

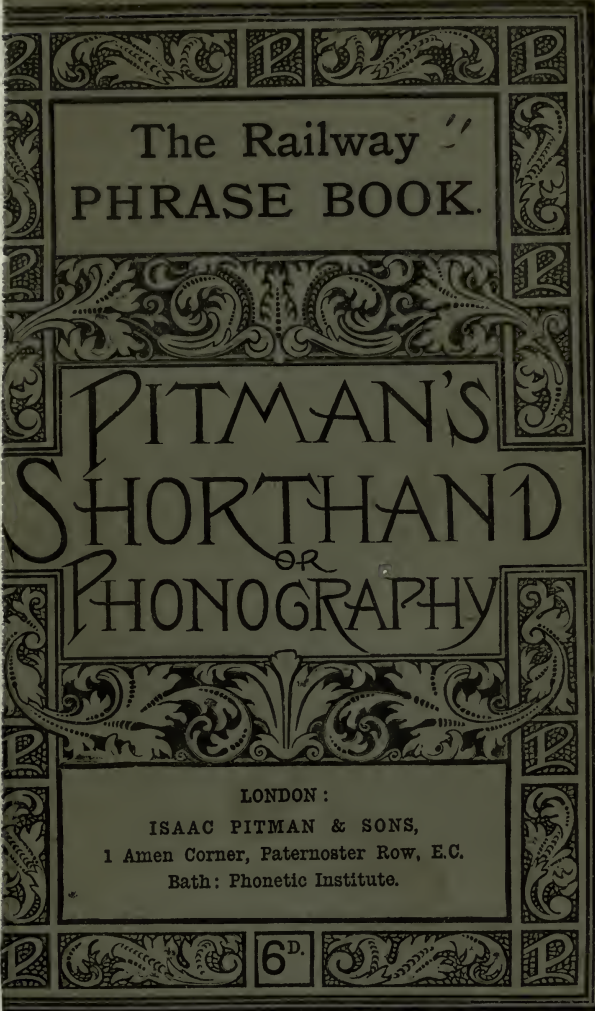


3 1761 04293 7458

Pitman, (Sir) Isaac  
The phonographic  
railway phrase book

Z  
56  
P58





The Railway  
PHRASE BOOK.

PITMAN'S  
SHORTHAND  
OR  
PHONOGRAPHY

LONDON :  
ISAAC PITMAN & SONS,  
1 Amen Corner, Paternoster Row, E.C.  
Bath : Phonetic Institute.

6<sup>d</sup>.



THE PHONOGRAPHIC  
**Railway Phrase Book ;**

AN ADAPTATION OF PHONOGRAPHY TO THE REQUIREMENTS  
OF RAILWAY BUSINESS AND CORRESPONDENCE.

BY ISAAC PITMAN.



LONDON :  
ISAAC PITMAN & SONS, 1 AMEN CORNER,  
PATERNOSTER ROW, E.C.  
BATH : PHONETIC INSTITUTE.  
NEW YORK : FOWLER & WELLS CO., 775 BROADWAY.  
BOSTON : W. E. HICKOX, 120 TREMONT STREET.

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1889.

Z  
56  
P58

BATH :  
PRINTED BY ISAAC PITMAN AND SONS.



## P R E F A C E .

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As the use of Phonography to expedite business by the clerks employed on our principal lines of railway is now becoming general, it may interest the reader to know that the first Company that accepted shorthand writing for conducting railway business, was the Manchester, Sheffield and Lincolnshire Railway Company. Through the recommendation of the Chairman, Sir Edward W. Watkin, Mr Henry Pitman was engaged, about 1860, to teach a class of the clerks of that Company. The result was satisfactory, and the instructions have been continued to the present time. The chairman has often spoken publicly of the value of Phonography in facilitating business, and in increasing the pay of shorthand clerks. Soon after this, Sir Edward Watkin, who is also Chairman of the South Eastern Railway Company, with the approval of the Board, engaged Mr Fred. Pitman to teach the clerks on that line. In 1863 Mr Carson, of Salford, Manchester, taught the clerks of the Manchester, Sheffield, and Lincolnshire Railway at Sheffield. Subsequently he was engaged from 1866 to 1870, by order of the Directors, in instructing the clerks on the London and North Western, the Great Northern, the Midland, and the Lancashire and Yorkshire lines of railway. Other phonographic teachers have supplied phonographic writers to the railway world, so that now, we believe, Phonography is more or less used by every carrying company in the kingdom. The general use of the system on the above railways, and also by the clerks in many other stations throughout the kingdom, has created a necessity for a set of phraseographs adapted to railway correspondence, such as is here presented to the phonographic world.

The reader should not attempt to commit to memory the numerous phonographic outlines and phrases in the following pages, but endeavor to seize the *principle* of the combinations. This will lead him to form others for himself. The contracted forms of the names of the several railway and packet companies at the end of the book should not be employed in correspondence until the receiver of the letter is made acquainted with them. For instance, if a railway clerk at Manchester should be writing to another clerk respecting the "Manchester and Milford Railway," he will write the name of the line in plain Phonography, and without contractions, if he wishes to be understood; but if he should have occasion to write to the same person frequently, he may adopt the phraseograph given in the list of "Official Names of Railways," page 19. So with the names of

other lines. As a rule the *r* is struck *across* the last consonant. The reader should be apprised that in the shorthand forms in the "Official Names of Railways," the word "Railway" is added to the name of the line in every case.

In most cases these contracted outlines can be filled in with their consonants and vowels, so as to make them intelligible, on the understanding that an intersected *r* represents "Railway," and an intersected *k* "Company."

It may be necessary to repeat here the caution given in the "Phonographic Phrase Book," page 4, against uniting the words of *very long* phrases; and we may add that even short phrases, *composed of words that seldom occur together*, are not to be commended. Whatever is not readily legible causes the reader to lose more time in deciphering it than the writer gains. Where in such case is the real gain?

Every phonographer who makes use of this work is supposed to have already familiarised himself with ordinary phraseography, as developed in the "Phonographic Phrase Book," and to require only a few additional phraseographs to qualify himself for railway business. He should not, therefore, expect to find here any of the general phrases which are given in the other collection.

The advantage which Phonography confers on the railway Manager in communicating his views upon a variety of subjects, together with the facility and despatch which it introduces into the business of the line, are incalculable, and can be known only to those who employ it, either by writing it themselves or by dictation to a clerk who understands the system.

In the compilation of the "Railway Phrase Book," (the first edition of which was published in 1869,) I have been greatly assisted by Mr Edward Johnson, of the London and North Western Railway, Manchester, and Mr Thomas Cogswell, of the Great Western Railway, Cardiff. I am also indebted to other gentlemen connected with railways for hints and phrases, to whom I beg, thus to express my obligations.

Phonetic Institute, Bath.  
May, 1889.

ISAAC PITMAN.























KEY LETTERS TO INTERSECTIONS :·


















∖ Abstract, | Department, } Director, ( Manager,  
∞ Superintendent.








## RAILWAY PHRASE BOOK.

### A

abstract books   
abstract clerks   
abstract department   
account current   
accountant's office   
after business hours   
after the train had gone   
after train time   
after we had closed   
all amounts outstanding   
all Directors   
all goods drivers   
all guards and drivers   
all important   
all important letters   
all important matters   
all parcels may be sent   
all particulars attached   
all railway companies   
all recharges   
all speed   
all stations 

all the mails   
all trains are despatched   
all trains go through   
all traffic must be   
alteration of the train   
annual meeting   
annual meetings   
annual report   
Assistant Gen. Manager   
Assistant Goods Mangr.   
Atlantic telegraph com-  
panies   
Atlas parcel office   
at owner's risk   
at sender's risk   
at these stations   
at this station   
audit committee 

### B







be good enough   
better accommodation   
better address   
better reference   
between Liverpool and  
Manchester 











between London *zh*  
 between Manchester *my*  
 between senders and consignees *zee*  
 between York and Scarborough *z*  
 break van *z*  
 break carriage *z*  
 by express *z*  
 by goods train *z*  
 by last train *z*  
 by late train *z*  
 by mail train *z*  
 by Manchester, Sheffield and Lincolnshire *z*  
 by Midland Company *z*  
 by Midland Railway Co. *z*  
 by our invoice *z*  
 by our route *z*  
 by our way bill *z*  
 by parcel van *z*  
 by Parliamentary train *z*  
 by rail *z*  
 by railway *z*  
 by signal *z*  
 by special train *z*  
 by telegram *z*  
 by the express *z*  
 by the mail *z*  
 by the Manchester express *z*  
 by the train *z*  
 by the train in question *z*

by train *z*  
 by wire *z*  
 by wire at once *z*  
 by your route *z*


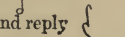









C





cannot account *z*  
 cannot answer *z*  
 cannot be sent to-day *z*  
 cannot do so *z*  
 cannot give any information *z*  
 cannot reply definitely *z*  
 cannot trace entry *z*  
 cannot trace anything *z*  
 cannot trace receipt *z*  
 Camden station *z*  
 Carriers' Act *z*  
 cattle trucks *z*  
 claim pending *z*  
 Claims' Arbitration Committee *z*  
 claims' department *z*  
 claims' office *z*  
 claimant will not accept *z*  
 claimant will not receive *z*  
 class rates *z*  
 clear by overcharge *z*  
 Clearing House *z*  
 Clearing House classification *z*  
 Clearing House Committee *z*

Clearing House regula-  
tions   
Clearing House return   
Clearing House rules   
coaching department   
coaching traffic   
coal traffic 















collect all charges on  
delivery   
collection and delivery   
come to terms   
correct as received   
company's risk   
company's traffic   
considerable delay   
consignees and senders   
could not be brought  
forward   
could not be forwarded 

**D**









deliver at once   
deliver at once and reply   
deliver immediately   
delivery department   
delivery office   
detective department   
Directors' decision   
Directors' report   
District Manager   
District Superintendent   
different rates - 


different routes -   
division of expenses   
division of receipts   
down train - 

**E**


earliest convenience   
early trains   
enclosed letter   
engineering department   
engineer's office   
engine driver   
engine driver and guard   
enter to this station   
entered to us   
every attention   
every despatch   
Euston station   
Euston square station   
express train 


**F**


fifth class rate   
first class rate   
first instant   
first intimation   
for some time past   
for the abstract depart-  
ment   
for the delivery depart-  
ment   
for the express 


for the goods department 


for the mail 


for the mail train 

for the Managing Director 


for the Manager's Office 

fourth class 

from Liverpool 


from the enclosed letter 


from Manchester 


from the correspondence 

from the last report 

from their letter 


from your letter 

further particulars 

further reply 


## G


General Committee 


General Manager 


goods damaged 


goods department 


goods engine 

goods invoice 


Goods Manager 


Goods Manager's office 


Goods Manager's report 

goods not to hand 


goods station 


goods train 

goods traffic 

goods wagon 

great delay 

great speed 

gross receipts 

guard's report 


guard's statement 

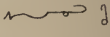
## H


how many accounts 


how many bales 


how many cases 

how many excursionists 


how many excursion trains 

how many goods trains 


how many passengers 


how many parcels 


## I


I am favored 


I am in communication 


I am in correspondence 


I am in receipt of your letter 


I enclose a letter 


I have a claim 








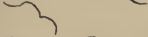





















I have no objection 

I have seen guard Thompson 









I have seen sender 

I have seen consignee 



I have seen the driver of the train 

I have seen the Manager   
 I have seen the Superin-   
 tendent  
 I have seen the Passenger   
 Superintendent  
 I have sent a messenger   
 I have sent it   
 I have telegraphed   
 immediate delivery   
 in error   
 in loose order   
 invoice cleared   
 invoices delayed   
 inquire into the matter   
 Inquiry Office   
 in certain cases   
 in London   
 in my letter   
 in my last letter   
 in some cases   
 in the Co.'s possession   
 in the goods department   
 in the hands of their so-   
 licitor  
 in the passenger depart-   
 ment  
 in the same truck   
 in the same train   
 in the same wagon   
 in the working   
 in this case   
 in your reply to my letter   
 into the matter 















J

Joint Committee   
 joint communication   
 joint station   
 joint stock   
 Joint Stock Company   
 Joint Stock Co.'s account   
 junction stations   
 junction Clearing House 

K

King's Cross   
 King's Cross station 









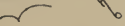
L

last mail   
 last month's account   
 last month's report   
 last quarter's statement   
 last train   
 last year's report   
 ledger accounts   
 ledger clerks   
 ledger department   
 ledger list   
 ledger posted   
 ledger returns   
 left at the station   
 left the company's service 



















let it stand }  
 let the matter rest ~~~~~  
 Leicester mail ~~~~~  
 little danger ~~~~~  
 Liverpool correspondence ~~~~~  
 Liverpool letters ~~~~~  
 Liverpool mails ~~~~~  
 Liverpool passengers ~~~~~  
 Liverpool parcels ~~~~~  
 Liverpool trains ~~~~~  
 Liverpool traffic ~~~~~  
 live stock traffic ~~~~~  
 local charges ~~~~~  
 local expenditure ~~~~~  
 local invoice ~~~~~  
 local manager ~~~~~  
 local management ~~~~~  
 local stations ~~~~~  
 local traffic ~~~~~  
 local traffic manager ~~~~~  
 locomotive department ~~~~~  
 London & Birmingham traffic ~~~~~  
 London & Continental traffic ~~~~~  
 London and Liverpool goods ~~~~~  
 London express ~~~~~  
 London mails ~~~~~  
 London passengers ~~~~~  
 London speed goods ~~~~~  
 London traffic ~~~~~

















## M

made a claim ~~~~~  
 mail bags ~~~~~  
 mail train ~~~~~  
 make an account ~~~~~  
 make a report ~~~~~  
 make a statement ~~~~~  
 make the case public ~~~~~  
 make the matter right with consignee ~~~~~  
 make the matter right with senders ~~~~~  
 Managing Director ~~~~~  
 Manager's Office ~~~~~  
 Manager's report ~~~~~  
 Manager's telegram ~~~~~  
 Manchester district ~~~~~  
 manufacturing interests ~~~~~  
 manufacturing products ~~~~~  
 many accounts ~~~~~  
 many cases have been noticed ~~~~~  
 many circumstances ~~~~~  
 many excursionists ~~~~~  
 many goods trains ~~~~~  
 many parcels ~~~~~  
 many passengers ~~~~~  
 many preference shares ~~~~~  
 many stations ~~~~~  
 Metropolitan Carriage Company ~~~~~  
 metropolitan traffic ~~~~~  
 money market ~~~~~












mineral class   
 mineral traffic   
 minimum rate   
 minimum scale   
 missing bale   
 missing box   
 missing goods   
 missing papers   
 my letter 












N

no account   
 no break van   
 no charges   
 no communication   
 no foreign trade   
 no foreign traffic   
 no further reply   
 no guards' reports   
 no goods trains   
 no goods were sent   
 no intention   
 no notice has been given   
 no notice has been received   
 no statement has been made   
 no such arrangement   
 no such train   
 not abstracted.   
 not cancelled. 

















not counted   
 not in the goods department   
 not in the Manchester district   
 not in the passenger department   
 not in the parcel department   
 not in the train   
 not in the report   
 not invoiced   
 not sent hence in due course   
 not seen at this station   
 not taken to account   
 not yet to hand   
 nothing further   
 nothing more than   
 nothing of importance   
 number of the carriage 






























O

office duties   
 official correspondence   
 officials in charge   
 official statement   
 officer's statement   
 on account of charges   
 on account of damage   
 on account of delay   
 on the other side   
 on your further reply   
 one of our 

omnibus meets all trains   
 other circumstances   
 other companies   
 other companies' traffic   
 other Directors   
 other stations   
 other traffic   
 other trains   
 over charges   
 owner's risk   
 owner's risk note signed 





## P

Paddington station   
 paid ons   
 parcel clerks   
 parcel delivery   
 parcel department   
 parcel office   
 parcel van   
 parcels traffic   
 parliamentary train   
 pass the accounts   
 pass the amounts   
 pass the items   
 passed the points   
 passed the goods train   
 passenger department   
 passenger porter 























passenger station   
 Passenger Superintendent.   
 Passenger Superintendent's Office   
 passenger traffic   
 passenger trains   
 passengers' luggage   
 pay through & recharge   
 per day   
 per ton   
 periodical free pass   
 periodical ticket   
 permanent way   
 pointsman's signal   
 pointsman's statement   
 porter's room   
 preference shares   
 present bill   
 present scheme   
 present state of trade   
 present stock   
 present stock-in-trade   
 present the bill!   
 present traffic   
 prevent accident   
 previous statement   
 proposed scheme   
 proposed rates   
 prospectus of the company   
 prospective shares 















Q
















quantity of casks   
 quantity of empty casks   
 quantity of materials   
 questions of importance 

R

railway accommodation   
 railway communication   
 railway company's (ies)   
 railway company's bill   
 railway company's stock   
 railway compensation   
 railway competition   
 railway clerks   
 railway correspondence   
 railway damages   
 railway Directors   
 railway dividend   
 railway facilities   
 railway investments   
 railway Manager   
 railway property   
 railway plant   
 railway shares   
 railway share list   
 railway shareholder   
 railway system   
 rather late 

rather later   
 receiving station   
 refer to my letter   
 referring to your letter   
 referring to your telegram   
 regular traffic   
 regular trains   
 reply early   
 resist (the) claim   
 return journey   
 returned empties   
 rolling stock 

S

sample cases   
 sample parcels   
 Scotch goods   
 Scotch traffic   
 second class   
 see my letter   
 send another clerk   
 send another engine   
 send another wagon   
 send an extra guard   
 send another porter   
 send an extra train   
 send a guard and driver   
 send a special engine   
 send a telegram 

sending station *ey*  
 sender's risk *ee*  
 sent by mail *ew*  
 sent by last mail *ewor*  
 sent by train *ey*  
 sent in another wagon *ewis*  
 sent in error *ewy*  
 sent to Birmingham *ewm*  
 sent to Chester in mistake *eyo*  
 sent to Dublin *ey*  
 sent to Euston station *ewsd*  
 sent to King's Cross station *ewof*  
 sent to London only *ey*  
 sent to London in mistake *ewo*  
 sent to Liverpool Road station *ewy*  
 sent to Liverpool Road station, Manchester *ewy*  
 sent to Liverpool, Waterloo station *ewy*  
 sent to Liverpool, Lime street station *ewy*  
 sent to Manchester in truck *ewy*  
 sent to Manchester, Victoria station *ewy*  
 settlement of accounts *ho*  
 settlement of claims *lo*  
 short notice *zy*  
 signal line clear *ewen*  
 signal men *ew*  
 signal off *ew*  
 signal the train *ey*  
 since received *ee*  
 special class *le*

special committee *ey*  
 special rate *le*  
 state particulars *ho*  
 state reasons *lee*  
 state terms *ho*  
 state the nature of the claim *hew*  
 station agent *py*  
 Station Master *ho*  
 station to station *py*  
 stationary signals *vee*  
 still in hand *ru*  
 stores department *to*  
 sub-committee *ey*  
 Superintendent's clerk *ew*  
 Superintendent's department *xy*  
 Superintendent's letter *xy*  
 Superintendent's Office *xy*  
 Superintendent's report *xy*  
 Superintendent's staff *xy*  
 Swindon station *ey*

## T








telegraphic communication *ew*  
 telegraphic despatches *ewy*  
 telegraphic messages *ewy*  
 tender the goods *jo*  
 tender the goods again *jos*  
 terminal allowances *we*  
 terminal charges *ewy*

terminal expenses *hug*  
 this claim *6*  
 through a solicitor *js*  
 through booking *js*  
 through rate *js*  
 through route *js*  
 through to Birmingham *js*  
 through to London in  
 the same carriage *js*  
 through to Leicester *js*  
 through trains *js*  
 through traffic *js*  
 through trucks *js*  
 through wagons *js*  
 timber rates *h*  
 timber traffic *h*  
 time bills *h*  
 time books *h*  
 time table *h*  
 time table arrangement *h*  
 to go into the matter *h*  
 to have them sent *h*  
 to have them sent in  
 boxes *h*  
 to have them sent in  
 future *h*  
 to lie till called for *h*  
 to Liverpool *h*  
 to make further search *h*  
 to mile throughout *h*  
 to this station *h*  
 to which you can *h*





















to which you can agree *h*  
 to which you may agree *h*  
 to which you refer *h*  
 too late for delivery *h*  
 too late for the packet *h*  
 too late for the train *h*  
 too many trains *h*  
 trace forward *h*  
 trace the truss *h*  
 trace the missing box *h*  
 traffic committee *h*  
 traffic decrease *h*  
 traffic increase *h*  
 Traffic Manager's letter *h*  
 Traffic Manager's Office *h*  
 Traffic Manager's report *h*  
 Traffic Manager's telegram *h*  
 traffic statement *h*  
 trains to Manchester *h*  
 trains will commence to  
 run *h*  
 trains will be discontinued *h*  
 trains will not be discon-  
 tinued *h*










U

under the circumstances *h*  
 under the circumstances  
 of the case *h*  
 under the new Act of  
 Parliament *h*  
 under peculiar circum-  
 stances *h*  
 understand the meaning  
 of your letter *h*
















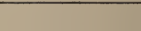
under-charges   
 unentered from Bir-  
 mingham   
 unentered from Man-  
 chester   
 unentered goods   
 up line   
 up train   
 usual rates 

## V

various reports   
 very accurate   
 very accurately described   
 very correct   
 very good character   
 very good signals   
 very good staff   
 very important   
 very important letter   
 very important matter   
 very irregular   
 very keen competition   
 very late   
 very little damage   
 very little delay   
 very little trade   
 very little traffic   
 very many   
 very many passengers   
 very much competition 

very much traffic   
 very near due   
 very particular   
 very serviceable   
 very rapid rate   
 very recently   
 very regular   
 very well developed   
 very well pleased 

## W

wait upon consignee   
 wait upon sender   
 was there any delay   
 we are in correspondence   
 we are in communication   
 we are investigating   
 we cannot trace   
 we cannot trace entry   
 we cannot trace invoice   
 we cannot trace the truck   
 we cancel the entry   
 we have collected the  
 amounts   
 we have delivered   
 we have invoiced   
 we have issued circulars   
 we have no trace   
 we have no communica-  
 tion   
 we have no means of  
 communication 
























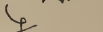
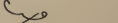










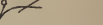






we have sent *we*  
 we have sent a messenger *we*  
 we have sent a telegram *we*  
 we have sent them forward *we*  
 we have since received them *we*  
 we have traced the truck *we*  
 we have received the goods *we*  
 we have received the goods in truck *we*  
 we have written consignee *we*  
 we have written sender *we*  
 we have written the manager *we*  
 we note *we*  
 we trace forward *we*  
 were in bad order *we*  
 were in good condition *we*  
 were sent hence *we*  
 were sent to *we*  
 what reply *we*  
 which was reported *we*  
 which you may recharge *we*  
 which you will not be able to clear *we*  
 with reference to the subject *we*  
 without delay *we*  
 working of the signals *we*

**Y**

you can make arrangements *you*  
 you may allow accordingly *you*  
 you may inform consignee *you*

you may inform sender *you*  
 you may receive *you*  
 you must make another search *you*  
 you will have a telegram *you*  
 you will have received them *you*  
 your consideration *you*  
 your correspondent *you*  
 your early attention *you*  
 your early trains *you*  
 your humble servant *you*  
 your immediate reply will oblige *you*  
 your invoice of the third inst. *you*  
 your letter *you*  
 your last letter *you*  
 your papers are mislaid *you*  
 your obedient servant *you*  
 your people *you*  
 your porter *you*  
 your reference *you*  
 your reply *you*  
 your reply of the 1st inst. *you*  
 your reply of the 2nd ultimo *you*  
 your reply to my letter *you*  
 your statement *you*  
 your station *you*  
 your telegram *you*  
 yours obediently *you*  
 yours respectfully *you*  
 yours truly *you*

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