.

111. If the above is sent a distance exceeding 150 miles, the usual charge is ½*d.* per mile, but if more than one is sent to the same consignee, a reduction of one-fourth is usually made in the charge for conveyance.

WAGGONS, "NEW."

Railway waggons, "new."

112. New railway waggons, on their own wheels, are usually charged at a stated rate per waggon per mile.

BOILERS.

Boilers.

113. These are loaded by sender and unloaded by the consignee. Boilers of a peculiar shape or

extraordinary dimensions, requiring alterations to be made in the waggons, are only carried by special agreement.

EMPTIES.

114. Returned empty packages, carriage must be prepaid, unless there is a special arrangement with consignees. Returned empties.

115. Minimum charges, 3*d.* per cwt. Charge.

116. The weight of empty casks is calculated as follows :— Weight of empty casks.

Kilderkins, 2 qrs.
Barrels, 3 qrs.
Hogsheads, 1 cwt.
Butts, 2 cwt.

117. Minimum charge, 4*d.* for a single consignment Charge.

---

118. Books, hardware, earthenware, and other such articles belonging to parties changing their places of residences, are charged as luggage. Books, etc., as luggage.

Scale for Computing the Weight of Grain, Flour, etc.

Wheat . .	5	qrs. to the ton, not exceeding	63	lbs. per bushel, or	$2\frac{1}{4}$	cwt. per sack.				
Beans . .	5	,, ,, ,,	63	,, ,, ,,	$2\frac{1}{4}$	,, ,,				
Peas . .	5	,, ,, ,,	63	,, ,, ,,	$2\frac{1}{4}$	,, ,,				
Rye . .	5	,, ,, ,,	63	,, ,, ,,	$2\frac{1}{4}$	,, ,,				
Tares . .	5	,, ,, ,,	63	,, ,, ,,	$2\frac{1}{4}$	,, ,,				
Indian corn .	5	,, ,, ,,	63	,, ,, ,,	$2\frac{1}{4}$	,, ,,				
Barley . .	6	,, ,, ,,	56	,, 1 cwt. 3 qrs. 14 lbs. to a sack.						
Dari . . . / Millet . .	6	,, ,, ,,	$52\frac{1}{2}$	,, 1 ,, 3 ,, 14 ,, ,,						
Oats . .	7	,, ,, ,,	42	,, $1\frac{1}{2}$,, per sack.						
Malt . .	$7\frac{1}{2}$	,, ,, or 10 loads of 6 bushels, not exceeding 40 lbs. per bushel.								

Bran, Pollard, Flour, Shelling, Meal — actual weight.

Linseed, Rapeseed, And all other seeds — actual weight.

119. Some Railway Companies allow freighters the privilege of season or yearly tickets at a reduced price, for the purpose of travelling, on *bonâ fide* business purposes only. Freighters' yearly tickets.

120. Railway waggons for repairs, both going to and returning from the contractors' shops, are usually charged at a rate per waggon per mile. Railway waggons for repairs.

121. Caravans, showmen's or hawkers', are charged at a rate per mile per ton. Caravans, etc.

122. Statuary as per agreement only. Statuary.

123. Hay and straw, being liable to damage by RAIN or SPARKS, must in all cases be properly covered with tarpaulings as a protection. Hay and straw to be covered.

NOTE.—Hay is called old after the commencement of September. A load of old hay weighs 18 cwt., and a load of new hay, 19 cwt. 32 lbs. Straw weighs 11 cwt. 64 lbs. to the load.

IRON.

124. UNDAMAGEABLE. Undamageable iron.

Bars.
Boiler plates.
Railway chairs, wheels, and axles.
Scrap iron.
Chains loose, and chain cables.
Anchors.
Wire iron (common).

Rods (common).
Nails, sheets.
Bundles of bars $\frac{5}{8}$ inch or upwards.
Iron retorts.
Gas and water pipes.
Cannon balls.

Damageable iron.

125. DAMAGEABLE.

Hoop.
Sheets.
Canada plates.
Tin in boxes.
Horse nails, rods.
Bundles of strips.
Galvanized iron.
Corrugated iron.
Bundles of bars under $\frac{5}{8}$ inch.
All iron liable to damage or depreciation by moisture or breakage.

SPECIAL CLASS.

Special class goods.

126. Goods conveyed under this head are carried in quantities of not less than—

Broad gauge, 4 tons.
Narrow gauge, 2 tons.

and at owner's risk, otherwise goods in special class will be chargeable at first class rates, excepting those provided to the contrary. If loaded in Railway Company's waggons, to be unloaded in *twenty-four hours*, or demurrage will be charged.

127. The articles conveyed under the above class and conditions are alabaster, anchors, barley *as grain*, beans, bran, cannon balls, cement, emery, stone, farina, flints, flour, grain, etc.

Description of articles comprised in special class.

SPECIAL RATES.

128. All applications for special rates must be made to the Goods Manager (by letter) of the Company concerned, furnishing the following particulars:—Consignor's name and address, Consignee's ditto, description of goods, total quantity to be sent; state whether in lots daily or otherwise, give name of station from and station to, and also whether Company's or private waggons will be used.

Application for special rates to be made to Goods Manager.

STAMP ACT.

129. Except in cases of transfer or sale of goods of the value of forty shillings and upwards, whilst lying in a railway warehouse, where rent is *charged* on any goods, the delivery order need not bear a penny stamp.

Delivery order stamp

RATES OF CONVEYANCE FOR GOODS TO THE CONTINENT.

130. Goods can now be forwarded by most of the principal Railway Companies at *through rates* to the Continent, which include all charges for

Through Continental rates.

shipping, landing, and agent's commission; also delivery within the usual limits; stamps, customs' duties, and frontier transit charges *excepted.*

LOST OR UNCLAIMED GOODS.

Unclaimed goods.

131. Left in the carriages, or on the premises of a Railway Company, will be liable to be sold after the expiration of a *year,* if not applied for and identified within that time.

FURNITURE VANS.

Furniture vans.

132. These vans will not, as a rule, be conveyed per passenger trains.

NOTE.—Pianos, organs, and similar musical instruments will be charged as furniture when *carried with furniture.*

PLATE GLASS VANS.

Plate glass vans.

133. Private vans loaded with plate glass are charged 1*s.* per mile, *owner's risk.*

134. REGULATIONS FOR THE CONVEYANCE OF STOCK AND IMPLEMENTS TO AND FROM THE ROYAL AGRICULTURAL SOCIETY'S SHOWS.

Royal Agricultural Society's Show.

1. Stock and implements to the show to be charged full rates.

2. From the show, IF SOLD, full rates.

3. From the show, IF UNSOLD, to be conveyed free back to the station whence they were sent,

at owner's risk, on production of a certificate from the secretary of the Agricultural Show to the effect that they are really unsold.

4. All the above to be carried at owner's risk.

5. Collection and delivery to be performed by the owners.

6. Regulations Nos. 1, 2, and 3, as to cattle and horses, to apply only if the traffic be conveyed in cattle waggons and by goods trains.

7. Poultry and dogs to be charged full rates both ways.

8. No reduction in the ordinary rates for horses or cattle when conveyed in horse boxes.

9. Parties requiring the exclusive use of a horse box for only one animal, to be charged as for two horses.

THROUGH BOOKING ARRANGEMENTS FOR MERCHANDIZE AND LIVE STOCK BETWEEN IRELAND AND ENGLAND.

Through traffic between Ireland and England.

135. Fish, fresh meat, fowls, parcels, etc., are now conveyed by the principal Railway Companies at *reduced through rates,* from Dublin and all the principal stations of the Irish railways to London, Birmingham, Manchester, Liverpool, and all the principal railway stations in England.

Fish at reduced rates.

136. Coarse fish for the trade (in lots of one cwt. and upwards), at reduced rates, will be conveyed by special contract at owner's risk, and the

carriage to be prepaid; in case the carriage be charged forward, and disputed by consignee, the sender will be held responsible to the Company for the amount.

EMPTY FISH PACKAGES.

Empty fish packages.

137. Charge is made for conveying the empties from the inland towns to the fishing stations at the commencement of the season, and also for their removal from one fishing station to another; but fish empties returning over the same ground as that over which they have been carried full during the same season, will be carried free as heretofore; the carriage in every case to be prepaid.

RAILWAY CRANES.

Railway cranes.

138. Railway Companies require all persons using their cranes to sign the "Order to use Crane" book, and which is worded as follows:—

_____ Railway,
_____ Station,
_____ 18 __.

Please to give an order for _____ to use the crane for unloading _____, and in the event of damage caused hereby to the crane, I engage on behalf of _____ that the same shall be made good.

_____

_____ Witness.

WAREHOUSING OF GOODS.

139. Railway Companies make a charge for all goods warehoused—viz., a stated charge per article per week, according to risk. **Charge for warehousing.**

THROUGH TRAFFIC.

140. The rates charged for through traffic are fixed with reference to a uniform classification, and adopted by all Railway Companies. **Rates for through traffic.**

141. CUSTOMARY WEIGHT OF GOODS.

Customary weight of goods.

A firkin of butter is 56 lbs.
" " soap " 64 "
A barrel of " " 256 "
" " pot ashes 200 "
" " anchovies 30 "
" " figs from 96 lbs. to $2\frac{3}{4}$ cwt.
A barrel of candles is 120 lbs.
A barrel of butter, 220 lbs.
A puncheon of prunes, 10 cwt. or 12 cwt.
A fother of lead, 19 cwt. 2 qrs., or 2184 lbs.
A stone of iron or shot, 14 lbs.
A gallon of train oil, $10\frac{1}{2}$ lbs.
A faggot of steel, 120 lbs.
A stone of glass, 5 lbs.
A quintal of fish in Newfoundland, 100 lbs.
A seam of glass, 24 stone, or 120 lbs.
A stone of cheese, 16 lbs.
A stone of meat in London, 8 lbs.

A stone of meat in the country, 14 lbs.
A stone of hemp, 32 lbs.
A stone, horseman's weight, 14 lbs.
A chest of tea, 84 lbs.
A load of meal, potatoes, 240 lbs.
A barrel of American flour, 196 lbs.
A pack, or load of flour, 240 lbs.
* A sack of five bushels of flour, 280 lbs.

The above is inserted in order that the weights of the articles enumerated may be the more readily arrived at.

MARSHALLING OF TRAINS.

Marshalling of trains.

142. Trains are so formed before starting, that all waggons for each station shall be together, arranged in consecutive order, according to distance. This order is observed until the waggons reach their destination.

WEIGHBRIDGES, RAILWAY.

Railway weighbridges.

143. The weighbridges now in use on railways are those by the best makers and of the latest improvements; the adjustment is concealed and cannot be tampered with; the platform of the weighbridge overhangs the kerb, to keep out water and mud from the weighbridge, and no strain or wear except whilst weighing.

* In some parts of England, a sack of flour is 18 stones, or 252 lbs.

ADJUSTMENT OF WEIGHBRIDGES.

144. Each weighbridge is supplied with an adjustment key, by which the weighbridge is tested daily, and at certain intervals the manufacturer's own men visit the weighbridge and accurately test the machine with the testing weights kept for that purpose only. Adjustment of weighbridges.

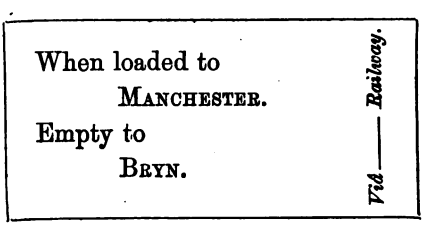
PRIVATE WAGGONS (EMPTY.)

145. Empty private waggons having no proper address upon them, are usually labelled to the station from which they were last received; and if going *via* another Company's line, the route is also stated on the label. Private waggons.

146. It is therefore essential that the *name* and *address* of the owner be legibly painted in white letters of not less than six or eight inches in length, upon the sides of waggon—thus: Name and address to be painted legibly.

JOHN WILLIAMS,
BUSH BRICK-WORKS,
BRYN.

Label to be affixed to waggon.



147. The above represents a small tin plate

(dimensions fourteen inches by eight) affixed to the side of waggon; *use*, for purpose as stated.

Initials only of firm used.

148. With many railway freighters on a large scale, the initial letters of the company or firm is used only—thus:

T. I. Co.

signifying—

TREDEGAR IRON COMPANY,
TREDEGAR.

B. & P.
BEVAN AND PRYCE,
RHOSN. COLLIERY, MON.

Marks used in addition.

149. Marks are also used (in addition to the above), painted on the sides of the waggons—thus:



LOADS OF WAGGONS.

Weight of load of waggons.

150. The maximum weight allowed by Railway Companies to be loaded in coal, mineral, and ordinary goods waggons is *eight tons*.

EXAMINATION OF WAGGONS.

Examination of waggons.

151. Each waggon should be carefully examined previous to dispatch. The grease gear being kept quite clean and free from any grit or other impurity, each axle-box must be examined by pressing it down with the grease knife, and

fresh grease applied wherever it is wanted. If an axle-box should be hot it must be thoroughly washed with *cold water and picked out,* when cool enough some tallow must first be put in and then the box filled up with grease.

152. Any waggon which may be imperfect, unfit to run, or in any other way defective, should in all cases receive immediate attention. **Defective waggons.**

WORKING OF PRIVATE WAGGONS.

153. It would be advisable for railway freighters to adopt the following method in the working of their private waggons, viz.— **Method for working freighters' private waggons.**

Let a book be ruled in the following manner, and the particulars required be accurately filled in by one of their employés appointed for that purpose, whose time, so occupied, will be but trifling in comparison with the satisfactory results obtainable therefrom.

Waggons Dispatched.			Waggons Received.		
1864. Date.	No. of Trucks.	Where to.	1864. Date.	No. of Trucks.	Where from.
Sept. 4.	18	Glo'ster.	Sept. 6.	18	Glo'ster.
„ 10.	20	Hill Colliery.	„ 12.	20	Hill Colliery.

Explanation.—From the above it will be seen that Truck No. 18 is dispatched on 4th Sept., and returned again on the 6th; time occupied, two days. Truck No. 20, dispatched Sept. 10th, returned the 12th.

Waggon's delay traced by Waggon Book

154. In case of the despatch of a waggon, and such waggon not arriving at its destination in due course, the cause of such delay is easily traceable from reference to the Waggon Book.

Remarks.

155. If thought advisable, a column could be added as a *Remark* column, in which column enter such remarks as damages, etc., occurring to waggons, and the nature of such damage, etc.

Waggon label.

156. SPECIMEN OF WAGGON LABEL.

*_____
From_____
To_____
*Via*_____
Date_____

ACTS OF PARLIAMENT.

EXTENT OF PENALTY, AND BY WHAT ACT IMPOSED.

Penalty for obstructing trains.

157. Wilfully obstructing any engine or carriage, or negligently doing or omitting to do any act, and thereby endangering the safety of passengers, or aiding or assisting therein, *two years' imprisonment, with or without hard labour.*—3 *and* 4 *Vict. c.* 97, *s.* 15.

* Insert in this place the name of the "firm" or "company."

158. Wilfully obstructing or impeding any officer or agent of a Railway Company in the execution of his duty, or wilfully trespassing upon the Company's premises, or refusing to quit the same upon request; and all others aiding or assisting therein, £5, or two months' imprisonment.—3 *and* 4 *Vict. c.* 97, *s.* 16.

Penalty for obstructing officer of company.

159. Omitting to shut and fasten gates at side of railway, when passed, £2.—8 *Vict. c.* 20, *s.* 75.

Fine for neglecting gates.

160. Owners, lessees, or occupiers of mines lying near railway, refusing to allow inspection of mines, £20.—8 *Vict. c.* 20, *s.* 84.

Fine for refusing inspection of mines.

161. Wilfully pulling down, defacing, or destroying any tollboard or milestone, £5.—8 *Vict. c.* 20, *s.* 95.

Fine for damaging tollboard or milestone.

162. If on demand any person fail to pay the tolls due in respect of any carriage or goods, it shall be lawful for the Company to detain and sell such carriage or all or any part of such goods, rendering the overplus, if any, of the monies arising by such sale, and such of the carriages or goods as shall remain unsold, to the person entitled thereto; or it shall be lawful to recover any such tolls by action at law.—8 *and* 9 *Vict. c.* 20, *s.* 97.

Failing to pay tolls, Company to have power to sell carriage or goods.

RAILWAY COMPANIES NOT TO BE LIABLE TO GREATER EXTENT THAN COMMON CARRIERS.

163. Nothing in this or the special act contained shall extend to charge or make liable the Company further or in any case than where, according to the laws of the realm, stage-coach

Railway Companies liable as common carriers.

proprietors and common carriers would be liable, nor shall extend in any degree to deprive the Company of any protection or privilege which common carriers or stage coach proprietors may be entitled to; but on the contrary, the Company shall at all times be entitled to the benefit of every such protection and privilege.—8 *and* 9 *Vict. c.* 20, *s.* 89.

TOLLS TO BE PAID.

How tolls are to be paid.

164. The tolls shall be paid to such persons and at such places upon or near to the railway, and in such manner and under such regulations as the Company, by notice to be annexed to the list of tolls, appoint.—8 *and* 9 *Vict. c.* 20, *s.* 96.

Penalty for making false statement of goods.

165. Not producing to toll-collectors, on demand, a true account of the lading of every carriage, stating the quantity, place of departure, and destination of the several kinds of lading, £10 *per ton of goods, or per parcel of one cwt.*—8 *Vict. c.* 20, *s.* 99.

Penalty for neglecting to mark dangerous articles.

166. Carrying upon the railway any aquafortis, oil of vitriol, gunpowder, lucifer matches, or other dangerous goods, or sending by the railway any such goods, without distinctly marking their nature on the outside of the package, or otherwise giving notice in writing to the Company, at the time of so sending, £20.—8 *Vict. c.* 20, *s.* 105.

Penalty for using carriages not properly constructed.

167. Using any carriage upon the railway not conformable to the regulations of the Company

as to condition of construction, £10.—8 *Vict. c.* 20, *s.* 119.

168. Leading or driving any animal upon the railway, or using locomotive power thereon without the consent of the Company; or omitting to shut and fasten any gate set up at the side of the railway for the occupation of the adjoining lands, or allowing any animal to escape from such lands upon the railway, £5.—11 *and* 12 *Vict. c.* 120, *s.* 14.

Penalty for driving animals on line, or omitting to shut side gates.

169. By 8 and 9 Vict. cap. 20, sec. 120, it is provided that the owner's name shall be registered and exhibited on carriages—

Owner's name to be exhibited on carriage.

Sec. 121.—On non-compliance, carriage may be removed.

Sec. 122.—Carriage improperly loaded, or suffered to obstruct the road, may be removed.

Sec. 123.—Company not to be liable for damage by such unloading, etc.

Sec. 124.—Owners are liable for damage caused by their servants.

RAILWAY COMPANY'S BYE-LAWS.

Bye-laws.

170. Allowing any carriage or waggon to obstruct the passage of the railway, or refusing to remove the same when required, or drawing off any carriage or waggon *except* at the proper branches, or turn out places, £2.

NOTE.—By 8 and 9 Vict. c. 113, a sealed copy of the original bye-laws may be received in evidence.

List of Railways with Goods Managers.

171. For the information of railway freighters a list of railways in the United Kingdom is subjoined, alphabetically arranged together, with the names and addresses of the respective Goods Managers, to whom all communications relating to the goods department should be addressed.

Name of Railway.	Goods Managers' Names.	Address.
Aberyswith and Welsh Coast Railway	— Elias	Oswestry
Blyth and Tyne	Henry Cabry	Percy Main
Brecon and Merthyr-Tydfil Junction	A. Henshaw	Brecon
Bristol and South Wales Union	J. Hearne, G. W. Co.	Bristol
Bristol and Exeter	J. C. Wall	Bristol
Belfast and Northern Counties —Londonderry and Coleraine	Ed. J. Cotton	Belfast
*Blackpool and Lytham		Lytham
Caledonian	W. Mathieson	Glasgow
Carmarthen and Cardigan	H. Hellier	Carmarthen
Carrickfergus and Larne	Ed. J. Cotton	Belfast
Charing Cross	É. B. Noden	Bricklayers' Arms Station, London
Chester and Holyhead, L. and N. W.	E. Farr	Chester
Cockermouth and Workington	John Mayson	Cockermouth
Colne Valley, G. E.	R. Rogers	Halstead
Cork and Bandon and Kinsale Junction	Richard Coghlan	Cork
Cork, Blackrock, and Passage	J. Barber	Cork
Cork and Youghal and Queenstown direct	W. Parsons	Cork
Cornwall	C. E. Compton	Plymouth
Cowes and Newport, I. of W.	J. Barton	Cowes, I. of Wight
Crieff Junction	Wm. Veitch	Crieff
Deeside Junction	W. B. Ferguson	Aberdeen

Name of Railway.	Goods Managers' Names.	Address.
Dublin and Belfast Junction ...	Thomas Cowan	Dundalk
Dublin and Drogheda	J. P. Culverwell	Amiens St., Dublin
Dublin and Meath	John Dowd.....	1, North Gt. George's St., Dublin
Dublin, Wicklow, and Wexford.	W. L. Payne	Harcourt St., Dublin
Dunblane, Doune, and Callander Scottish Central	R. B. Malcolm	Perth
Edinburgh and Glasgow	O. Reid	Glasgow
Finn Valley	Thomas Shaw	Enniskillen
Fleetwood, Preston, and West Riding Junction	(See Lancashire and Yorkshire)	
Furness and Ulverston and Lancaster	James Ramsden	Barrow
Forth and Clyde Junction	Thomas Johnston ...	Stirling
Glasgow and South Western ...	D. Dickie	Glasgow
Great Eastern	R. Mosely	Bishopsgate Station, London
Great Northern.....	J. Ashley.....	King's Cross Station, London
*Great North of Scotland	W. Walker	Aberdeen
Great Southern and Western (Ireland)	G. E. Ilbery	Kingsbridge, Dublin
Great Western	John Grant.....	Paddington
" Dist. goods managers	T. H. Stevens	Paddington
" " "	Jas. Edwards	Paddington
" " "	J. Hearne	Bristol
" " "	H. Emerton.....	Gloucester
" " "	J. Weaver	Newport, Mon.
" " "	P. C. Cleasby	Worcester
" " "	A. Bill	Wolverhampton
" " "	J. Patterson	Shrewsbury
" " "	M. Parr	Liverpool
Hereford, Hay and Brecon	(See Brecon and Merthyr-Tydfil Junc.)	

Name of Railway.	Goods Managers' Names.	Address.
Inverness and Perth Junction...	Andrew Dougall.....	Inverness
Irish North Western	Thomas Shaw	Enniskillen
Lancashire and Yorkshire—		
Eastern Division	J. T. Fisher.....	Manchester
Western Division	A. Ormerod.....	"
" "	James Shaw	Accrington
Leeds, Bradford, and Halifax Junction, G. N.	J. Ashley.....	King's Cross Station, London
Limerick, Castle Connell, and Killaloe	Henry Jacob	Limerick
Limerick and Ennis	" "	"
Limerick and Foynes	" "	"
Llanelly Railway and Dock.....	W. Phillips.....	Llanelly
Llynvi Valley	George Howell	Bridgend
London, Brighton, and S. Coast	George Hawkins.....	London Bridge, S.E.
London and Blackwall.....	A. Wightman	Fenchurch St. London
London, Chatham, and Dover...	C. H. Chapman	Victoria Station, Pimlico, S.W.
London and Greenwich	See South Eastern.	
London and South Western.....	F. J. Haddow.....	Nine Elms, London
London and North Western.....	George Findlay	London
" Dist. goods managers	D. Stevenson	Camden Station
" " "	D. Taylor	Waterloo Station, Liverpool
" " "	J. Fitzsimmons	Lancaster
" " "	D. Parsons	Stafford
" " "	W. Lister	Preston
" " "	H. Plews.....	Salop
" " "	T. Farr	Chester
" " "	G. Huntley	Wolverhampton
" " "	Thomas Kay	London Road Station, Manchester
" " "	J. Mason	Curzon Street Station, Birmingham
" " "	J. Bishop	Abergavenny
" Cattle traffic manager	F. W. Salmon.....	Liverpool
London, Tilbury, and Southend	.....	Fenchurch Street Station, London

Name of Railway.	Goods Managers' Names.	Address.
Manchester, Sheffield, and Lincolnshire	C. H. Smith	Manchester
Manchester South Junction and Altrincham	James Kirkman	"
Maryport and Carlisle	John Addison	Citadel Sta., Carlisle
Mid Wales	J. A. Jebb	Brecon
Metropolitan	Myles Fenton	Bishop's Road Sta., London
Midland	T. Walklate	Derby
Midland Great Western (Ireland)	William Forbes	Dublin
Monkland (Scotland)	William Symington	Buchanan Street, Glasgow
Monmouthshire Railway and Canal Company	William Lane	Newport, Mon.
Newry and Armagh	B. L. Fearnley	Edward St., Newry
Newry, Warrenpoint, and Rostrevor	J. Dobbs	Newry
North British	W. Hardie	Edinburgh
" "	P. Macpherson	Dundee
" "	R. J. Browne	Carlisle
North Eastern—Northern Div.	A. Allan	Newcastle
Southern "	James Wilson	York
Mineral traffic managers—		
Northern Div.	J. G. Quelch	Newcastle
Southern "	R. W. Bailey	York
North Eastern, Stockton & Darlington, & Lancashire Union		
Goods superintendent	G. Stephenson	Darlington
Mineral traffic "	R. Pickering	"
" " "	H. J. Grieveson	"
North Eastern, Hull and Holderness	W. F. Monkman	Hull
North London	Robert S. Mansel	Euston Station, Lond.
North Staffordshire	James Cordon	Burton
Oldham, Ashton, and Guide Bridge Junction	(See Manchester, Sheffield, and Lincolnshire)	

Name of Railway.	Goods Managers' Names.	Address.
Oswestry, Ellesmere, and Whitchurch, L. and N. W.	(See Lond. and North Western)	
Pembroke and Tenby	— Smedley	Pembroke
*Perth, Almond Valley, and Methven	(See Scottish North Eastern)	
Portadown, Dungannon, and Omagh Junction	F. Broughton	Belfast
Portpatrick	W. Grafton	Portpatrick
Rhymney	Cornelius Lundie ...	Bute Docks, Cardiff
Scottish North Eastern.....	W. Esplin	Guild Street Station, Aberdeen
Shrewsbury and Hereford, L. and N. W. and G. W., joint line...	W. Patchett	Shrewsbury
Somerset and Dorset	H. Briscoe	Glastonbury
South Devon.....	C. E. Compton	Plymouth
South Eastern	E. B. Noden	Bricklayers' Arms Station, London
South Leicestershire, L. and N. W.....	(See London and North Western)	
South Staffordshire	E. Huntley	Queen Street, Wolverhampton
South Wales	(See Great Western)	
South Yorkshire	C. H. Thiel.....	Doncaster
Sirhowy.....	S. H. Yockney	Tredegar, Mon.
Swansea Vale.....	F. W. Mortimer	Swansea
Taff Vale	George Fisher.....	Bute Docks, Cardiff
Ulster.....	F. Broughton	Ulster
Vale of Clwyd	C. M. Comber.....	Chester
Vale of Neath, G. W. R.....	P. Donaldson	Neath
Waterford and Kilkenny	Henry Jacob	Limerick

Name of Railway.	Goods Managers' Names.	Address.
Waterford and Tramore	G. N. Baker	Waterford
Waterford and Limerick	Henry Jacob	Limerick
West Cornwall	F. S. Denbigh	Penzance
West Hartlepool Harbour and Railway	W. S. Leng.....	West Hartlepool
West Midland	(See Great Western)	
West Somerset, B. and E.	J. C. Wall	Bristol and Exeter Railway, Bristol
West Yorkshire	(See Lancashire and Yorkshire)	
Whitehaven & Furness Junction	James Ramsden	Barrow
Whitehaven Junction	H. Cook	Whitehaven
Whitehaven, Cleator, and Egremont	T. S. Dodgson.....	Braysty Station, Whitehaven

Note.—The names of Railways against which an asterisk (*) is placed, it will be necessary to address to the "Goods Manager" at the address given.

Any corrections in the above list will be esteemed, addressed to care of Publishers.

RAILWAY CARRYING AGENTS.

Railway carriers.

172. The following is a list of some of the public carriers appointed by the principal Railway Companies for the *Collection* and *Delivery* of GOODS and PARCELS :—

Messrs. Pickford and Co.
" Chaplin and Horne.
" Crowley and Co.
Mr. Jno. Bland, Bristol.
Mr. Younghusband, Paddington Station.
Mr. J. C. Wall, Bristol, etc.

In many of the principal towns, local agents are also appointed.

RECEIVING OFFICES IN LONDON.

Receiving offices in London.

173. The following is a list of the principal Receiving Offices for *Goods* and *Parcels* in LONDON :—

Cross Keys, Wood Street.
Spread Eagle, Gracechurch Street.
Bolt in Tun, Fleet Street.
467, New Oxford Street.
Golden Cross, Charing Cross.
Griffin's Green Man, Oxford Street.
George and Blue Boar, Holborn.
Old White Horse Cellar, Piccadilly.
Spread Eagle, Regent Circus.
Universal Office, 90, Borough.

216, Oxford Street.
Bull and Mouth, St. Martin's-le-Grand.
351, Oxford Street, near the Pantheon.
27, King Street, Cheapside.
5, Arthur Street East, opposite the Monument.
43 and 44, Crutched Friars.
245, Holborn, opposite Day and Martin's.
269, Strand, corner of St. Clement's Churchyard.
38, Charing Cross.
25, Regent Street, corner of Jermyn Street.
White Horse, Fetter Lane.
Hambro' Wharf, Thames Street.
Swan with Two Necks, Gresham Street, etc.

WEIGHTS AND MEASURES.

174. The origin of all WEIGHTS and MEASURES in England was derived from a grain of wheat, *vide* statutes of 51 Henry III., 31 Edward I., and 12 Henry VII., which enacted that thirty-two of them well dried, and gathered from the middle of the ear, were to make 1 dwt., 20 dwts. 1 oz., and 20 ozs. 1 lb. Weights and Measures.

175. It was subsequently thought better to divide the pennyweight into twenty-four equal parts, called grains.

176. TROY WEIGHT

was introduced into England by William the Troy.

Conqueror, from Troyes, a town now in the department of Aube.

177. Avoirdupois Weight

Avoirdupois. was first made legal in the reign of Henry VII., and its particular use was to weigh provisions and coarse heavy articles. Henry fixed the stone at 14 lbs., which has been confirmed by a recent Act of Parliament.

178. Measures of Length.

Length. It is recorded that the various denominations were constructed from a corn of barley, three of which, well dried, from the middle of the ear, made an inch. Other terms were taken from portions of the human body, such as the digit ($\frac{3}{4}$ of an inch, or a finger's breadth), etc. Henry I., in 1101, commanded that the ulna, or ancient ell, which answers to the modern yard, should be made the length of his arm.

179. Measures of Capacity

Capacity. were first taken from troy weight. In the reign of Henry III. several laws were passed, enacting that 8 lbs. troy of wheat taken from the middle of the ear, and well dried, should make one gallon of wine measure; and eight such gallons made a bushel.

180. Weights and Measures were invented 869 B.C.; fixed to a standard in England, 1257; regulated 1492; equalized 1826.

ENGLISH COINS.

GOLD COIN.

181. The standard gold coin of England consists of twenty-two carats of pure gold, and two parts of pure copper alloy. Gold coin wastes about a half per cent in sixteen years' wear. Gold coin.

SILVER COIN.

182. Standard silver contains 11 ozs. 2 dwts. of pure silver, and 18 dwts. of alloy. Silver wastes in the above period of time from two to five per cent. Silver coin.

The silver coinage is not a legal tender for more than 40*s*.

COPPER COINAGE.

183. Twenty-four pence are made from an avoirdupois pound of copper, so that a penny should weigh $10\frac{2}{3}$ drs. avoirdupois, or $291\frac{2}{3}$ grs. troy. Copper coin.

No sum in copper over 12*d*. is a legal tender.

STANDARD WEIGHTS OF THE PRESENT COINS.

	dwts.	grs.
Sovereign . .	5	$3\frac{3}{11}$
Half-Sovereign .	2	13
Crown . . .	18	$4\frac{4}{11}$
Half-Crown . .	9	$2\frac{3}{11}$
Shilling . . .	3	$15\frac{3}{11}$
Sixpence . . .	1	$19\frac{7}{11}$
Fourpence . .	1	$5\frac{1}{11}$

Copper, 24 pence to the pound avoirdupois.

184. PRICE PER LB. AT A GIVEN RATE PER CWT.

lbs.	3d.		6d.		9d.		1s.		1s. 6d.		2s.		2s. 6d.		5s.	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
3	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	2
4	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...	2
5	...	...	...	...	...	...	...	1	...	1	...	1	...	1	...	3
6	...	...	...	...	...	...	...	1	...	1	...	1	...	2	...	3
7	...	...	...	...	...	1	...	1	...	1	...	2	...	2	...	3
8	...	...	...	...	...	1	...	1	...	1	...	2	...	2	...	4
9	...	...	...	...	...	1	...	1	...	1	...	2	...	2	...	5
10	...	...	...	...	...	1	...	1	...	2	...	2	...	3	...	5
11	...	...	...	1	...	1	...	1	...	2	...	2	...	3	...	6
12	...	...	...	1	...	1	...	1	...	2	...	3	...	3	...	6
13	...	...	...	1	...	1	...	1	...	2	...	3	...	3	...	7
14	...	...	...	1	...	1	...	1	...	2	...	3	...	4	...	8
21	...	...	...	1	...	2	...	2	...	3	...	5	...	6	...	11
28	...	1	...	1	...	2	...	3	...	5	...	6	...	8	1	3
56	...	1	...	3	...	4	...	6	...	9	1	0	1	3	2	6
84	...	2	...	4	...	6	...	9	1	2	1	6	1	11	3	9
cwt. 1	...	3	...	6	...	9	1	0	1	6	2	0	2	6	5	0

185. CALCULATION OF RATES FROM 1*s.* PER TON TO 20*s.* PER TON.

lb.	1*s.* per ton.		1*s.* 3*d.* per ton.		1*s.* 6*d.* per ton.		1*s.* 9*d.* per ton.		2*s.* per ton.		2*s.* 6*d.* per ton.		5*s.* per ton.		10*s.* per ton.		15*s.* per ton.		20*s.* per ton.	
	s.	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*
1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1
11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1
12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1
13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1
14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	2
21	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	2	...	3
28	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	2	...	2	...	3
56	...	...	...	...	...	1	...	1	...	1	...	1	...	2	...	3	...	5	...	6
84	...	...	...	1	...	1	...	1	...	1	...	1	...	2	...	5	...	7	...	9
1 cwt.	...	1	...	1	...	1	...	1	...	1	...	2	...	3	...	6	...	9	1	0
1 ton	1	0	1	3	1	6	1	9	2	0	2	6	5	0	10	0	15	0	20	0

A TABLE SHOWING THE VALUE OF ANY NUMBER OF ARTICLES FROM 1 TO 100, AT 6*d.* TO 10*s.* PER 100.

No.	6*d.*		9*d.*		1*s.*		1*s.* 6*d.*		2*s.*		5*s.*		10*s.*	
	s.	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*
1	...	...	...	...	...	...	...	¼	...	¼	...	½	...	1¼
2	...	...	...	¼	...	¼	...	¼	...	½	...	1¼	...	2½
3	...	¼	...	¼	...	¼	...	½	...	¾	...	1¾	...	3¾
4	...	¼	...	¼	...	½	...	¾	...	1	...	2½	...	4¾
5	...	¼	...	½	...	½	...	1	...	1¼	...	3	...	6
6	...	¼	...	½	...	¾	...	1	...	1½	...	3	...	7¼
7	...	½	...	¾	...	¾	...	1½	...	1¾	...	4¼	...	8½
8	...	½	...	¾	...	1	...	1½	...	2	...	4¾	...	9½
9	...	½	...	¾	...	1	...	1½	...	2¼	...	5¼	...	10¾
10	...	½	...	1	...	1¼	...	1¾	...	2½	...	6	1	0
20	...	1¼	...	1¾	...	2½	...	3½	...	4¾	1	0	2	0
30	...	1¾	...	2¾	...	3	...	5½	...	7¼	1	6	3	0
40	...	2½	...	3½	...	4¾	...	7¼	...	9½	2	0	4	0
50	...	3	...	4½	...	6	...	9	1	0	2	6	5	0
60	...	3½	...	5	...	7¼	...	10¾	1	2½	3	0	6	0
70	...	4¼	...	6¼	...	8½	1	0½	1	4¾	3	6	7	0
80	...	4¾	...	7¼	...	9½	1	2½	1	7¼	4	0	8	0
90	...	5½	...	8	...	10¾	1	4¼	1	9½	4	6	9	0
100	...	6	...	9	1	0	1	6	2	0	5	0	10	0

CALCULATION OF TOLLS FROM $\frac{1}{8}$ OF A PENNY TO 6*d.* PER TON PER MILE, FROM 1 TO 50 MILES.

Mile.	$\frac{1}{8}$*d.*	$\frac{1}{4}$*d.*	$\frac{3}{8}$*d.*	$\frac{1}{2}$*d.*	$\frac{5}{8}$*d.*	$\frac{3}{4}$*d.*	$\frac{7}{8}$*d.*	1*d.*	3*d.*	6*d.*
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
1	... $\frac{1}{8}$	... $\frac{1}{4}$	... $\frac{3}{8}$	... $\frac{1}{2}$	... $\frac{5}{8}$	... $\frac{3}{4}$	... $\frac{7}{8}$	... 1	... 3	... 6
2	... $\frac{1}{4}$	... $\frac{1}{2}$	... $\frac{3}{4}$	... 1	... $1\frac{1}{4}$	... $1\frac{1}{2}$	... $1\frac{3}{4}$	... 2	... 6	1 0
3	... $\frac{1}{4}$	... $\frac{3}{4}$	... 1	... $1\frac{1}{2}$	... $1\frac{3}{4}$	... $2\frac{1}{4}$	... $2\frac{1}{2}$	... 3	... 9	1 6
4	... $\frac{1}{2}$	... 1	... $1\frac{1}{2}$	... 2	... $2\frac{1}{2}$	... 3	... $3\frac{1}{2}$	... 4	1 0	2 0
5	... $\frac{1}{2}$	... $1\frac{1}{4}$	... $1\frac{3}{4}$	... $2\frac{1}{2}$	... 3	... $3\frac{3}{4}$	... $4\frac{1}{4}$	... 5	1 3	2 6
6	... $\frac{3}{4}$	... $1\frac{1}{2}$	... $2\frac{1}{4}$	... 3	... $3\frac{3}{4}$	... $4\frac{1}{2}$	... $5\frac{1}{4}$	... 6	1 6	3 0
7	... $\frac{3}{4}$	... $1\frac{3}{4}$	... $2\frac{1}{2}$	... $3\frac{1}{2}$	... $4\frac{1}{4}$	... $5\frac{1}{4}$	... 6	... 7	1 9	3 6
8	... 1	... 2	... 3	... 4	... 5	... 6	... 7	... 8	2 0	4 0
9	... 1	... $2\frac{1}{4}$	... $3\frac{1}{4}$	... $4\frac{1}{2}$	... $5\frac{1}{2}$	... $6\frac{3}{4}$	... $7\frac{3}{4}$	... 9	2 3	4 6
10	... $1\frac{1}{4}$	... $2\frac{1}{2}$	... $3\frac{3}{4}$	... 5	... $6\frac{1}{4}$	... $7\frac{1}{2}$	... $8\frac{3}{4}$	... 10	2 6	5 0
11	... $1\frac{1}{4}$	... $2\frac{3}{4}$	... 4	... $5\frac{1}{2}$	... $6\frac{3}{4}$	... $8\frac{1}{4}$	... $9\frac{1}{2}$	... 11	2 9	5 6
12	... $1\frac{1}{2}$	... 3	... $4\frac{1}{2}$	... 6	... $7\frac{1}{2}$	... 9	... $10\frac{1}{2}$	1 0	3 0	6 0
13	... $1\frac{1}{2}$	... $3\frac{1}{4}$	... $4\frac{3}{4}$	... $6\frac{1}{2}$	... 8	... $9\frac{3}{4}$	... $11\frac{1}{4}$	1 1	3 3	6 6
14	... $1\frac{3}{4}$	... $3\frac{1}{2}$	... $5\frac{1}{4}$	... 7	... $8\frac{3}{4}$	... $10\frac{1}{2}$	1 $0\frac{1}{4}$	1 2	3 6	7 0
15	... $1\frac{3}{4}$	... $3\frac{3}{4}$	... $5\frac{1}{2}$	... $7\frac{1}{2}$	... $9\frac{1}{4}$	... $11\frac{1}{4}$	1 1	1 3	3 9	7 6
16	... 2	... 4	... 6	... 8	... 10	1 0	1 2	1 4	4 0	8 0
17	... 2	... $4\frac{1}{4}$	... $6\frac{1}{4}$	... $8\frac{1}{2}$	... $10\frac{1}{2}$	1 $0\frac{3}{4}$	1 $2\frac{3}{4}$	1 5	4 3	8 6
18	... $2\frac{1}{4}$	... $4\frac{1}{2}$	... $6\frac{3}{4}$	... 9	... $11\frac{1}{4}$	1 $1\frac{1}{2}$	1 $3\frac{3}{4}$	1 6	4 6	9 0
19	... $2\frac{1}{4}$	... $4\frac{3}{4}$	... 7	... $9\frac{1}{2}$	... $11\frac{3}{4}$	1 $2\frac{1}{4}$	1 $4\frac{1}{2}$	1 7	4 9	9 6
20	... $2\frac{1}{2}$	... 5	... $7\frac{1}{2}$	... 10	1 $0\frac{1}{2}$	1 3	1 $5\frac{1}{2}$	1 8	5 0	10 0
25	... 3	... $6\frac{1}{4}$	... $9\frac{1}{4}$	1 $0\frac{1}{2}$	1 $3\frac{1}{2}$	1 $6\frac{3}{4}$	1 $9\frac{3}{4}$	2 1	6 3	12 6
30	... $3\frac{3}{4}$	... $7\frac{1}{2}$	... $11\frac{1}{4}$	1 3	1 $6\frac{3}{4}$	1 $10\frac{1}{2}$	2 $2\frac{1}{4}$	2 6	7 6	15 0
35	... $4\frac{1}{4}$	... $8\frac{3}{4}$	1 1	1 $5\frac{1}{2}$	1 $9\frac{3}{4}$	2 $2\frac{1}{4}$	2 $6\frac{1}{2}$	2 11	8 9	17 6
40	... 5	... 10	1 3	1 8	2 1	2 6	2 11	3 4	10 0	20 0
45	... $5\frac{1}{2}$	... $11\frac{1}{4}$	1 $4\frac{3}{4}$	1 $10\frac{1}{2}$	2 4	2 $9\frac{3}{4}$	3 $3\frac{1}{4}$	3 9	11 3	22 6
50	... $6\frac{1}{4}$	1 $0\frac{1}{2}$	1 $6\frac{3}{4}$	2 1	2 $7\frac{1}{4}$	3 $1\frac{1}{2}$	3 $7\frac{3}{4}$	4 2	12 6	25 0

INDEX.