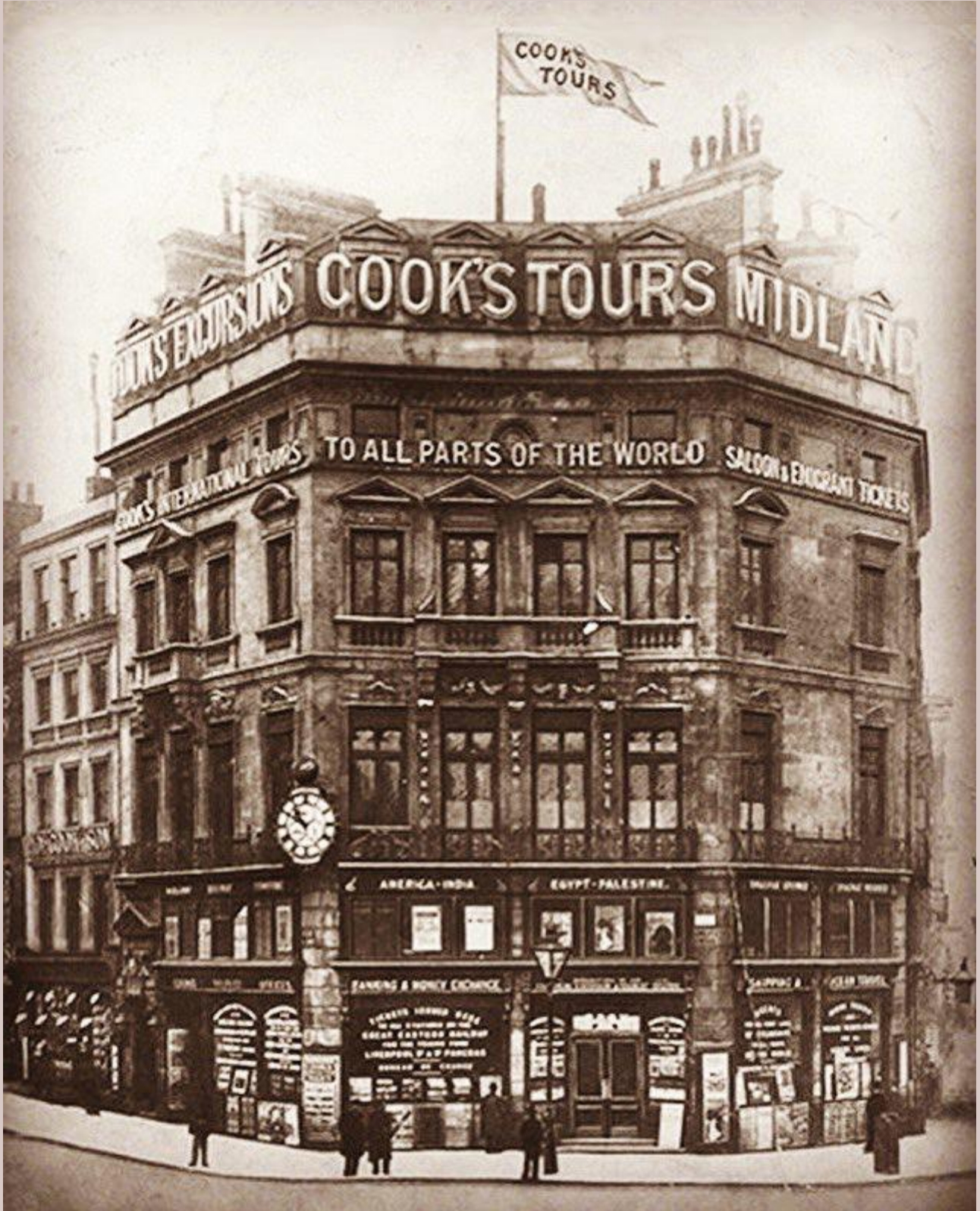


MIDLAND RAILWAY TICKET OFFICES AND AGENCIES



By
DAVID GELDARD

PREFACE

The Midland Railway Society is the custodian of the Roy F Burrows collection, a unique assembly of artefacts and archival material from the Midland Railway that was generously placed into an educational trust in 2000. Tickets form part of that collection and one section deals with those issued at town offices, agencies and other non-station issuing points.

David Geldard has made a lifelong study of tickets from the pre-grouping (pre-1923) railway companies of the United Kingdom and his records together with the Burrows collection have made possible this comprehensive work.

Acknowledgment must also be made of The Transport Ticket Society, an organization tracing its origins back to 1946 and devoted to the study of tickets and fare collection methods. Its monthly Journal has been a useful source in the compilation of this study. Details of the Society can be obtained from the website www.transport-ticket.org.uk

The Roy F Burrows collection is now housed in the Derby Silk Mill Museum of Making, the archival material being located in the Midland Railway Study Centre [MRSC] where it can be accessed in person. It is fully catalogued and references in this work to that catalogue are given in the format [*MRSC Item xxxxx*]. Digital access to the whole is possible via the website:

www.midlandrailwaystudycentre.org.uk



Front cover:

The head office of Thomas Cook & Sons in Ludgate Circus, London, with signage showing its close relationship with the Midland Railway. Fleet Street runs to the left of the building and St. Bride Street to the right.

Back cover:

The announcement of the first Midland Railway city ticket office, as shown in the Programme of Tourist Arrangements for July 1st. 1877. [*MRSC Item 16698*]

Ticket Illustrations:

Unless stated otherwise, ticket illustrations are from the author's or the Roy F Burrows collection.

Any correspondence in relation to the content of this publication should be emailed to enquiries@midlandrailwaystudycentre.org.uk or addressed to The Midland Railway Study Centre c/o Derby Museum & Art Gallery, The Strand, Derby, DE1 1BS.

Typesetting by MERVYN BRYCE

© Mervyn Bryce and David Geldard 2021

MIDLAND RAILWAY TICKET OFFICES AND AGENCIES

Table of Contents

PART 1: INTRODUCTION	1
Background	1
The Source Material	2
PART 2: LONDON - THE MIDLAND RAILWAY MAIN SYSTEM	6
Introduction	6
Table 1: London Offices and Agencies	7
Notes to Table 1	13
Table 2: Location Identifiers - London	22
PART 3: THE LONDON TILBURY & SOUTHEND SECTION	24
PART 4: THE PROVINCES	28
Introduction	28
Table 3: Provincial Offices and Agencies	29
Notes to Table 3	36
Table 4: Location Identifiers - Provincial	48
PART 5: IRELAND, SHIPPING AND OVERSEAS	50
Ireland and the Isle of Man	50
Shipping Lines	53
Shipping Agents	54
Overseas Agencies	56

MIDLAND RAILWAY TICKET OFFICES AND AGENCIES

PART 1: INTRODUCTION

BACKGROUND

This paper deals with non-station issuing points in London, the provinces and further afield where Midland Railway tickets could be obtained. At first sight the number of such points within Britain and Ireland (approximately 275 at its peak) is surprisingly high, but it must be remembered that the Midland was competing with other railway companies for traffic over a very wide area, and particularly for the Anglo-Scottish passengers from London and the southern counties. It was therefore essential that the company made booking as simple as possible by providing a wide network of ticket outlets.

The information is mainly derived from Midland Railway public timetables, and is based on an analysis of all issues for the years 1880 to 1918 inclusive. Even before 1880, however, it is known that some arrangements had been made for the issue of Midland tourist tickets at places other than the company's stations.

The earliest references that have been found appear in the company's *Programme of Tourist Ticket Arrangements* in force from 1 August 1865, printed by Bemrose of Derby [MRSC Item 28596]. Page 22 gives a summary of all the destinations to which Midland tourist tickets were issued from King's Cross, which served as the Midland's London terminus from 1 February 1858 until 1 October 1868 when St. Pancras opened. An italicised footnote to this page reads as follows: '*Tourist Tickets from London for all the abovementioned places, can be obtained either at the "Midland Railway Booking Office, King's Cross Station," or at "Cook's Excursion and Tourist Office, 98, Fleet Street, (corner of Bride Lane)"*'.

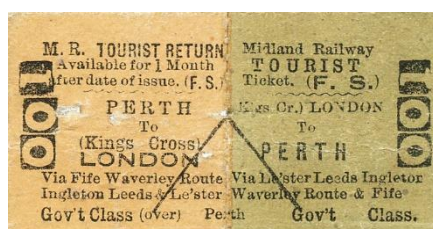


Fig. 1



Fig. 2

The initials '(F. S.)' on undated ticket 001 (*Fig 1*) from King's Cross to Perth via the Waverley route identify it as having been destined for issue at this office. The route was completed on 1 August 1862 and Thomas Cook & Son's office may by then have been open and able to offer the tickets immediately. The small perforations indicate that at some date the ticket was pinned to a memo either to or by the audit office and so withdrawn from issue for some unknown reason.

Page 20 of the *Programme* announces that on and after 1 June that year tourist tickets available for one month will be issued to Dublin in order to visit the Dublin International Exhibition. Those from twenty-six stations in the provinces were routed via Holyhead and the London & North Western Railway's tidal boats to North Wall; from another nine provincial stations travel was via Morecambe and the steamboat service to Belfast. Listed in the first group is Cudworth and there is a note to add that tickets were also issued at the Royal Hotel, Barnsley to include conveyance by omnibus to and from the Cudworth Station (the branch from Cudworth South Junction to Barnsley Court House did not open until 2 May 1870). This is possibly the first provincial agency ever to have issued the company's tickets, but more had opened by the end of the 1870s; outward half 291 (*Fig. 2*) is dated 4 August 1879 and the initials 'S.P.' identify it as having been issued at Stephenson Place in Birmingham, another office of Thomas Cook & Son.

The latest material found is in the July 1916 timetable, it is not surprising that publication of agency information ceased during the war years and it did not reappear later. No doubt many of the ticket outlets listed closed after 1916 and before the Midland became part of the London, Midland & Scottish Railway at the grouping on 1 January 1923. However, there is ticket evidence that at least one new issuing point was added and it would be surprising if, following the war, there were not more.

On 7 August 1912 the Midland Railway (LT&SR Purchase) Act 1912 received the Royal Assent and the London Tilbury & Southend Railway became Midland property, vesting for legal purposes being backdated to 1 January 1912. For operational purposes the lines became known as the Midland Railway (LT&S Section). Offices and agencies for this Section and for the earlier independent company are dealt with in Part 3.

Many of the agencies to be mentioned also issued tickets for railway companies other than the Midland, and the staff must have been skilled in directing potential passengers to the most appropriate carrier and dealing with the differing accounting practices of the ticket providers. A handful of such outlets are mentioned in the notes to the following tables but no attempt has been made at the herculean (and potentially futile) task of making a full analysis.

THE SOURCE MATERIAL

From 1880 onwards the commonest practice was for the Midland Railway to issue three timetables each year, one in March, April or May; one in July; and one in October. In some years, particularly during the early period, there were four issues and in others, particularly after 1912, there were only two. A full list can be found in the *Midland Railway Timetable Finding Aid*, which details the holdings of the Midland Railway Study Centre, of The National Archives [TNA] at Kew, and of the Railway Museum at York.

In the main the copies held by the MRSC are ones that have actually been issued to the public, while the bound volumes at TNA are official or proof copies that were retained in the company's possession. In many instances the TNA timetables have pages that do not appear in the MRSC copies and comparison leads to the belief that at least in the nineteenth century there were two editions, one for London with Pink Pages as described below and one for the provinces without such pages.

Pink Pages are only one of the several categories of timetable page which give details of outlets that are relevant to this study. Many are city or town offices of the company itself; a significant number are offices of Thomas Cook & Son, the best known of the travel agents and one that had a particular bond with the Midland. But there are many others, well spread across Greater London and the provinces.

These categories, and other sources used, can be summarised as follows, although it should be noted that sometimes an individual page or pages may have been omitted from one or more timetables in the date range given.

A – 'PINK PAGES' (LONDON): The earliest of these is a set of pages usually presented at the front of the timetable and printed on pink paper, these include changes in services and other information to which the company particularly wished to draw attention at that time. Pink pages appear reasonably consistently in TNA copies but are not found in many of the MRS copies. There is usually a panel on one such page that gives details of booking offices at which tickets available for travel from St. Pancras could be obtained, under headings (using a variety of fonts) which were changed from time to time as follows:

‘West End and City Booking Offices’: From November 1880 (the first appearance) to May 1892.

‘London (West End and City) Booking Offices’: July and October 1892.

‘London (West End, City and Dock) Booking Offices’: From May 1893 to October 1899 (the last appearance).

Exceptionally, the pages are on white paper in the May, July and October 1896 issues.

B – ‘GENERAL CARRIER PAGES’ (LONDON): A page headed **‘Midland Railway Company General Carriers’** appears in timetables from October 1884 to July 1894 and includes details of booking offices in London’s dockland that issued tickets available for travel from St. Pancras.

C – ‘RECEIVING OFFICE PAGES’ (LONDON): These pages list parcels collection or receiving offices. Many of these offices also issued tickets and the relevant entries in the list are marked by a footnote symbol. These headings were also changed from time to time, as follows:

‘Collection of Parcels in London’: From May 1892 (the first appearance) to July 1895.

‘Parcels Receiving Offices in London and Suburbs’: From October 1895 to October 1899.

‘London and Suburban Booking and Parcels Receiving Offices’: From May 1900 to July 1901. From May 1900 the page also includes a lower panel headed **‘Booking Offices only’**. The July 1901 issue is the first in which the offices (in both sections) are grouped together according to the Postal District in which the buildings were located. There were eight such districts, all denoted alphabetically – numbered sub-divisions were not introduced until 1917.

‘London City and Suburban Offices’: From October 1901 to October 1902. Use of the two panels continued.

‘London City and Suburban Booking and Parcel Receiving Offices’: In May and July 1903. Use of the two panels continued.

‘London Booking and Parcel Receiving Offices’: In October 1903 and January 1904. Use of the two panels continued.

‘Parcel Receiving Offices – London’: From April 1904 to July 1916. In October 1904 a third panel appears below that headed **‘Booking Offices only’** and is headed **‘Issue of Tickets by Messrs. Pickford (Ltd.)’**. In following issues the information is expanded to include other agents and given the wider heading **‘Issue of Tickets in Towns South of the Thames’**. These third panels have been checked for entries that are relevant both to Greater London and to the provinces.

The latest timetable held at the MRSC in which Receiving Office Pages (both London and provincial) are found is that for October 1912. In the volumes held by TNA, after that date these pages are not bound into the main body of the timetables but are placed at the back as part of a separate section with its own page numbering. It is thought that their continued updating and retention were for internal reference only and not made available to the public. The last such section is dated July 1916 and no later record has been found.

D – ‘PROVINCIAL PAGES’: A list of Midland Railway Parcels Receiving Offices in the provinces was included in timetables from the late 1880s, but not until the July 1899 issue was this put to the additional use of indicating, by footnote symbols, that some of these offices also issued passenger tickets. Again, there were changes to the heading used for these pages:

‘Parcels Receiving Offices in Provincial Towns, &c’: From July 1899 to July 1903.

‘Parcel Receiving Offices in Provincial Towns’: From October 1903 to January 1904.

‘Parcel Receiving Offices – Provinces’: From April 1904 to July 1905.

‘Offices and Agencies in the Provinces’: From October 1905 to July 1916.

E – ‘TOURIST PAGES’: Some timetables contain a page or pages dedicated to tourist arrangements. The earliest noted is in the May 1886 issue and deals with travel to visit the Edinburgh International Exhibition, announcing that ‘For the convenience of Visitors to this Exhibition, which opens on May 6th, First and Third Class Tourist Tickets available for return up to the end of December, will be issued to Edinburgh and Glasgow from May 1st to October 30th.’ A list of fares from many stations is given and a lowermost panel states that further particulars are available on application to those Midland stations, or ‘at the following Offices, where Tickets may also be obtained’. A list of nine London and nine provincial agencies is then given.

The May 1892 timetable includes a page covering bookings to the Continent via Hull and concludes with lists of offices at which tickets are issued. Listed in London are eighteen ‘West End and City Booking Offices’, two ‘L.B.& S.C. Company’s Offices’, eight offices of Messrs. Cook & Son and three ‘Other Offices’. Also given are nineteen ‘Offices in Other Towns’. For convenience, this has been treated as a Tourist Page although other categories of ticket are also offered.

The Tourist Ticket Programme for the 1865 season has already been mentioned, similar guides were issued as separate booklets, annually until the late 1890s and then bi-annually to reflect different arrangements for the summer and winter seasons. Such booklets were often (even usually) published in a month when no new timetable was issued. For example, the summer tourist programme for 1901 was published in May, two months in advance of the July timetable, and the winter programme for 1915 was published in November, one month after the October timetable. Some of the timetables that have been seen have a complete copy of a tourist programme bound in; the July issues for 1902 to 1909 held at TNA each incorporate a copy of the summer programme which includes a consolidated list of those London and provincial offices at which tourist tickets are issued.

The information given in the Tourist Pages (whether or not they are bound in) is not necessarily consistent with that which appears on other pages of the closest-dated timetable. This will have been due to inertia (whether deliberate or not) in changing one or other of the documents and it is often impossible to second-guess which has been affected. The only safe approach is to record for each office or agency the earliest and latest dates shown in any of the company’s publications and this is the discipline which has been adhered to. Any particularly significant discrepancies are mentioned in the notes which follow the tables.

F – ‘COOK’S PAGES’: Advertising pages placed by Thomas Cook & Son and often printed on orange, yellow or buff paper, they appear reasonably consistently from November 1880 to May 1889 and again from May 1892 to July 1911. These list Cook’s offices in Britain and overseas and have been helpful in providing a cross-check on the company’s addresses. It has been concluded that the inclusion of an office does not necessarily mean that such office issued Midland Railway tickets of any description other than, perhaps, coupons printed by or for Cook for use as part of a tour booklet (not considered to be within the scope of this work).

Additional principal source material used is as follows; other works are acknowledged in the text.

G – LONDON GAZETTE SUPPLEMENT: Both the *London Gazette* and *Edinburgh Gazette* published, in late February for many years from 1901 onwards, a Supplement provided by the Inland

Revenue entitled 'Copy of Bankers' Returns made in pursuance of the Act 7th & 8th Victoria, cap. 32'. For each firm engaged in banking, which Thomas Cook & Son will have been by virtue at least of its foreign exchange business, the published part of the Return lists the Name, Residence and Occupation of the Persons of whom the Company or Partnership consists and the Names of Places where the Business is carried on. The Returns are fully searchable on line, free of charge, via www.thegazette.co.uk.

It is assumed that each year's return is based on information correct for the end of the preceding year and that the addresses given are of premises which Cook either owned, or more usually leased, and at which they carried out banking activities. It is clear from other records that the firm also had a presence in many other establishments throughout the country, at which railway tickets were issued and other non-banking activities carried out. This could have been either in Cook's own name or under the name of some other party acting in conjunction with Cook or as its agent.

The Supplement to the *London Gazette* has been used for all entries except those for 1919; a copy of this is not readily available and the data for that year is taken from the *Edinburgh Gazette*.

H – JOURNAL OF THE TRANSPORT TICKET SOCIETY: Pages 304, 447, 472-3 and 498 of the *Journal* for 1993 contain a series of notes on, and illustrations of, tickets issued at Midland Railway agencies.

I – TICKETS: Tickets themselves.

Although it was not relied upon when compiling the following Tables, mention should also be made of an article in Midland Railway Society *Journal* No. 23 (page 15) based on unidentified papers in a private collection. No official source consulted has confirmed any of the information that is given.

The article deals with inter-company economies during the First World War and lists a number of cities and towns where the Midland decided to work more closely with another company and to close down competing facilities. Closure is recorded of four 'Passenger Agencies' – in Aberdeen on 3 April 1918, Exeter on 30 December 1918, Southampton on 10 February 1919 and Woking (Joint Midland and LNW) in November 1914; no other record of any of these has been found.

Tables 1 and 3 each allocate Reference Numbers to the known offices and agencies. Each also has a column headed 'LAST', in which an asterisk indicates that ticket issue may have continued after July 1916. The article states that at Cambridge (Ref. 240.1) the Town Office booking work was taken over by the Great Eastern Railway from 1 February 1918 and that the Harrogate office (Ref. 266) closed on 14 June 1919. In Ireland it also notes that the work at Dublin (presumably North Wall) was transferred to Laird Line Limited on 1 August 1920.

Other 'Town offices' are stated to have been closed 'as a result of the war', with no dates being quoted. In London these were at 10a New Bond Street (Ref. 7), 247 High Holborn (Ref. 26.1), 183 Strand (Mid & LNW Joint) (Ref. 27.4), 10 Commercial Road (Ref. 28), 35 Camomile Street (Ref. 29.1) and 25 Regent Street (Ref. 61). Two provincial offices are also included, at 16 High Street, St. Albans (Mid & LNW Joint) (Ref. 384.1) and 34 Pinstone Street, Sheffield (Ref. 366).

MIDLAND RAILWAY TICKET OFFICES AND AGENCIES

PART 2: LONDON – THE MIDLAND RAILWAY MAIN SYSTEM

INTRODUCTION

The principal information sources from which Table 1 that follows is compiled are the Pink Pages and the London Receiving Office Pages. As already stated, those offices which also issued tickets are marked by a footnote symbol, which is usually an asterisk*, and the associated footnote reads ‘At Receiving Offices marked * passenger tickets (Ordinary – Tourist in the Season – and Excursion) are issued at the St. Pancras fares, and are available from that station and dated to suit the convenience of passengers.’ An abbreviated version of this was used in later years and from May 1912, somewhat strangely, Week-end tickets were added to the list of those available. Possibly this was for the avoidance of doubt, the designation ‘Week-End Excursion’ had been used for such tickets from their introduction in the 1880s until it was changed to, simply, ‘Week-End’ early in 1901. Week-End tickets issued at agencies are known from the early 20th century and it can be taken that they were included in the Excursion category. Some offices were limited to the issue of Ordinary Tickets only, others issued tickets available for travel from a station other than St. Pancras. Such variations are dealt with in the notes that follow the table. The General Carrier Pages, Tourist Pages and Cook’s Pages have also been checked.

The outbreak of World War One led to many travel restrictions. Britain declared war on Germany on 4 August 1914 and this seems to have led to an immediate, nationwide suspension of excursion and other cheap bookings. Over the remainder of the year the Midland Railway’s Excursion Train Notices reveal a gradual resumption of some excursion traffic by ordinary (but not special) trains but early 1915 saw the start of a series of suspension and cancellation notices, culminating with Notice 32 issued on 23 March 1915 and baldly stating that ‘All excursion bookings (half-day, day and period) must be suspended on and after March 29th’. This included week-end tickets and the footnote in the October 1915 timetable was therefore amended to state that Ordinary and Tourist tickets will be issued at the marked offices. Worse was to follow, from 1 May 1916 all tourist bookings were suspended by order of the Railway Executive Committee and the July 1916 footnote thus refers to the issue of Ordinary tickets only.

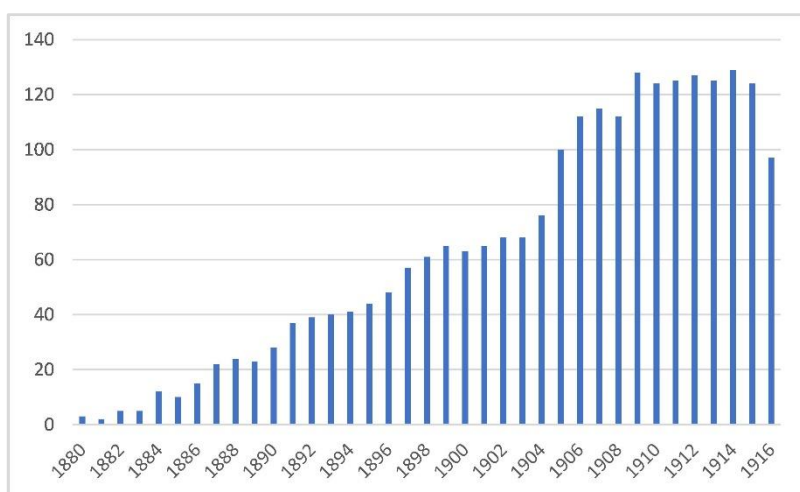


Fig 3

NUMBER OF LONDON AGENCIES

The chart above (*Fig. 3*) shows the growth of the ticket issuing network in what is today Greater London. The total given is that for July (or the closest public timetable month thereto) each year. Starting from small beginnings there was steady growth until the early years of the twentieth century, with a significant increase from 1904 to 1905 followed by further growth to a maximum of 129 outlets in 1914. Inevitably war took its toll, although perhaps not as severely as may have been expected. It is

very likely that a further drop from the July 1916 figure of 97 occurred although ticket evidence makes it clear that activity continued until the grouping and that many of the Midland agencies probably continued to serve LMS passengers.

Details of the offices and agencies are given in two tables. Table 1 comprises six columns; the first (REF) gives a reference number, allocated in date order based on the first appearance of the office concerned. The same number is used with a decimal point when any significant change has been made, e.g. a move of premises or a change of ownership. The second column (DIS) shows within which London Postal District the building lay, with the added abbreviation 'SoFT' being used for 'South of the Thames' and indicating an office that would now be within Greater London but at the time lay outside the eight Postal Districts.

The third and fourth columns give the owner or name of the office and its address. The owner or name is shown as it appears, e.g. the abbreviation Thos. Cook & Son is consistently used. The address is given in the fullest form that can be gleaned from the source material. Square brackets enclosing any entry indicate a degree of uncertainty and that reference should be made to the notes following the table. If an entry for Thos. Cook & Sons in column three is in bold then that office is one of those included in the *London Gazette*. Columns five and six give the earliest and latest dates on which the details shown in columns three and four appear in any timetable or tourist programme. In column six a zero (0) indicates no further entries, i.e. column five gives the month of the only appearance noted; and an asterisk (*) notes that the office is included in the final list, dated July 1916, and may well have continued issuing tickets after that date. If the words 'Ticket only' span these two columns then no timetable or other record has been found for the office or agency indicated on that ticket.

Table 1 is followed by a series of notes, given in reference number order but ignoring the decimal points. They include brief historical details, deal with apparent anomalies and cover any other points of interest. Many are preceded by one or more full size illustrations of relevant tickets, using properly issued and dated examples wherever possible. Tickets recorded as being undated fall into two categories, the first being those which were actually held in stock at the office or agency concerned but were returned to the Midland's audit office either when the premises were closed or for some other reason. The second, typically tickets with serial numbers such as 050, 100 etc., are proof or specimen copies produced for internal company reasons. The available evidence establishes beyond reasonable doubt that properly serial-numbered tickets in accordance with these copies will have been printed for issue to passengers at the locations identified thereon.

Table 2, which follows the notes to Table 1, lists the known identifiers and relates them to the offices and agencies concerned. An introductory note explains their importance.

TABLE 1: LONDON OFFICES AND AGENCIES

REF	DIS	OFFICE	ADDRESS	FIRST	LAST
1	EC	Thos. Cook & Son	98 Fleet Street (corner of Bride Lane)	1865/07	0
1.1	EC	Thos. Cook & Son	Ludgate Circus	1877/07	*
2	WC	Midland Railway	445 West Strand	1877/07	1895/10
2.1	WC	Thos. Cook & Son	445 Strand	1896/05	1897/07
2.2	WC	Thos. Cook & Son	Forecourt, Charing Cross Terminus	1898/05	*
3	W	[L.B. & S.C. Co's Office]	40 Regent's Circus, Piccadilly	1877/07	1881/05
3.1	W	L.B. & S.C. Co's Office	28 Regent Circus, Piccadilly	1882/02	1893/05
3.2	W	L.B. & S.C. Co's Office	28 Regent Street	1886/10	1899/05
4	WC	L.B. & S.C. Co's Office	8 Grand Hotel Buildings, Trafalgar Square	1882/05	1904/01
5	NW	Thos. Cook & Son	Euston Road	1881/05	1898/07
5.1	NW	Thos. Cook & Son	Euston Road (corner St Pancras Station)	1895/10	1900/10

Part 2: London - The Midland Railway Main System

REF	DIS	OFFICE	ADDRESS	FIRST	LAST
5.2	NW	Thos. Cook & Son	Euston Road (front of St Pancras Station)	1901/07	*
6	SW	Midland Railway	5 Trafalgar Buildings, Northumberland Avenue	1884/07	1885/10
6.1	SW	Midland Railway	5 Charing Cross (corner of Northumberland Avenue)	1886/05	1911/10
7	W	Midland Railway	10a New Bond Street	1884/10	*
8	W	Midland Railway	"Gloucester" Office, 495 Oxford Street	1885/05	1908/10
8.1	W	Midland Railway	496 Oxford Street	1909/04	1910/10
8.2	W	Midland and L. & N.W. Joint Office	496 Oxford Street	1911/07	*
9	E	Midland Railway	Royal Albert Dock	1885/05	1892/10
9.1	E	Central Office	Royal Albert Dock	1893/05	*
10	E	Midland Railway	Victoria Dock	1885/05	*
11	E	Midland Railway	Poplar Dock	1885/05	1915/10
12	W	Midland Railway	272 Regent Circus, Oxford Street	1886/05	1901/04
12.1	W	Midland Railway	272 Regent Street (Oxford Circus)	1901/07	1915/10
13	EC	Midland Railway	13 Aldersgate Street	1886/07	*
14	EC	Midland Railway	33 Cannon Street	1886/07	*
15	EC	Thos. Cook & Son	Corner Leadenhall & Gracechurch Streets	1886/07	1888/05
15.1	EC	Thos. Cook & Son	99 Gracechurch Street	1887/05	*
16	W	Thos. Cook & Son	35 Piccadilly	1887/05	1890/06
16.1	W	Thos. Cook & Son	33 Piccadilly	1889/05	1903/10
16.2	W	Thos. Cook & Son	38 & 39 Piccadilly	1904/01	*
17	W	Thos. Cook & Son	82 Oxford Street	1888/05	1908/10
17.1	W	Thos. Cook & Son	86 Oxford Street	1909/04	*
18	W	Midland Railway	109 Tottenham Court Road	1888/05	1908/10
18.1	WC	Midland Railway	170 Tottenham Court Road	1909/04	1910/10
18.2	WC	Midland and L. & N.W. Joint Office	170 Tottenham Court Road	1911/07	*
19	SW	Midland Railway	9 Sloane Square	1888/05	1895/05
20	SW	Thos. Cook & Son	Craven House, Northumberland Avenue	1888/05	1888/07
21	WC	Thos. Cook & Son	First Avenue Hotel	1888/07	*
22	WC	Thos. Cook & Son	Hotel Metropole	1888/07	1915/10
23	W	Thos. Cook & Son	Langham Hotel	1888/07	*
24	W	Midland Railway	1 Piccadilly Mansions, Piccadilly Circus	1890/06	1890/10
24.1	W	Midland Railway	1 Shaftesbury Avenue	1891/05	1899/05
25	WC	Midland Railway	38 Cranbourne Street	1891/05	1899/07
25.1	WC	Midland Railway	38 Cranbourn Street	1899/10	*
26	WC	Midland Railway	101 High Holborn	1891/05	1898/07
26.1	WC	Midland Railway	247 High Holborn	1898/10	*
27	WC	Midland Railway	267 Strand	1891/07	1899/10
27.1	WC	Midland Railway	183 Strand	1899/10	1905/03
27.2	WC	Midland Railway	179 Strand	1905/07	1910/04
27.3	WC	Midland Railway	183 Strand	1910/07	1910/10
27.4	WC	Midland and L. & N.W. Joint Office	183 Strand	1911/07	*
28	E	Midland Railway	10 Commercial Road	1891/07	*
29	EC	Midland Railway	The Four Swans, 36 Camomile Street	1891/07	1898/07
29.1	EC	Midland Railway	The Four Swans, 35 Camomile Street	1898/10	*
30	SW	Midland Railway	189 Victoria Street	1891/07	*

Part 2: London - The Midland Railway Main System

REF	DIS	OFFICE	ADDRESS	FIRST	LAST
31	NW	Red Cap Office	6 Camden Road	1891/07	1907/07
31.1	NW	G.W. Co.'s Office	6 Camden Road	1905/07	*
32	N	Alfred Myers	1A Pentonville Road	1891/07	*
33	W	Empire Office	30 Silver Street, Notting Hill Gate	1891/07	1907/10
33.1	W	Empire Office	27 High Street, Notting Hill Gate	1892/10	0
33.2	W	Empire Office	210 Church Street, Kensington	1908/04	*
34	EC	Midland Railway	Ludgate Circus	Ticket only	
34.1	EC	Midland Railway	3 St. Bride Street	Ticket only	
34.2	EC	Midland Railway	Ludgate Circus	1892/05	1902/05
35	SW	Midland Railway	13 Park Side, Knightsbridge	1892/05	1903/07
36	NE	Midland Railway	122 Mare Street, Hackney	1892/05	1902/05
36.1	NE	Midland Railway	141 Mare Street, Hackney	1902/10	*
37	W	Midland Railway	170 Queen's Road, Bayswater	1892/07	1910/10
37.1	W	Midland and L. & N.W. Joint Office	170 Queen's Road, Bayswater	1911/07	*
38	EC	Jakins & Co.	96 Leadenhall Street	1893/05	1893/07
38.1	EC	Jakins & Co.	99 Leadenhall Street	1893/07	1894/10
38.2	EC	Jakins & Co.	50a & 52a Leadenhall House, 99 Leadenhall Street	1893/10	1904/10
38.3	EC	Thos. Cook & Son	99 Leadenhall Street	1905/03	*
39	SW	Army & Navy Stores	105 Victoria Street	1893/05	*
40	SW	Sewell & Crowther	11 Onslow Place, South Kensington	1893/07	*
41	SW	Thos. Cook & Son	13 Cockspur Street	1893/07	1912/10
41.1	SW	Thos. Cook & Son	125 Pall Mall (Corner of Cockspur Street)	1913/07	*
42	EC	Civil Service Supply Association	136 Queen Victoria Street	1894/07	*
43	SW	Midland Railway	15 King's Road, Chelsea	1896/05	1915/10
43.1	SW	Midland Railway	33 Sloane Square, Chelsea	1916/07	*
44	EC	Viaduct Office	71 Hatton Garden	1896/05	1915/10
45	EC	Lavington Brothers	69 Old Bailey	1896/05	1915/10
46	WC	Alfred Myers	343 Gray's Inn Road	1896/05	*
47	SE	Midland Railway	Catherine Wheel, High Street, Borough	1896/05	*
48	W	Thos. Cook & Son	21 High Street, Kensington	1897/07	*
49	WC		Hotel Cecil, Strand	1897/07	1900/10
49.1	WC	International Sleeping Car Co.	Hotel Cecil, Strand	1901/05	1901/10
49.2	SW	International Sleeping Car Co.	20 Cockspur Street	1902/05	1915/10
50	SW	Harrod's Stores	Brompton Road	1897/07	*
51	WC		4 and 6 Bedford Street	1897/07	1898/10
51.1	WC	Civil Service Supply Association	4 to 6 Bedford Street	1899/05	*
52	WC	Thos. Cook & Son	Hotel Victoria	1897/07	*
53	SW	Sewell & Crowther	21 Cockspur Street	1897/07	1900/10
54	W	[Thos. Cook & Son]	Mr Whiteley's	1880s	1900/10
54.1	W	W. Whiteley Ltd.	Westbourne Grove	1902/07	1911/10
54.2	W	Thos. Cook & Son	Whiteley's, Westbourne Grove	1908/07	1911/05
54.3	W	W. Whiteley Ltd.	151 Queen's Road, Bayswater	1912/05	*
55	E	J.R. Roberts Stores	74 to 92 and 96, Broadway, Stratford	1897/10	*
55.1	E	J. R. Roberts Stores	74 to 92 and 96, Broadway, Stratford	1906/04	1915/10
56	W	Midland Railway	40 High Street, Kensington	1898/05	1902/07

Part 2: London - The Midland Railway Main System

REF	DIS	OFFICE	ADDRESS	FIRST	LAST
56.1	W	Midland Railway	147 High Street, Kensington	1902/11	*
57	SE	C. & C. Tuff	16 & 17 High Street, Woolwich	1898/05	1899/10
57.1	SE	Tuff & Hoar Ltd.	16 & 17 High Street, Woolwich	1900/05	*
58	SE	C. & C. Tuff	7 Nelson Street, Greenwich	1898/05	1899/10
58.1	SE	Tuff & Hoar Ltd.	7 Nelson Street, Greenwich	1900/05	1905/03
58.2	SE	Tuff & Hoar Ltd.	3 Nelson Street, Greenwich	1905/07	*
59	EC	Midland Railway	The Atlas, 37 Primrose Street	1899/05	*
60	SE	Midland Railway	228 Westminster Bridge Road	1899/05	1908/10
60.1	SE	Midland Railway	177 Westminster Bridge Road	1909/04	1910/10
60.2	SE	Midland and L. & N.W. Joint Office	177 Westminster Bridge Road	1911/07	*
61	SW	Midland Railway	25 Regent Street	1899/07	*
62	EC	Thos. Cook & Son	Victoria Embankment, De Keyser's Royal Hotel	1899/07	1900/10
62.1	EC	Thos. Cook & Son	Royal Hotel, Blackfriars (Victoria Embankment)	1901/05	1907/10
63	EC	Midland Railway	Donegal House, 2 Monument Street	1899/07	1899/10
64	W	Thos. Cook & Son	Carlton Hotel, Haymarket	1899/10	1914/10
65	EC	Midland Railway	1 Monument Square	1900/05	1911/10
65.1	EC	Midland Railway	14 Monument Street	1912/05	*
66	EC	Mrs. Kendall	28 Eldon Street	1900/05	1910/07
66.1	EC	M. K. Kendall Ltd.	28 Eldon Street	1910/10	1915/10
67	EC	Thos. Cook & Son	81 Cheapside	1900/07	*
68	SE	Mr. Coldman	21 Westow Street, Upper Norwood	1901/07	*
69	SE	Midland Railway	223 Blackfriars Road	1901/05	1908/10
69.1	SE	Midland Railway	233-234 Blackfriars Road	1909/04	1910/10
69.2	SE	Midland and L. & N.W. Joint Office	233-234 Blackfriars Road	1911/07	*
70	WC	Thos. Cook & Son	Hotel Russell, Russell Square	1901/05	*
71	NW	Midland Railway	Midland Railway Tourist Office, St Pancras Station	1901/07	1902/10
72	W	Midland Railway	2 Harrow Road	1901/10	1908/10
73	SW	Maskell & Co	"Castle", 191 Fulham Road, South Kensington	1901/10	1909/10
74	EC	Brasch & Rothenstein	44a & 45 Fore Street	1903/05	1904/10
75	EC	Midland Railway	129 Finsbury Pavement, Finsbury	1903/05	*
76	E	Mr. Kahan	106 Commercial Road	1903/10	1905/10
76.1	E	I. Kahan & Co.	106 Commercial Road	1903/10	*
77	SW	Midland Railway	38 Knightsbridge	1903/10	1904/01
77.1	SW	Midland Railway	137 Knightsbridge	1904/04	1908/10
77.2	SW	Midland Railway	106 Knightsbridge	1909/04	1910/10
77.3	SW	Midland and L. & N.W. Joint Office	106 Knightsbridge	1911/07	*
78	SW	Civil Service Cooperative Society Ltd.	28 Haymarket	1904/01	1915/10
79	E	Midland Railway	Tilbury Docks	1904/04	*
80	WC	Thos. Cook & Son	Hotel Savoy	1904/04	*
81	EC	Midland Railway	22 St. John's Square, Clerkenwell	1906/04	*
82	EC	Midland Railway	62 St. John's Square, Clerkenwell	1904/07	1905/10
82	E	Midland Railway	666 Commercial Road	1904/07	1908/10
83	NE	Midland Railway	79 High Street, Kingsland	1904/07	1908/10
84	WC	Thos. Cook & Son	122 High Holborn	1904/07	*
85	N	C.A. Boulton	Archway Booking Office, Upper Holloway Road	1904/10	1914/07

Part 2: London - The Midland Railway Main System

REF	DIS	OFFICE	ADDRESS	FIRST	LAST
86	EC	Pickford's Ltd.	2 Great Tower Street	1904/10	1909/10
87	SW	Pickford's Ltd.	42 Kew Bridge Road, Brentford	1904/10	1907/10
87.1	SW	Pickford's Ltd.	44 Kew Bridge Road, Brentford	1908/04	1908/10
87.2	SW	Pickford's Ltd.	43 Kew Bridge Road, Kew Bridge	1909/04	1915/10
88	SW	Pickford's Ltd.	156 Brompton Road	1904/10	*
89	SE	Pickford's Ltd.	Old Palace Yard, Croydon	1904/10	1910/10
89.1	SE	Pickford's Ltd.	112a George Street, Croydon	1911/05	*
90	N	Pickford's Ltd.	near Boundary, High Road, Tottenham	1904/10	1915/10
91	NE	Pickford's Ltd.	400 Hoe Street, Walthamstow	1904/10	*
92	SofT	Pickford's Ltd.	137 Beckenham Road, Penge	1904/10	1907/10
92.1	SofT	Pickford's Ltd.	143 Beckenham Road, Penge	1908/07	*
93	EC	Pickford's Ltd.	57 Gresham Street	1905/03	1915/10
94	SE	Pickford's Ltd.	40 Long Lane, Borough	1905/03	1915/10
95	E	Pickford's Ltd.	107 High Street, Poplar	1905/03	1910/04
95.1	E	Pickford's Ltd.	170 to 176 High Street, Poplar	1910/07	1915/10
96	SW	Pickford's Ltd.	Munster Road, Fulham	1905/03	1915/10
97	SofT	Carter, Paterson & Co.	11 East Street, Bromley, Kent	1905/03	*
98	SofT	Carter, Paterson & Co.	High Street, Eltham	1905/03	1914/10
99	SofT	Carter, Paterson & Co.	Marshall Road, Sutton, Surrey	1905/03	1915/10
100	EC	Midland Railway	Whitecross Street Goods Station	1905/03	*
101	E	Raffalovitch, Elstein & Rivlin	86 Brick Lane	1905/03	1907/10
102	SE	Thos. Cook & Son	11 New Road, Woolwich	1905/03	1907/04
102.1	SE	Thos. Cook & Son	Corner of New Road & Cross Street, Woolwich	1907/07	1907/10
102.2	SE	Thos. Cook & Son	29 New Road, Woolwich	1908/04	*
103	SE	Mr. Coldman	4 Grand Parade, High Street, Croydon	1905/03	*
104	SE	Mr. A. C. Barnes	95 Dartmouth Road, Forest Hill	1905/07	1915/10
105	SE	G. B. & C. Bullock & Co.	61 Gibbon Road, Nunhead	1905/07	1906/10
105.1	SE	G. B. & C. Bullock & Co.	901 Old Kent Road	1907/04	1909/10
106	SW	Payne & Birdseye	144 High Road, Streatham	1905/07	1906/07
106.1	SW	Payne & Birdseye	336 High Road, Streatham	1906/10	*
107	NW	Carter, Paterson & Co.	176D High Street, Camden Town	1905/07	1905/10
107.1	NW	Carter, Paterson & Co.	32 Chalk Farm Road	1906/04	1915/10
108	SW	Mr. W. Checkley	20 Battersea Park Road	1905/07	1906/04
109	W	Continental Daily Parcels Express	72 Regent Street	1905/10	1915/10
110	EC	Bean & Co.	319 City Road	1905/10	0
111	EC	Salvation Army International ...	SAI Emigration Office, 27 Queen Victoria Street	1906/04	1907/10
111.1	EC	Salvation Army International ...	SAI Emigration Office, 122-124 Queen Victoria Street	1908/04	*
112	W	Pickford's Ltd.	37 Sloane Street	1906/04	1910/10
113	W	Raffalovitch, Elstein & Rivlin	18a New Oxford Street	1906/04	1906/10
114	SE	Pickford's Ltd.	125 High Road, Lee, Kent	1906/04	*
115	E	Thos. Cook & Son	117 High Street, Whitechapel	1906/07	1914/10
116	W	Kemp & Co.	Ealing Common, next District Railway	1906/07	0
117	SW	Pickford's Ltd.	55 Canterbury Road, Brixton	1906/07	1914/07
117.1	SW	Pickford's Ltd.	9 Station Road, Brixton	1914/10	*
118	SW	E. A. Medus & Co.	Church Road, Barnes	1906/07	1915/10

Part 2: London - The Midland Railway Main System

REF	DIS	OFFICE	ADDRESS	FIRST	LAST
119	Soft	Mr Edmund Horne	High Street, Hounslow	1906/07	0
120	W	Pascall's Ltd.	46 Bridge Road, Hammersmith	1906/10	1908/04
121	W	Wills, Sola & Co.	44 The Mall, Ealing	1906/10	0
122	SW	C.G.T. Butler & Co.	114 Northcote Road, Clapham Junction	1906/10	1909/10
122.1	SW	Butler & Son	118 Northcote Road, Clapham Junction	1910/04	*
123	SW	Pickford's Ltd.	8 Grove Road, Balham	1907/04	1915/10
124	W	Automobile Club	119 Piccadilly	1907/07	1911/10
124.1	SW	Royal Automobile Club	Pall Mall	1912/05	1912/10
125	SW	Thos. Cook & Son	Grosvenor Hotel, L.B. & S.C. Railway, Victoria Station	1907/07	*
126	WC	Thos. Cook & Son	378 Strand	1907/07	*
127	SW	A.A. Henry & Co.	1, 2 and 3 Bridge Street, Richmond	1907/10	1910/10
128	E	Mr. A.W. May	142 High Street North, East Ham	1908/04	1909/10
128.1	E	Mr. A.W. May	142 High Street North, East Ham	1912/05	1915/10
129	SE	London Parcels Delivery Co. Ltd.	1 Church Street, Broadway, Deptford	1908/10	1914/10
130	EC	L. & N. W. Office	15 Queen Street, Cheapside	1909/04	*
131	EC	L. & N. W. Office	116 Holborn	1909/04	*
132	EC	L. & N. W. Office	Spread Eagle, 8 Whittington Avenue, Leadenhall Market	1909/04	*
133	W	L. & N. W. Office	33 High Street, Kensington	1909/04	*
134	W	L. & N. W. Office	Griffin's Green Man & Still, 151 Oxford Street	1909/04	1915/10
134.1	W	Midland and L. & N.W. Joint Office	Griffin's Green Man & Still, 151 Oxford Street	1916/07	*
135	E	L. & N. W. Office	65 Aldgate	1909/04	*
136	E	L. & N. W. Office	41 Barking Road, Canning Town	1909/04	*
137	SE	L. & N. W. Office	Surrey Office, 136-138 Newington Causeway	1909/04	*
138	WC	L. & N. W. Office	43 New Oxford Street	1909/04	*
139	N	L. & N. W. Office	Angel Office, 5 Pentonville Road, Islington	1909/04	*
140	SW	L. & N. W. Office	Eclipse Office, 169b Fulham Road	1909/04	*
141	SW	L. & N. W. Office	Hotel Windsor, Victoria Street	1909/04	*
142	SW	L. & N. W. Office	34 Parliament Street	1909/04	*
143	W	Midland Railway	231 Edgware Road	1909/04	1910/10
143.1	W	Midland and L. & N.W. Joint Office	231 Edgware Road	1911/07	*
144	E	North London Railway	Poplar Station	1909/04	*
145	NE	North London Railway	Dalston Junction Station	1909/04	*
146	W	Thos. Cook & Son	Selfridge & Co, 416 Oxford Street	1909/04	*
147	EC	L. & N. W. Office	64-66 Old Street	1909/05	*
148	WC	L. & N. W. Office	Golden Cross, Charing Cross	1910/04	1911/10
148.1	WC	Midland and L. & N.W. Joint Office	Golden Cross, Charing Cross	1912/05	*
149	SW	Payne & Birdseye	5 The Pavement, Wimbledon	1910/04	*
150	EC	Pickford's Ltd.	21a Lime Street	1910/07	1912/05
150.1	EC	Pickford's Ltd.	15 Cullum Street, Lime Street	1914/05	1915/11
151	SW	Mr. G.M. Martyn	4 High Street, Putney	1910/10	*
152	N	Collings & Co.	Rosemont Parade, North Finchley	1911/07	1915/10
153	SW	E.A. Medus & Co.	7 Lower George Street, Richmond	1911/07	1915/10
154	Soft	Mr. W. Coldman	1a The Promenade, High Street, Sutton	1911/10	*
155	NE	Adams & Co.	769 High Road, Leytonstone	1912/05	1915/10
156	W	W.G. Palmer	5 West Kensington Terrace, 76 North End Road	1913/10	1915/10

REF	DIS	OFFICE	ADDRESS	FIRST	LAST
157	E	J. Bodger	113-119a High Road, Ilford	1913/10	1915/10
158	NW	A.S. Applebee	37 Cheapside, Golders Green	1913/10	1915/10
159	WC	Thos. Cook & Son	Imperial Hotel, Russell Square	1914/05	*
160	W	L. & N.W. & Midland Joint Office	Hammersmith & Chiswick Station	Ticket only	
161	W	Spread Eagle	Piccadilly Circus	Ticket only	

NOTES TO TABLE 1



Fig. 4

1: The ticket with the identifier '(F. S.)' illustrated in the introduction (Fig. 1) was printed for issue at Thomas Cook & Son's office in 1865. At 98 Fleet Street this lay on the south side of the road, very near Ludgate Circus, and was the precursor to the much larger premises on the north side of Fleet Street, shown as Nos. 105, 106 and 107 in the 1882 *Post Office Directory*. These formed Cook's head office which, under the appellation 'Ludgate Circus', is always the first entry on the list in the *London Gazette Supplement*. *Kelly's Directory* for 1910 and the Ordnance Survey 25 inch map (London sheet V.10 Revised 1914) establish it as a large block situated on the west side of Ludgate Circus with frontage to the north side of Fleet Street and to St. Bride Street. It is always shown as 'Cook's Tourist Office, Ludgate Circus' on the Tourist Pages of Midland timetables. See also Note 34. Local Excursion ticket 300 (Fig. 4) is undated.

2: 445 West Strand was the earliest Midland Railway non-station ticket issuing office to be opened; illustrated on the back cover is the announcement that appears in the July 1877 Tourist Programme. It shows that Thomas Cook & Son shared the premises to conduct the business of overseas travel, but presumably refraining from issuing Midland tickets. The office is shown on the Pink Pages from

November 1880 to October 1894 and on the Receiving Office Pages from May 1892 to October 1895. Presumably the Midland then withdrew as Cook is shown as issuing Midland tickets at this office from May 1896. This is also the case in July 1897 and such issue continued in May 1898 after the office had moved across the road on to the Charing Cross forecourt. The *London Gazette Supplement* shows the latter premises continuing in use until at least 1922.

3: An extract from 1882 Post Office Directory.

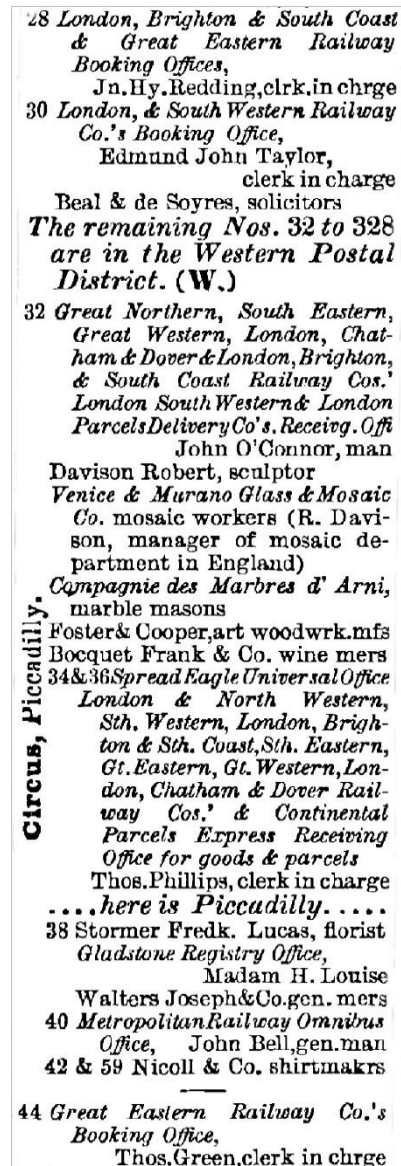


Fig. 5

As yet, the presence of a London, Brighton & South Coast Railway office at No. 40 Regent's Circus can only be assumed. The address (with no name) is shown on the front covers of Tourist programmes for July 1877 and May 1881 and the first appearance of a named LBSC office is on the Tourist Page for February 1882 at 28 Regent Circus, Piccadilly. No London directory for any of the years 1877-1881 has been located; and the closest available is (frustratingly) the 1882 *Post Office Directory*. The extract (Fig. 5) from this is worthy of reproduction to show the concentration of railway interests at what became known as Piccadilly Circus from the mid-1880s.



Fig. 6

After 1882 the 28 Regent Circus address continues to be shown on Tourist Pages and also appears on Receiving Office Pages from May 1892 (their first appearance) until May 1893. The Regent Street version of the address is used on the Pink Pages from its first appearance in October 1886 and on all pages from May 1893 onwards. Ordinary single 197 (Fig.6) is dated 8 July 1889.



Fig. 7

5: Cook's Tourist Office, Euston Road is shown on Pink Pages from May 1882 to May 1884. It then reappears on Tourist Pages in May 1886 (possibly then issuing tourist tickets only), continuing until July 1898. It is back on the Pink Pages in October 1895 as 'Euston Road (corner St Pancras Station)' and remains so until October 1900; it is also shown as such on Receiving Office Pages in 1900. From July 1901 all pages show 'Euston Road (front of St Pancras Station)', presumably thought to be somewhat more impressive! The outward half

of Long Date Excursion ticket 678 (Fig. 7) is dated 4 April 1901.

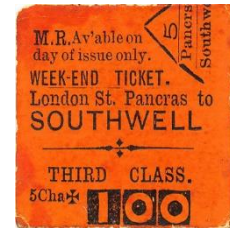


Fig. 8

6: This seems more likely to have been a change in (or correction to) the address of the building, rather than any move of premises. The outward half of Week-End ticket 100 (Fig. 8) is dated 2 June 1906.



Fig. 9

8: The 'Gloucester' name is shown on Day Excursion ticket 000 (Fig. 9). Its loss, at the same time as the small change in the number of the building, does suggest a change of premises, possibly moving just across the road.

9-11: The earliest reference to ticket agencies in dockland appears on page 110 of the October 1884 timetable as part of the General Carriers page. This includes the statement that 'A BOOKING OFFICE FOR PASSENGERS has been opened at the Midland Railway Co's Offices near the Central Station ROYAL ALBERT DOCKS, where... Tickets are issued for travelling from the ST. PANCRAS STATION to all parts of the Midland System and beyond. TICKETS for travelling from ST. PANCRAS STATION can also be obtained at the Midland Railway Goods Offices, VICTORIA DOCKS.' Under the heading 'POPLAR DOCK AND STATION' this is said to be 'situated in close proximity to the Poplar Passenger Station on the Blackwall Branch'

with the information that 'Tickets are issued for travelling from the ST. PANCRAS STATION to all parts of the Midland System and beyond'. It seems safe to assume that issue took place from the company's goods station situated at the end of a 19 chains branch from a junction with the Great Eastern just east of its passenger station.

These offices first appear on the Pink Pages in May 1893 under a separate heading 'DOCK OFFICES' and are there listed as Central Office, Royal Albert Dock; Midland Office, Poplar Dock; and Midland Office, Victoria Dock. The reference to the 'Central Office' at Royal Albert Dock raises the question as to whether this really was at any time in Midland ownership.

12: This is occasionally shown as 'Regent's Circus'. The same (albeit incorrect) variation is found for the LBSC office the subject of Note 3.



Fig. 10



Fig. 11

15: This office was first shown on the Cook's Page in July 1886, when it was advertised as the 'NEW CITY OFFICE - Corner Leadenhall & Gracechurch Streets'. It first appears on the Pink Pages in May 1887, where it is shown at 99 Gracechurch Street. The 'Corner' version continued to be used on Cook's Pages for two more years ('New' being dropped in 1887) but was changed to No. 99 in July 1888. Reference to the 25 inch O.S. map and to *Kelly's* confirm that No. 99 was indeed near that corner. The office is shown in the *London Gazette Supplement* as being at the Gracechurch Street address from 1900 to 1922.

Ordinary single 014 (*Fig.10*) is dated 21 December 1901 although its format shows that it was printed in the 1880s. The 'L.St.' abbreviation suggests that it was from the originally supplied print run. The outward half of Week-End Excursion ticket 041 (*Fig 11*) is dated 31 July 1903.



Fig. 12

16: The change from 35 Piccadilly to 33 Piccadilly is shown on the May 1889 Tourist Page but not on Pink Pages until July 1890. The further move to Nos. 38 and 39 as shown on single 252 (*Fig. 12*) occurred during 1903; this is confirmed by the *London Gazette Supplement* for 1904, which also shows that this Cook's office remained there until at least 1922.

17: That the move from 82 to 86 Oxford Street in fact occurred during 1908 is confirmed by the *London Gazette Supplement* for February 1909, which also shows that this Cook's office remained in use until at least 1922.

19: The last appearance of this office on the Pink Pages is in October 1894, although it remained on Receiving Office Pages until May 1895. From May 1892 it was shown on the latter as 'The Sun, 9 Sloane Square'.

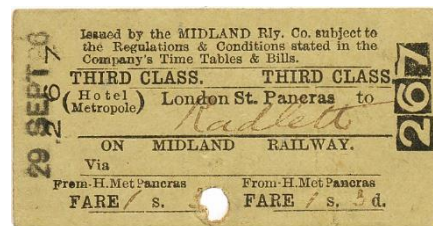


Fig. 13

21-23: It is likely that the Cook's bureaux in these hotels initially issued tourist tickets only, entries from July 1888 to July 1898 are solely on Tourist Pages. Not until May 1902 are the hotels listed in the 'Booking Offices Only' section of the Receiving Office Pages and so clearly issuing the full ticket range. Blank card single 267 (*Fig. 13*) was issued at the Metropole, the only one of the three hotels from which a ticket has been seen.

24: Shown as '1 Piccadilly Mansions, Piccadilly Circus' on the Tourist Page only in June 1890 and as '1 Piccadilly Mansions' on the Pink Pages only in October 1890. It then appears as '1 Shaftesbury Avenue, Piccadilly Circus' on the Tourist Pages in May 1891 and 1899 but on most entries from July 1891 onwards it is shown as simply '1 Shaftesbury Avenue'. The block was erected in 1888/9 following opening of the lower part of Shaftesbury Avenue in January 1886 and its naming the following month.

25: Whether this was an official re-naming or simply the correction of a clerical error in the earlier entries is not known.



Fig. 14

29: It is not known what gave rise to this small change. Although many of the former coaching inns acted as parcel receiving offices for the Midland this is the first that was to be appointed as a ticket agency. The outward half of Week-End Excursion ticket 049 (Fig. 14) is dated 21 November 1903.

evidenced by timetables and tickets of that company. At Camden Road the GN shows the office as A. Jakin's 'Red Cap' Office and it is so listed from July 1894 to October 1904. Midland tickets were issued here from July 1891 but the Receiving Office Page for July 1905 shows that by then it had become the Great Western Company's Office. Confusingly, however, it continued to be listed as the Red Cap Office on Tourist pages until July 1907 and simply as 6 Camden Road on those pages until July 1909 (the last entry noted).

33: The first location for the Empire Office is consistently shown on all pages as being at 30 Silver Street except for one entry on the Receiving Office Page in October 1892 which gives 27 High Street. There is no apparent reason. The GN shows the office as A. Jakin's 'Empire' office, so clearly it was another of his trading names (see Note 31).



Fig. 16



Fig. 15

30: Most of the return tickets used to illustrate this work are vertically printed. Half 046 (Fig. 15) dated 23 July 1903 shows the earlier horizontal format that was used for tourist, excursion and some other tickets until the mid-1890s.



Fig. 17

31: The *Post Office London Directory* for 1895 shows Alfred Jakins & Co. trading as Passenger and Insurance Agents at three addresses, 99 Leadenhall Street (see Note 38), 30 Silver Street (see Note 33) and 6 Camden Road (here). At all three premises he also acted as an agent for at least the Great Northern Railway, as



Fig. 18

34: The history here is uncertain but is clearly closely linked with that of Cook's head office situated on Ludgate Circus between Fleet Street and St. Bride Street (see Note 1). *Kelly's Directory* for 1899 lists this Cook office and it also shows a 'Midland Railway and LB&SCR Receiving Office' at 1 St. Bride Street. Whilst the 25 inch O.S. map of 1914 shows Cook's building with a continuous frontage to Fleet Street, Ludgate Circus and a significant section of the west side of St. Bride Street, that of 1879 shows a much smaller frontage on to St. Bride Street and a separate structure cutting back into the main block.

Excursion ticket 087 (*Fig. 16*) has the 'L.C.' identifier that can only mean Ludgate Circus, this use not being particularly surprising in view of the proximity to the Circus and the greater prestige of that name. It is undated, but the format is that which the printers were using from about 1882 to 1888.

Reference to the map and to *Kelly's* determines that the separate structure had the address of 1 and 3 St. Bride Street; in 1899 No. 3 was shown as occupied by the Church of England Young Men's Society. However, Single Fare and a Quarter return 712 (*Fig. 17*) issued on 13 December 1902 shows the agency as '(3 St. Bride St.)', suggesting that Nos. 1 and 3 had by then been combined into a single property occupied at least by the Midland (whether the LBSC still had a presence is not known). The ticket category confirms that issue was from one of the Midland's own offices, agency staff would not have had the knowledge of all the regulations that governed the issue of fractional fare tickets such as this.

The next stage of development appears to have been by mid-1902, when alterations were made to subsume Nos. 1 and 3 into the main Cook structure and so provide the Midland with space within the main hall, a change entirely consistent with the close relationship between

the two organisations and emphasised by the prominent display of both the Cook and the Midland names on the upper part of the building (as illustrated on the front cover).

Probably at the same time the parcel receiving function was separated from the passenger work (it is shown in *Kelly's* for 1910 as being at 13 St. Bride Street) but ticket 743 (*Fig. 18*) dated 6 August 1902 shows the booking office as '(Ludgate Circus)' and clearly suggests that the company carried on ticket issue at the new location (including from stock such as 712 (*Fig 17*) moved from the old premises), in parallel with issue from the Cook desks. There was, however, little logic in this and the last indication of ticket issue at this address by the Midland Railway itself appears in the May 1902 timetable. Cook, of course, continued to sell Midland tickets here until July 1916 and almost certainly thereafter.

38: Leadenhall House was a large building occupying the plots of 99-103 Leadenhall Street and divided into many individual premises. Jakins & Co. first appear in Midland timetables as a parcel receiving office in 1886, with the address of 96 Leadenhall Street (not part of Leadenhall House) and *Kelly's Trades Directory* for 1891 confirms Alfred Jakins & Co. as Passenger Agents at this address. They are first recorded as issuing Midland tickets on the Pink Pages for May 1893, at 99 Leadenhall Street, although the Receiving Office Page in the same timetable still shows them at No. 96 and does not indicate ticket issue. This is thought to be a simple case of inertia and that a move into Leadenhall House had indeed occurred. The Receiving Office Page and Pink Pages for July 1893 both show No. 99 (as does *Kelly's* in the 1895 publication) and in October the Receiving Office Page gives a fuller address of 50a and 52a Leadenhall House, 99 Leadenhall Street, this usage continuing through to October 1904. However, the compositor(s) of the Pink Pages could not get to grips with this, using 99 Leadenhall Street from October 1893 to October 1894, 50a and 52a Leadenhall House from May 1895 to October 1896, 99 Leadenhall House (!) in July and October 1897, 50a and 52a Leadenhall House from May to October 1898 and finally 99 Leadenhall Street from May to October 1899, after which the Pink Pages were discontinued.

The office was noted as limited to the sale of ordinary tickets only from May 1902 to October 1904 (the last entry). This month is also the last entry for the office in GN timetables (see Note 31) and the likelihood is that Jakins retired (or even died) shortly thereafter. The change to Cook in March 1905 would then have been simply a takeover. The *London Gazette Supplement* shows this Cook office remaining open until at least 1922 (but with the number changed from 99 to 100 in 1921).

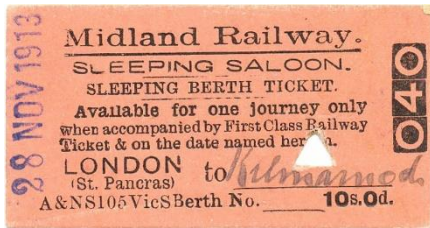


Fig. 19

39: It is something of a surprise to find that some agencies were able to issue Sleeping Berth tickets, presumably arrangements were in place whereby they could contact a central Midland reservations office so as to ascertain whether the required accommodation was available. Issues are also known from Cook's offices at Ludgate Circus and at 99 Gracechurch Street. A midnight departure from St. Pancras would have brought the holder of ticket 040 (Fig. 19) into Kilmarnock at 8.23 a.m.

41: The *London Gazette Supplement* confirms that the move from Cockspur Street took place during 1912 but gives the first Pall Mall number as 124. This may have been an error as all subsequent entries show 125, with the office continuing in use until at least 1922.



Fig. 20



Fig. 21

43: Although the addresses are very different the change of premises shown by tickets 648 (Fig. 20) and 020 (Fig. 21) was of no great significance. King's Road runs into Sloane Square and there will only have been a short walk between the offices. The somewhat indistinct date on ticket 648 (Fig. 20) is 18 April 1903.

44: Shown as 'Thomson's Viaduct Office' in the May 1914 and November 1915 Tourist programmes.

48: This Cook's office is shown in the *London Gazette Supplement* as being at the same address from 1900 to 1922.

49: The Hotel Cecil may have run an agency in its own right before occupation by the International Sleeping Car Company. The ISCC had moved to its own premises by May 1902, the service at the hotel presumably having been discontinued.



Fig. 22

50: Harrod's was, and is, probably London's most famous department store. Half 029 (Fig. 22) is dated 5 February 1910.



Fig. 23

51: It is possible that the C.S.S.A. occupied these premises from the outset and that its name was simply omitted from the timetable entries. The outward half of Week-End ticket 095 (Fig. 23) is dated 9 May 1908.

53: No ordinary passenger ticket is known but an emigrant ticket has been seen. The agency is therefore dealt with under Shipping Agents in Part 5.

54: Born in Wakefield, William Whiteley became one of London's most notable entrepreneurs. Starting with a single store in Westbourne Grove he began to buy the leases of adjoining premises to form an unbroken row of shops that overflowed into Queen's Road (now known as Queensway). Eventually he dubbed himself the 'Universal Provider' and offered to supply at short notice 'anything from a pin to an elephant'. On 24 January 1907 he was shot dead in his office by a man claiming to be his illegitimate son. Many of the leases were then due for renewal and a decision was taken by the board of directors to move the business completely into Queen's Road, the new store being opened in 1911.

The dates given in the table look confusing, hence this further explanation. A paper ticket printed in the 1880s but not issued until 1914 is illustrated inside the back cover. The initials 'C.O.' establish that this was from a Cook's office within Whiteley's store and the assumption has been made that this was the arrangement over the full period. It is shown as such on Tourist Pages seen from the late 1890s and from 1908 to 1915, but simply as 'Mr. Whiteley's' on those from 1902 to 1907. Pink Pages in 1898 and 1899 also show 'Mr. Whiteley's', as do Receiving Office Pages from May to October 1900. There are then no entries on these pages until May 1903 when 'W. Whiteley, Limited, Westbourne Grove' appears and continues unbroken until October 1911. Following the move to Queen's Road there is no mention of Cook on the Receiving

Office Pages but the 'Whiteley's' entry does continue under the generic heading of Thos. Cook & Son.

55: This Stratford department store has only a single entry in the London pages, but reappears in the Provincial pages from April 1906 to October 1915. It is then noted as issuing only Tourist, Week-End and Excursion tickets for travel from Wanstead Park station. It is recorded as also having been an agency for at least the Great Eastern and the Great Northern Railways.



Fig. 24

57: This agency issued tickets available from Woolwich to Midland stations via Charing Cross & St. Pancras. Tickets were supplied by the Midland but were dual-titled, placing first the initials of the South Eastern Railway or, from 1899 onwards of the S.E. & C. (a shortened form of the legal title of the South Eastern & Chatham Railways' Managing Committee). Ordinary single 048 (Fig. 24) is dated 20 April 1905.



Fig. 25

58: Tickets were issued here for journeys to Midland stations from Greenwich via Charing Cross & St. Pancras. As for tickets from Woolwich, dual-titling was used, with the order of the companies reversed on the return half. Excursion ticket 050 (Fig. 25) is an undated proof likely to have been printed before the 1905 change of address.

59: Originally appeared as Atlas Office, 37 Primrose Street, to which Bishopsgate Without was added in May and July 1900. Shown as 'The Atlas', 37 Primrose Street from July 1901.

61 There is a likelihood that the Midland left the LBSC Office at No 28 (see Note 3) to open its own premises nearby.

67: This Cook's office is shown in the *London Gazette Supplement* as being at the same address from 1900 to 1922.

71: This rather odd entry is shown on Parcel Collection and Receiving Office Pages from their inception in May 1892 but is only noted as issuing tickets (the full range of Ordinary, Tourist and Excursion) from July 1901 to October 1902. It would be surprising had it not been issuing at least Tourist tickets in earlier years but, if so, then how would these have been distinguished from other ordinary booking office issues?

76: No ordinary passenger ticket is known but an emigrant ticket has been seen. The agency is therefore dealt with under Shipping Agents in Part 5.

79: Limited to the sale of ordinary tickets only.



Fig. 26

80: One of London's best-known hotels, the Savoy was built in the Strand by Richard D'Oyley Carte using the profits from his productions of the Gilbert & Sullivan operas; it opened in August 1889. Although Cook had travel bureaux in other hotels by that date they seem to have been slow in penetrating the Savoy and an agency for the Midland does not appear until 1904. Note the unexpected use on single 035 (Fig. 26) of the 'New' Hotel Savoy as the identifier.

84: The *London Gazette Supplement* confirms that this office opened in 1904 and remained active until at least 1922.

94: Shown as 40 Long Lane, Bermondsey in the Tourist Pages.



Fig. 27

98: Carter Paterson & Co. was one of the well-known firms of road carriers during the Victorian and Edwardian periods. It dates back to 1860 and is probably the independent carrier that was most closely associated with the railways; indeed the Big Four purchased equal control of the company in 1933. Its Eltham office, represented by unissued ticket 001, (Fig. 27) saw an early wartime withdrawal of Midland tickets.

101: See Part 5.

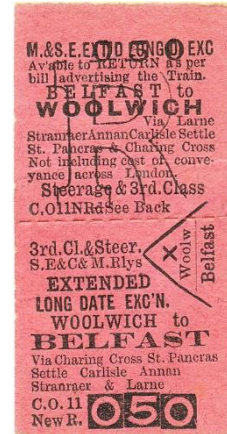


Fig. 28

102: Set up in competition with Tuff & Hoar (Note 57) this Cook's agency issued tickets for travel from Woolwich to destinations on or via the Midland. Dual-titled ticket 050 (Fig. 28) is as undated specimen.

109: Limited to the sale of ordinary tickets only.

110: Limited to the sale of ordinary tickets only.



Fig. 29

114: Perhaps the best-known road carrier of the period was Pickford's Ltd., which dates back to the seventeenth century and was the first such firm to be appointed (in 1904) as ticket-issuing agents for the Midland. As ticket 495 (*Fig. 29*) dated 19 July 1924 evidences, some of their offices continued this function after the grouping. The prominent 'P' is an unusual feature of the agency identifier.

The Revised Fare scale came into force on 6 August 1920, when ordinary fares were raised to 75% above their pre-war levels. This was a further increase over the 50% rise imposed from 1 January 1917 (see Note 242 in Part 4).

115: The *London Gazette Supplement* confirms that this office was open from 1906 to 1914.

126: This Cook's office is shown in the *London Gazette Supplement* as being at the same address from opening in 1907 to 1922.

128: Mr. May seems to have reappeared after a temporary absence.

134: A good photograph of the Griffin's Green Man & Still agency from the joint use period is on the back cover of *Midland Railway Society Journal No. 69*.



Fig. 30

142: Ticket 095 (*Fig. 30*) dated 30 June 1923 illustrates the resumption of reduced fare bookings after the war.

150: The 15 Cullum Street address is only shown on pages in the *Tourist Programme* and

is not marked on the Parcel Receiving pages as issuing tickets.

160: Low serial number paper tickets printed with the space for the year shown as '192_' and with the fare line shown as 'Revised Fare _____' are known. Below the 'MIDLAND RAILWAY' title is the legend '(Issued at Hammersmith & Chiswick Sta. L. & N. W. & Mid. Jt. Office.)'. The likelihood is that ticket issue here did not commence until the 1920s, too late for there to have been a timetable entry. The station was the terminus of a short branch from the North & South Western Junction Railway near Acton; it lost its passenger service on and from 1 January 1917 but continued to handle goods traffic.

161: A Revised Fare Edmondson single to Galashiels (N.B.) is known. Again, it is probable that the Spread Eagle was a late addition to the Midland's list even though it had been an LNW agency since 1878.

TABLE 2: LOCATION IDENTIFIERS - LONDON

One task of the Midland Railway's audit office at Derby was the analysis of collected tickets and the reconciliation of them with the issuing data received from the stations and other issuing points. It was therefore essential that any ticket issued other than at a station carried information that identified the specific office or agency at which it was sold.

Although the accountancy procedures followed will have been much the same as for station issues it would not be unexpected were evidence to be found of a specialist section within the audit office that handled only non-station work, particularly as many of the office and agency identifiers used are, without the background knowledge, obscure to say the least. The second column of Table 2 shows the London identifiers that have been seen on Midland Railway tickets; for convenience the reference numbers from List 1, together with the office names and addresses, are repeated in the other columns.

It should be noted that the identifiers may differ between the two halves of return tickets. The longest version is given in the list and is usually found on the outward half. The company's printers (it produced its own tickets at premises in Derby) are to be commended on the amount of information that they could squeeze onto an edmondson card.

In the second column a forward slash (/) indicates a line break and an asterisk (*) marks that the identifier has only been seen on a paper ticket.

Table 2: Location Identifiers - London

REF	IDENTIFIER	OFFICE	ADDRESS
1	(F.S.)	Thos. Cook & Son	98 Fleet Street (corner of Bride Lane)
1.1	C.O./LudC	Thos. Cook & Son	Ludgate Circus
2.2	F'court Charing X T	Thos. Cook & Son	Forecourt, Charing Cross Terminus
3.1	(R.C.28)	L.B. & S.C. Co's Office	28 Regent Circus, Piccadilly
5.1	EustR.	Thos. Cook & Son	Euston Road (front of St Pancras Station)
6.1	5ChaX	Midland Railway	5 Charing Cross (corner of Northumberland Avenue)
8	Glouce/Oxf'd S	Midland Railway	"Gloucester" Office, 495 Oxford Street
12.1	Ox.C.272RegentSt.	Midland Railway	272 Regent Street (Oxford Circus)
14	33Can.St.	Midland Railway	33 Cannon Street
15	(C.O.L.St.)	Thos. Cook & Son	Corner Leadenhall & Gracechurch Streets
15.1	C.O.99/Gra.St.	Thos. Cook & Son	99 Gracechurch Street
16.2	(C.O. 38 & 39 Piccadilly)	Thos. Cook & Son	38 & 39 Piccadilly
17	C.O.82/Oxf.St.	Thos. Cook & Son	82 Oxford Street
17.1	C.O86/OxfSt	Thos. Cook & Son	86 Oxford Street
19	Issued at 9, Sloane Square*	Midland Railway	9 Sloane Square
22	(Hotel Metropole)	Thos. Cook & Son	Hotel Metropole
26.1	247 H./Holb'n	Midland Railway	247 High Holborn
27.2	179/Strand	Midland Railway	179 Strand
29.1	4Sw'ns/35CmS	Midland Railway	The Four Swans, 35 Camomile Street
30	(189 Victoria St.	Midland Railway	189 Victoria Street
32	1A Pen/Road	Alfred Myers	1A Pentonville Road
33.2	Emp.O/210 C.S.	Empire Office	210 Church Street, Kensington
34	(L.C.)	Midland Railway	Ludgate Circus
34.1	(3 St.Bride St.)	Midland Railway	3 St. Bride Street

Part 2: London - The Midland Railway Main System

REF	IDENTIFIER	OFFICE	ADDRESS
34.2	(Ludgate Circus)	Midland Railway	Ludgate Circus
37	170 Queen's Rd.	Midland Railway	170 Queen's Road, Bayswater
39	A&NS105VicS	Army & Navy Stores	105 Victoria Street
40	11 Onslow Place*	Sewell & Crowther	11 Onslow Place, South Kensington
43	15 Kin-/g's Rd.	Midland Railway	15 King's Road, Chelsea
43.1	33 Sloane S	Midland Railway	33 Sloane Square, Chelsea
48	C.O.21/H.St.K.	Thos. Cook & Son	21 High Street, Kensington
50	Har'od/B.Rd.	Harrod's Stores	Brompton Road
51.1	C.S.S.A/Bed.St.	Civil Service Supply Association	4 to 6 Bedford Street
54	(C.O./ WHITELEY)*	Thos. Cook & Son	Mr. Whiteley's
56.1	147Hig/St.Ken	Midland Railway	147 High Street, Kensington
57.1	(T & H.HighSt)	Tuff & Hoar Ltd.	16 & 17 High Street, Woolwich
58.1	T & H Nelson S	Tuff & Hoar Ltd.	7 Nelson Street, Greenwich
62.1	C.O.R.H/ Black	Thos. Cook & Son	Royal Hotel, Blackfriars (Victoria Embankment)
65	1 Monument Square	Midland Railway	1 Monument Square
80	(C.O. New Hotel Savoy)	Thos. Cook & Son	Hotel Savoy
98	(High St.E.Kent)	Carter, Paterson & Co.	High Street, Eltham, Kent
102	C.O.11/New R.	Thos. Cook & Son	11 New Road, Woolwich
102.2	C.O., New Rd., Woolwich	Thos. Cook & Son	29 New Road, Woolwich
106	144H R/St'ham	Payne & Birdseye	144 High Road, Streatham
114	P.H.Road.L.Kent	Pickford's Ltd.	125 High Road, Lee, Kent
115	CO.117/HStWh	Thos. Cook & Son	117 High Street, Whitechapel
127	AAH&Co.B'geSt.Richmond	A.A. Henry & Co.	1, 2 and 3 Bridge Street, Richmond
142	34 Parli/amenSt	L. & N. W. Office	34 Parliament Street
156	Full address*	W.G. Palmer	5 West Kensington Terrace, 76 North End Road
160	Full address and name*	L. & N.W. and Midland Joint Office	Hammersmith & Chiswick Station
161	Spread E.Picc.C.	Spread Eagle	Piccadilly Circus

MIDLAND RAILWAY TICKET OFFICES AND AGENCIES

PART 3: THE LONDON, TILBURY & SOUTHEND SECTION

On 7 August 1912 the takeover by the Midland of the London, Tilbury & Southend Railway came into effect. LTS tickets had always been supplied by John B. Edmondson, probably from a printshop in London rather than the main premises in Manchester although this has never been clearly established. *Kelly's London Trades Directory* for 1891 includes an entry for J.B. Edmondson under 'Railway Ticket Printers', with an address at Holford Square, Pentonville, W.C., Manager W. Beckett. Rather than transferring the work to Derby, this contract was continued by the Midland, with all newly printed tickets being titled 'Midland Railway (L.T. & S. Section)'. Prior to the takeover the LTS had, of course, issued its own timetables and this continued to be the case after 1912, no Section information whatsoever being given in the main Midland timetables. On and from 1 October 1920 the Section was fully merged for all purposes into the general Midland undertaking [*Circular BR/NBR/4/24* in the *Scottish Record Office*]. Again, the contract with Edmondson continued, but new tickets were then printed with the straightforward 'Midland Railway' title. A separate Section timetable effective from 4 October was published, but the line was also included in the Midland Railway public timetable for the same date. Thereafter, separate timetables were discontinued and the line was simply shown as Section 4 of the MR timetables.

During its independent days the LTS appears to have made very limited use of ticket agencies. The first reference appeared in the timetable for January 1881 [*MRSC Item 02341*] when the notice shown below (*Fig. 31*) was printed at the foot of a page advertising Cheap Fast Trains between London and Gravesend

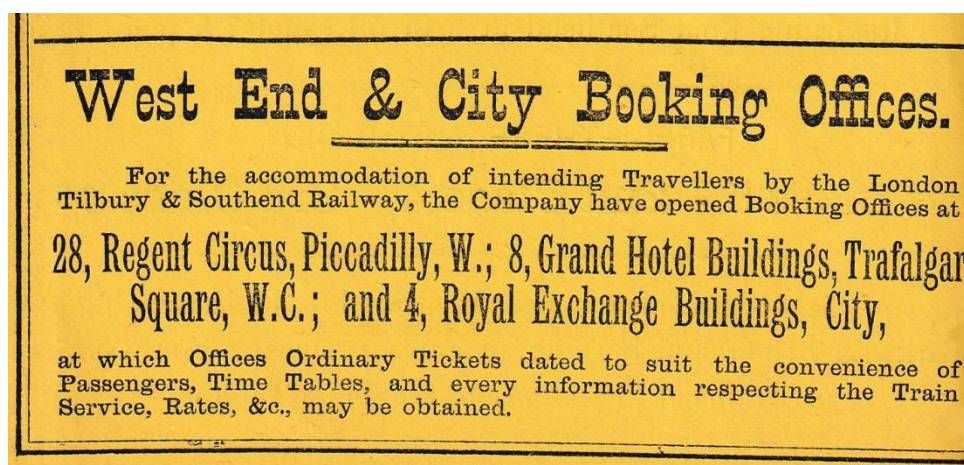


Fig. 31

The same three agencies are shown in the October 1888 timetable, together with an added outlet at 137 Leman Street. In January 1895 the company rather grandiosely stated that 'Branch Booking Offices' for the issue of tickets are located at:

- 137 Leman Street, E.;
- 4 Royal Exchange Buildings, E.C.;
- 8 Grand Hotel Buildings, Trafalgar Square, W.C.;
- 28 Regent Circus, Piccadilly, W.;
- Messrs. Gaze & Sons' Offices, Piccadilly Circus, 142 Strand & 4 Northumberland Avenue, W.C.;
- Army & Navy Stores, 117 Victoria St., S.W.

Neither of the first two are shown in any Midland timetable but the next two are, each noted as being an LBSC office. Henry Gaze was one of the more prominent early travel agents. While still in his teens he started work as a boot and shoemaker in Southampton in 1844, was appointed as Bootmaker to

Queen Victoria in 1850 and to the Emperor Napoleon in 1855. By then a seasoned traveller he diversified into writing and publishing simple continental guidebooks, and became the continental excursion manager for both the London & South Western Railway and the LNW. With this experience he set up his own agency in the Strand in 1869 and by 1880 had also opened an office in New York. Henry died in 1894, his two eldest sons continued the tourist business but ended in bankruptcy in 1903. [sotonopedia.wikidot.com].

The June 1900 and October 1901 issues omit the first four of the above entries, include only two Gaze offices (Piccadilly and Strand), show the Army & Navy Stores at 105 Victoria Street and add the Civil Service Supply Association at 136 Queen Victoria Street, E.C. and 4 to 6 Bedford Street, Strand, W.C. The bankrupt Gaze & Sons' agency has disappeared completely from the June 1904 issue and the other three agencies have been supplemented by two of those run by Alfred Myers – one at 1A Pentonville Road, N. and the other at 343 Grays Inn Road, Kings Cross, W.C.

Pickford's Ltd. make their appearance in January 1907, at 37 Sloane Street, S.W., 107 High Street, Poplar, E. and Long Lane, Bermondsey, together with the Salvation Army (General Traffic Office) at 27 Queen Victoria Street, E.C. They are joined in October 1909 by Messrs. Sewell & Crowther at 17 Cockspur Street, Charing Cross, S.W., 11 Onslow Place, South Kensington Station, S.W. and 72 Bishopsgate Street Within, E.C. In June 1910 the list is supplemented by five of Cook's agencies – at Ludgate Circus, 99 Gracechurch Street, 99 Leadenhall Street, 81 Cheapside and 117 High Street, Whitechapel.

There are two more additions in the list shown in the first MR (LT&S Section) timetable, issued in October 1912 [MRSC Item 02353], and illustrated below (Fig. 32).

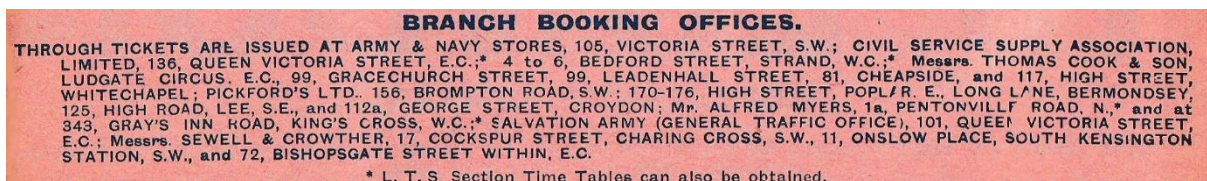


Fig. 32

But it is clear from tickets that timetables were not giving full agency listings. The only relevant tickets with the L.T.& S.R. title that are known are all from Cook's agencies which are not shown in any pre-1913 timetable.

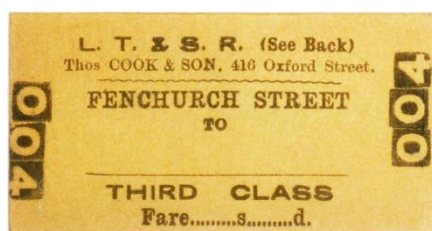


Fig. 33

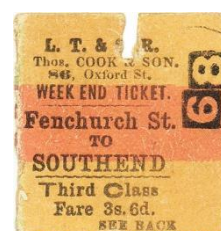


Fig. 34

The single 004 (Fig. 33) is undated, it is one of a set of six tickets that are thought to have been specimen copies of prints for supply to the agency in Selfridge's store at 416 Oxford Street, comprising first and third class blank card ordinary singles and returns and first and third class Week End returns from Fenchurch Street to Southend. Outward halves of similar Week End returns from two other Cook's agencies are also known – 68 (Fig. 34) dated 12 August 1911 from the 86 Oxford Street agency and one dated 12 August 1917 from the 122 High Holborn agency.

The Midland took the situation in hand, clearly it was not going to content itself with only a few sales offices for its important new line. Shown on the following page (at slightly reduced size) is a copy of the agency list (Fig. 35) included in the October 1914 timetable [MRSC Item 02354]; it is the last one to have appeared for the LT&S Section.

Unsurprisingly, all the Midland Railway offices shown in the main system timetable for the same month are listed, including those operated jointly with the LNWR. All of the Cook's offices shown are also listed, but 'Auxiliary offices' represent only 16 out of the other 56 locations given in the main MR timetable. Only one LTS Section agency is not shown in the main system listing – Sewell & Crowther at 87 Bishopsgate. This firm also owned the one agency that was dropped from the October 1912 timetable, that at 17 Cockspur Street.

LIST OF OFFICES

WHERE TICKETS MAY BE OBTAINED.

MIDLAND RAILWAY CO.

<p>E.C. 18, Aldersgate Street. 33, Cannon Street. "Four Swans," 35, Camomile Street. "Atlas," 37, Primrose Street, Bishopsgate. 14, Monument Street. 129, Finsbury Pavement. 22, St. John's Square, Clerkenwell. Whitecross Street Station.</p> <p>W. 496, Oxford Street. Oxford Circus (272, Regent Street). 104, New Bond Street. 147, High Street, Kensington. 170, Queen's Road, Bayswater. 231, Edgware Road.</p> <p>E. 10, Commercial Road.</p>	<p>S.E. "Catherine Wheel," High Street, Borough. 233-4, Blackfriars Road. 177, Westminster Bridge Road.</p> <p>W.C. 35, Cranbourn Street, Leicester Square. 183, Strand. 170, Tottenham Court Road. 247, High Holborn. "Golden Cross," Charing Cross.</p> <p>S.W. 25, Regent Street. 189, Victoria Street. 16, King's Road, Chelsea. 106, Knightsbridge.</p> <p>N.E. 141, Mare Street, Hackney.</p>
---	--

THOS. COOK & SON.

<p>E.C. Ludgate Circus. 99, Leadenhall Street. 99, Gracechurch Street. 81, Cheapside.</p> <p>W. 21, High Street, Kensington. 38-39, Piccadilly. 86, Oxford Street. 416, Oxford Street (Selfridge's Stores).</p> <p>E. 117, High Street, Whitechapel.</p> <p>S.E. 29, New Road, Woolwich.</p> <p>W.C. 378, Strand. 122, High Holborn. "Forecourt," Charing Cross Terminus.</p>	<p>S.W. 125, Pall Mall (Corner of Cockspur Street).</p> <p>N.W. Euston Road (front of St. Pancras Station).</p> <p>HOTELS—</p> <p>W. "Langham," Portland Place. "Carlton," Haymarket.</p> <p>W.C. "First Avenue," High Holborn. "Metropole," Northumberland Avenue. "Victoria," Northumberland Avenue. "Russell," Russell Square. "Imperial," Russell Square. "Savoy," Strand.</p> <p>S.W. "Grosvenor," Victoria Station.</p>
---	--

AUXILIARY OFFICES.

<p>E. J. Bodger, 113-119A, High Road, Ilford. Messrs. Pickfords, 170, High Street, Poplar, E.</p> <p>E.C. Civil Service Supply Association, 136, Queen Victoria Street. Messrs. M. K. Kendall, Ltd., 28, Eldon Street. Salvation Army International Emigration Office, 122-124, Queen Victoria Street. Sewell & Crowther, 87, Bishopsgate.</p> <p>S.E. Messrs. Pickfords, Ltd., 112A, George Street, Croydon. Messrs. Pickfords, Ltd., 125, High Road, Lee, Kent. Messrs. Pickfords, Ltd., 40, Long Lane, Borough.</p>	<p>W. "Empire Office," 210, Church Street, Kensington.</p> <p>W.C. Alfred Myers, 343, Gray's Inn Road. Civil Service Supply Association, 4-6, Bedford Street.</p> <p>N. Alfred Myers, 1A, Pentonville Road.</p> <p>S.W. Army & Navy Stores, 105, Victoria Street. Sewell & Crowther, 11, Onslow Place, South Kensington. Messrs. Pickfords, Ltd., Station Road, Brixton. Messrs. Pickfords, Ltd., 156, Brompton Road.</p>
--	---

Fig. 35



Fig. 36



Fig. 37



Fig. 38



Fig. 39

No agency ticket with the L.T. & S. Section title is known but several with the simple Midland Railway title as used from September 1920 have been found. Cook are represented by undated Day Excursion ticket 497 (Fig. 36) from the Pall Mall agency, a similar ticket from the Ludgate Circus office is also known. Ordinary single 32 (Fig. 37) is from withdrawn stock that was held by Alfred Myers Ltd. at 343 Grays Inn Road. Southend has been filled in spuriously, no fare has been entered and the ticket is undated. Sewell & Crowther, 87 Bishopsgate, E.C. and Pickford's Ltd., 125 High Rd., Lee are illustrated by two Saturday to Monday return halves, 45 (Fig. 38) with an illegible date and 07 (Fig. 39) dated 9 September 1922. All four of these agencies are shown on the October 1914 list.



Fig. 40

There are also two that are not so listed, one being the L.N.W. & Mid. Rys. Joint Office at Hammersmith & Chiswick Station that has already been referred to in Note 160 to Table 1 and the other being the issuing point of ordinary return half 82 (Fig. 40) dated 29 March 1923. Although somewhat tricky to decipher this was from John Barker & Co. Ltd., High St., Kensington. Founded as a small drapery store in 1870 and incorporated in 1894, by the turn of the century Barker's occupied the whole of the block on the south side of Kensington High Street between King Street and Young Street and had become recognised as one of London's luxury department stores.

The Tilbury line was, of course, heavily involved with shipping traffic and this is dealt with in Part 5.

MIDLAND RAILWAY TICKET OFFICES AND AGENCIES

PART 4: THE PROVINCES

INTRODUCTION

The principal source for this part is the Provincial Pages from July 1899 onwards, after it had been decided that they should fulfil the additional function of advising potential passengers that they could obtain tickets at outlets other than the company's stations. Over the years the list came to include locations that only issued tickets, i.e. did not deal with parcels, and it was probably this which led to its title being changed in 1905 to 'Offices and Agencies in the Provinces'.

Also analysed have been the panels headed 'Issue of Tickets by Messrs. Pickford (Ltd.)' and 'Issue of Tickets in Towns South of the Thames' that appear from October 1904 onwards on the London Receiving Office Pages; Tourist Pages (both before and after 1899) and Cook's Pages.

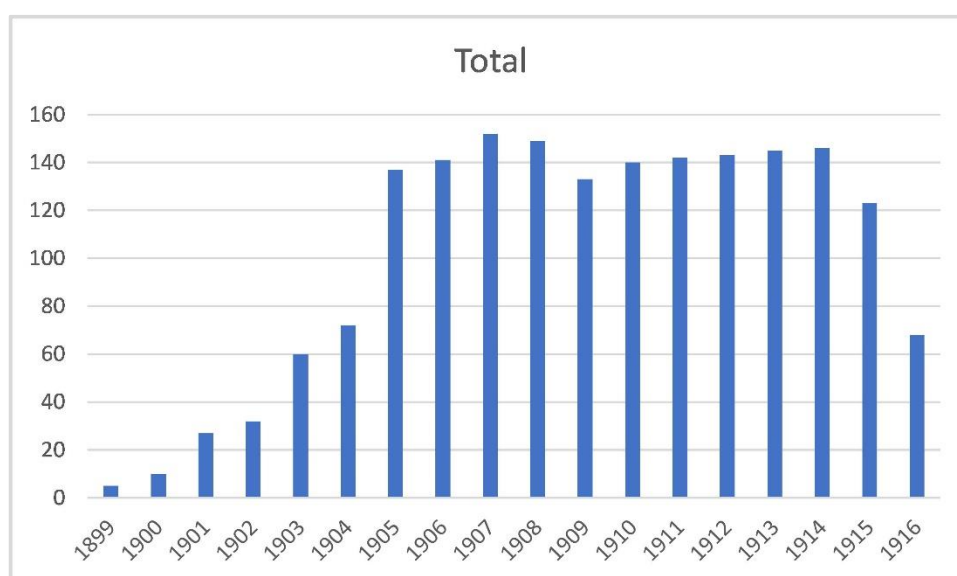


Fig 41

NUMBER OF PROVINCIAL AGENCIES

The growth of issuing points in the provinces is illustrated above, it includes the figures for Ireland even though that country is dealt with separately in Part 5 of this work. The starting point for the timeline has been taken as July 1899 and in each year the total given is that for July or the closest timetable month thereto. In 1899, out of a total of nearly 500 receiving offices, only five are listed in the July timetable as issuing tickets, one in Manchester, two in Nottingham and two in Sheffield. In the October 1900 issue that number had increased to ten and in July 1901 it was twenty-seven. There was then a quite rapid rise until 1905 after which the figure remaining surprisingly steady until 1914. The actual peak occurred in 1907 with 152 outlets then being listed, somewhat higher than the London maximum of 129, but this was followed by a wartime drop that was significantly greater than that which occurred in London.

Table 3 comprises seven columns; the first (REF) gives a reference number, allocated alphabetically by the city or town in which the agency was located and then, for each locality, in date order based on the first appearance of the office concerned. As for London, the same number is used with a decimal point to mark any significant change. The second column gives the name of the city or town, with the third and fourth columns giving the owner or name of the office and its address. Square brackets enclosing an entry indicate a degree of uncertainty, usually explained in the notes that follow the table. Any entry in bold for Thos. Cook & Sons in column three indicates that the office is one of those included in the *London Gazette*.

Columns five and six give the dates of the earliest and latest timetable or tourist programme in which appear the details shown in columns three and four. In column six a zero (0) indicates no further entries, i.e. column five gives the month of the only appearance noted, and an asterisk (*) notes that the office is included in the final set of Provincial Pages, dated July 1916, and may well have continued issuing tickets after that date. If the words 'Ticket only' span these two columns then no timetable or other record has been found for the agency indicated on that ticket.

Column seven shows the categories of tickets that were issued at that particular agency, as shown on the Provincial Pages when the agency was first marked thereon (by an appropriate footnote symbol) as issuing tickets. Tickets in some of the categories may, of course, have been issued earlier and note particularly that the convention is followed even when Tourist Pages establish the agency's earlier existence. Any date prior to 1899 is taken from Tourist Pages. The categories are indicated by the abbreviations O – Ordinary tickets; T – Tourist tickets; W – Week-end tickets; X – Excursion tickets and 'All' if all four were issued. At some agencies the categories were changed from time to time as set out in the notes that follow the table.

For any entry that is taken from the 'South of the Thames' pages the categories are shown as 'OTX' so as to accord with the note shown on the London Receiving Office Pages. Following the logic set out in the introduction to the London source list, Week-End tickets can be taken as being included in the Excursion category.

It is appropriate here to mention that some agencies appear on the 'South of the Thames' pages only, some on the Provincial Pages only and some on both (with possible discrepancies between the two!). If the only reference seen to any agency is on the Tourist Pages then the entry in the column is a stand-alone T.

As already stated, the wartime travel restrictions were applied nationwide. As a result, the footnotes were changed in the latest of the timetables covered so that, as for London, the October 1915 print states that Ordinary and Tourist tickets will be issued at the marked offices and the July 1916 print states that issue will be of Ordinary tickets only.

Table 3 (as for Table 1) is followed by a series of notes and illustrations given in reference number order but ignoring the decimal points. Table 4, in a similar manner to Table 2, then relates known location identifiers to the respective office or agency concerned.

TABLE 3: PROVINCIAL OFFICES AND AGENCIES

REF	CITY/TOWN	OFFICE	ADDRESS	FIRST	LAST	FOR
201	Aldershot	Pickfords Ltd.	Pickford Street	1904/10	1915/11	All
202	Altrincham	Mr. A. Wadsworth	82 Stamford New Road	1908/04	1915/11	OTX
203	Barnsley	Royal Hotel		1865/07	0	T
204	Barnsley	The "Chronicle" Office	Peel Square	1892/05	0	T
205	Barnsley	Thos. Cook & Son	3 Market Hill	1901/05	1911/05	T
205.1	Barnsley	Mr. E. Cheeseman	3 Market Hill	1913/07	*	OTX
206	Barrow-in-Furness	Midland Railway	6 Amphitheatre Buildings, 61 Duke St	1903/07	1908/10	OTX
206.1	Barrow-in-Furness	Thos. Cook & Son	61 Duke Street	1905/07	*	OTX
207	Bath	Midland Railway	24 New Bond Street	1904/10	*	OTX
208	Bedford	Midland Railway	St. Paul's Square	1907/04	1910/10	OTX
208.1	Bedford	Midland and LNW Joint Office	St. Paul's Square	1911/05	1915/11	OTX
209	Birmingham	Thos. Cook & Son	Stephenson Place	1881/05	*	OTX
210	Birmingham	Thos. Cook & Son	64 Corporation Street	1901/05	1912/07	OTX
210.1	Birmingham	Thos. Cook & Son	52 Corporation Street	1913/07	*	OTX

Part 4: The Provinces

REF	CITY/TOWN	OFFICE	ADDRESS	FIRST	LAST	FOR
211	Birmingham	Midland Railway	31 New Street (opposite Exchange)	1903/05	1908/10	X
212	Birmingham	Midland Railway	46 Snow Hill, near Bath Street	1903/05	1913/07	X
212.1	Birmingham	Midland and LNW Joint Office	46 Snow Hill, near Bath Street	1911/05	1915/11	TWX
213	Birmingham	Midland Railway	1 George Street, Parade	1903/05	1913/07	X
213.1	Birmingham	Midland and LNW Joint Office	1 George Street, Parade	1911/05	1915/11	TWX
214	Birmingham	Midland Railway	44 Hall Street, near Great Hampton St	1903/05	1913/07	X
214.1	Birmingham	Midland and LNW Joint Office	44 Hall Street, near Great Hampton St	1911/05	1915/11	TWX
215	Birmingham	Midland Railway	Lincoln's Inn, Corporation Street	1903/05	1908/07	X
216	Birmingham	Midland Railway	3 Edgbaston Street	1903/05	1915/11	X
217	Birmingham	Thos. Cook & Son	161 Soho Road, Handsworth	1905/10	1915/11	OTX
218	Birmingham	Midland Railway	"Swan" Office, New Street	1909/04	1913/07	TWX
218.1	Birmingham	Midland and LNW Joint Office	"Swan" Office, New Street	1911/05	1915/11	TWX
219	Birmingham	[Thos. Cook & Son]	[Station Street]	Ticket only		
220	Blackburn	Thos. Cook & Son	5 Railway Road	1892/05	*	OTX
221	Blackburn	[Post Office]	Darwen Street	Ticket only		
222	Bolton	Thos. Cook & Son	70 Deansgate	1892/05	0	T
222.1	Bolton	Thos. Cook & Son	68 Deansgate	1901/05	*	OTX
223	Bolton	Thos. Cook & Son	140 Newport Street	1901/05	1915/11	OTX
224	Bolton	Midland Railway	98 Bradshaw Gate	1903/05	1915/11	OTX
225	Bournemouth	Midland Railway	284 Old Christchurch Road	1902/07	*	OTX
226	Bournemouth	Messrs. Curtiss & Sons Ltd.	180 Holdenhurst Road	1913/07	*	OTX
227	Bradford	Thos. Cook & Son	8 Exchange, Market Street	1881/05	1907/10	OTX
227.1	Bradford	Thos. Cook & Son	21 Market Street	1908/04	*	OTX
228	Bradford	North Eastern Railway	City Office	Ticket only		
229	Bradford-on-Avon	Midland Railway	St Margaret's Street	1906/04	*	OTX
230	Brighton	Thos. Cook & Son	81 King's Road	1905/03	*	OTX
231	Bristol	L. & S.W.R. Office	Grand Hotel Building, 58 Broad Street	1889/07	1892/05	T
232	Bristol	Midland Railway	46 High Street	1892/05	*	OTX
233	Bristol	Thos. Cook & Son	Broad Street	Ticket only		
233.1	Bristol	Thos. Cook & Son	49 Corn Street	1901/05	*	OTX
233.2	Bristol	Thos. Cook & Son	10 Clare Street	Ticket only		
234	Bristol	Midland Railway	3 The Mall, Clifton	1904/10	*	OTX
235	Bristol	Messrs. Daniell & Co.	346 Stapleton Road	1910/07	1914/10	X
236	Bristol	Messrs. Shipp & White	Regent Street, Kingswood	1911/07	1914/10	X
237	Burnley	Thos. Cook & Son	92 St. James' Street	1902/05	*	OTX
238	Burnley	Midland Railway	9 St. James' Row	1907/04	1912/05	OTX
239	Bury	Thos. Cook & Son	67 Stanley Street	1912/05	1915/11	OTX
240	Cambridge	Midland Railway	18 Market Hill	1904/01	1911/07	OTX
240.1	Cambridge	Midland and LNW Joint Office	18 Market Hill	1911/05	*	OTX
241	Cardiff	Thos. Cook & Son	2 Duke Street	1907/10	*	OTX
242	Cheltenham	Midland Railway	6 Colonnade	1901/05	1912/05	OTX
242.1	Cheltenham	Midland Railway	3 Colonnade	1912/07	*	OTX
243	Cheltenham	Thos. Cook & Son	365 High Street	1904/10	*	OTX

Part 4: The Provinces

REF	CITY/TOWN	OFFICE	ADDRESS	FIRST	LAST	FOR
244	Chertsey	Mr. E.A. Kimber	2 Guildford Street	1909/10	1915/11	All
245	Chesterfield	[Thos. Cook & Son]		Ticket only		
246	Cowes	Pickfords Ltd.	Medina Road	1910/07	1915/11	All
247	Derby	[Thos. Cook & Son]		Ticket only		
248	Derby	[Midland Railway]	Bell Office, Sadler Gate	1903/07	1904/10	OTX
248.1	Derby	Midland Railway	17 Corn Market	1905/03	*	OTX
249	Derby	Mr. Clulow's	Victoria Street	1905/07	1910/07	TWX
249.1	Derby	Mr. Clulow's	2 Irongate	1910/10	1913/10	TWX
250	Dover	Thos. Cook & Son	14 Esplanade	1905/03	*	OTX
251	Dudley	Midland Railway	263 Castle Street	1906/07	1910/07	OTX
252	Dudley	L. & N.W.	L. & N.W. Railway Station	1910/10	*	OTX
253	Eastbourne	Pickfords Ltd.	35 Grove Road	1905/03	1910/10	All
253.1	Eastbourne	Pickfords Ltd.	4 Terminus Buildings, Terminus Road	1911/05	1915/11	All
254	Edinburgh	Midland Railway	22 South St. Andrew Street	1901/05	0	T
254.1	Edinburgh	Midland Railway	8 South St. Andrew Street	1902/07	1904/07	OTX
254.2	Edinburgh	Midland Railway	North British Hotel Buildings, Princes St	1904/10	*	OTX
255	Edinburgh	Thos. Cook & Son	31 Princes Street	1901/05	0	T
255.1	Edinburgh	Thos. Cook & Son	Waverley Station Hotel Buildings	1901/11	1903/05	T
255.2	Edinburgh	Thos. Cook & Son	North British Station Hotel Buildings	1903/07	0	T
255.3	Edinburgh	Thos. Cook & Son	120 Princes Street	1904/07	1910/04	OTX
255.4	Edinburgh	Thos. Cook & Son	54 Princes Street	1910/07	*	OTX
256	Edinburgh	Thos. Cook & Son	Booking Hall, Waverley Station	1909/05	*	OTX
257	Folkestone	Pickfords Ltd.	23-25 Rendezvous Road	1905/03	1915/10	All
257.1	Folkestone	Pickfords Ltd.	5 Grace Hill	1914/05	1915/11	T
258	Gillingham	Messrs. Curtiss & Sons Ltd.	17 High Street	1911/10	*	All
259	Glasgow	Midland Railway	156 Buchanan Street	1901/05	1915/11	OTX
260	Glasgow	Thos. Cook & Son	83 Buchanan Street	1901/05	*	OTX
261	Glasgow	Thos. Cook & Son	1 Argyle Street	1911/07	*	OTX
262	Gloucester	Thos. Cook & Son	The Cross	1904/04	*	OTX
263	Gosport	Curtiss & Sons	60 High Street	1905/07	1907/07	T
264	Gravesend	Pickfords Ltd.	9 Garrick Street	1907/04	1910/07	All
264.1	Gravesend	Pickfords Ltd.	13 Stone Street	1910/10	1915/11	All
265	Guildford	Pickfords Ltd.	[Onslow Street]	1905/07	1915/11	All
266	Harrogate	Midland Railway	8 Crescent Road	1902/07	*	OTX
267	Hastings	Pickfords Ltd.	49 Havelock Road	1904/10	1909/10	All
267.1	Hastings	Pickfords Ltd.	26d Havelock Road	1910/04	1910/10	All
267.2	Hastings	Pickfords Ltd.	27c Havelock Road	1911/05	1915/11	All
268	Hastings	Watson & Son	21 Wellington Place	1914/07	1915/10	All
269	Hull	Midland Railway	16 King Edward Street	1904/04	1913/10	OTX
269.1	Hull	Midland Railway	92 Prospect Street	1914/07	*	OTX
270	Hull	Thos. Cook & Son	5 Carr Lane	1901/05	*	OTX
271	Huntingdon	Messrs. Pirkis & Sons	122 High Street	1904/07	1906/07	OTX
272	Keighley		4 North Street	1901/05	1902/10	OTX

Part 4: The Provinces

REF	CITY/TOWN	OFFICE	ADDRESS	FIRST	LAST	FOR
272.1	Keighley	Mr J.M. Singleton	4 North Street	1903/05	1909/10	OTX
272.2	Keighley	Mr. J.M. Singleton	66 Cavendish Street	1910/04	1912/07	OTX
272.3	Keighley	Thos. Cook & Son	4 North Street	1902/07	1909/07	T
272.4	Keighley	Thos. Cook & Son	66 Cavendish Street	1911/05	*	OTX
273	Kettering	Midland Railway	18a Montague Street	1904/04	1912/05	OTX
273.1	Kettering	Midland Railway	7 Silver Street	1912/07	*	OTX
274	Kingston-on-Thames	Pickfords Ltd.	Fife Road	1904/10	*	All
275	Leeds	Thos. Cook & Son	1 Royal Exchange	1881/05	1889/07	T
276	Leeds	Thos. Cook & Son	4 Royal Exchange	1892/05	1906/07	OTX
276.1	Leeds	Thos. Cook & Son	55 Boar Lane	1906/10	*	OTX
277	Leeds	Midland Railway	Queen's Hotel	Ticket only		
278	Leicester	Thos. Cook & Son	7 Gallowtree Gate	1886/05	1892/05	T
278.1	Leicester	Thos. Cook & Son	5½ Gallowtree Gate	1881/05	1905/07	OTX
278.2	Leicester	Thos. Cook & Son	7 Gallowtree Gate	1905/10	*	OTX
279	Leicester	Midland Railway	3 Humberstone Gate	1904/07	1908/10	OTX
279.1	Leicester	Midland Railway	20 Gallowtree Gate	1909/04	1911/07	OTX
279.2	Leicester	Midland and LNW Joint Office	20 Gallowtree Gate	1911/05	1915/11	OTX
280	Leicester	Mr. A. Queenborough	16 Welford Road	1904/07	1915/11	TWX
281	Leicester	Mr. E.W. Cooper	38 Cavendish Road, Aylesford Park	1904/07	1915/11	TWX
282	Leicester	Mrs. B. Goodall	1 Cranmer Street, Hinckley Road	1904/07	1915/11	TWX
283	Leicester	Mr. James Moss	69 Belgrave Road	1904/07	1905/07	TWX
283.1	Leicester	Mr. W. Holehouse	69 Belgrave Road	1905/10	1915/11	TWX
284	Leicester	Mr. F. Chappin	9 Millstone Lane	1914/05	1915/11	T
285	Lincoln	Messrs. Jackson & Green	37 Newland	1904/07	*	TWX
286	Liverpool	Midland Railway	21 Castle Street	1889/07	*	OTX
287	Liverpool	Thos. Cook & Son	11 Ranelagh Street	1881/05	0	T
287.1	Liverpool	Thos. Cook & Son	51 Lord Street	1889/07	1905/10	OTX
287.2	Liverpool	Thos. Cook & Son	49 Lord Street	1906/04	*	OTX
288	Long Eaton	Mr. H. Meakin	Claye Street	1906/07	1915/11	TWX
289	Loughboro'	Mr. C. Jones	22 Market Place	1904/10	1905/07	OTX
289.1	Loughboro'	Messrs. Jones & Martin	22 Market Place	1905/03	1906/04	OTX
289.2	Loughboro'	Mr. A. J. Martin	22 Market Place	1906/07	1908/04	OTX
289.3	Loughboro'	Mr. A. B. Martin	22 Market Place	1908/07	1915/11	OTX
290	Loughboro'	[Thos. Cook & Son]		Ticket only		
291	Maidstone	Pickfords Ltd.	77 Bank Street	1904/10	1915/11	All
292	Maidstone	L. & N.W. Co.	30 Broadway	1911/05	1915/11	All
293	Manchester	Midland Railway	43 Piccadilly	1889/07	0	T
293.1	Manchester	Midland Railway	47 Piccadilly	1892/05	*	OTX
294	Manchester	Thos. Cook & Son	98 Oldham Street	1889/07	1892/05	T
295	Manchester	Thos. Cook & Son	61 Market Street	1881/05	1909/07	OTX
295.1	Manchester	Thos. Cook & Son	77 Market Street	1909/05	*	OTX
296	Manchester	Mr. R. Carter	4 Oldham Road, New Cross	1899/07	1902/10	TX
297	Manchester	Mr. Deliyanni	158 Upper Brook Street	1899/10	0	TX

Part 4: The Provinces

REF	CITY/TOWN	OFFICE	ADDRESS	FIRST	LAST	FOR
298	Manchester	Mr. V. E. Berman	125 London Road	1899/10	1901/10	TX
298.1	Manchester	Mr. H. Jones	123 London Road	1902/05	0	TWX
299	Manchester	Mr. Greenwood	277 Regent Road, Salford	1900/07	1903/05	WX
299.1	Manchester	Mr. Greenwood	337 Regent Road, Salford	1903/07	1906/07	TWX
299.2	Manchester	Messrs. J. Johnson & Sons	337 Regent Road, Salford	1906/10	1907/10	TWX
299.3	Manchester	Mr. J. Gibson	337 Regent Road, Salford	1908/04	1915/11	OTX
300	Manchester	Mr. J. Jepson	85 Stretford Road	1900/07	1907/07	TX
301	Manchester	Mr. Johnson Beal	446 Rochdale Road	1900/07	1915/11	TX
302	Manchester	Midland Railway	61 Market Street	1901/07	1909/07	OTX
303	Manchester	Midland Railway	Albert Bridge, Salford	1901/05	1905/10	OTX
303.1	Manchester	Midland Railway	3 Bridge Street, Salford	1906/04	1908/10	OTX
304	Manchester	Thos. Cook & Son	Victoria Bridge (opposite Cathedral)	1901/05	*	OTX
305	Manchester	Mr. Timperley	160a Oxford Street	1902/10	0	TWX
306	Manchester	Mr. Pyburn	104 Oxford Street	1903/05	1903/07	TWX
307	Manchester	Carr & Co.	38 Alexandra Road, Moss Side	1903/05	*	TWX
308	Manchester	Wood & Sons	5 Percival Street, Cheetham	1903/07	1903/10	TWX
308.1	Manchester	Wood & Sons	[2 Crescent Road, Cheetham Hill]	1904/01	1910/10	TWX
308.2	Manchester	Wood & Sons	[14 Cheetham Hill Road, Cheetham]	1911/07	1912/07	OTX
308.3	Manchester	Wood & Sons	14 Bury Old Road, Cheetham Hill	1913/07	1915/11	OTX
309	Manchester	Wood & Sons	49 Rochdale Road, Harpurhey	1903/07	1915/11	TWX
310	Manchester	Wood & Sons	118 Chorlton Road	1903/07	1915/11	TWX
311	Manchester	Thos. Cook & Son	Midland Hotel	1904/07	1915/11	T
312	Manchester	Mr. T. Thorp, Tobacconist	435 Oldham Road	1904/07	1915/11	TWX
313	Manchester	Mr. G. T. Mason	9 Oldham Road, New Cross	1905/07	1906/07	TWX
314	Manchester	Messrs. Staveley, Parker & Co.	99 Great Ducie Street	1905/07	1908/10	TWX
314.1	Manchester	Messrs. Staveley, Parker & Co.	66 Cheetham Hill Road	1909/04	1910/04	OTX
314.2	Manchester	Mr. M. Farber	66 Cheetham Hill Road	1910/07	1915/11	OTX
315	Manchester	Mr. H. Mallon	99 Church Street, Eccles	1906/04	1907/04	TWX
316	Manchester	Midland Railway	4 King Street, West, Salford	1906/04	1908/10	OTX
317	Manchester	Mr. C. Longshaw	109 Upper Lloyd Street, Moss Side	1906/10	0	TWX
317.1	Manchester	Mr. C. Longshaw	107&109 Upper Lloyd Street, Moss Side	1907/04	1908/04	TWX
318	Manchester	Thos. Cook & Son	79 Stretford Road	1907/04	1908/10	OTX
318.1	Manchester	Thos. Cook & Son	85 Stretford Road	1909/04	1915/11	OTX
319	Manchester	Mr. H. Goldstein	295 Chester Road	1907/04	1908/10	TWX
320	Manchester	Mr. J. Evans	Post Office, Barton Lane, Eccles	1907/07	1908/07	TWX
321	Manchester	Mr. G. Fearnough	169 Lower Broughton Road	1907/10	1915/11	OTX
321.1	Manchester	Miss L. Adams	169 Lower Broughton Road	1915/10	0	OT
322	Manchester	Mr. J. H. Squires	Post Office, Lower Openshaw	1907/10	1908/10	OTX
322.1	Manchester	Mr. A. H. Brown	Post Office, Lower Openshaw	1909/04	1915/11	OTX
323	Manchester	Messrs. Williams & Co.	33 Charles Street, Oxford Road	1908/04	1911/05	TWX
323.1	Manchester	Miss E. Williams	33 Charles Street, Oxford Road	1910/04	1915/11	TWX
324	Manchester	Mr. O. R. Allman	200 Ashton New Road, Beswick	1908/04	1909/10	TWX
324.1	Manchester	Mr. G. Clark	200 Ashton New Road, Beswick	1910/04	1915/11	TWX

Part 4: The Provinces

REF	CITY/TOWN	OFFICE	ADDRESS	FIRST	LAST	FOR
325	Manchester	Midland Railway	Salford Docks	1914/10	1915/10	OTX
326	Margate	Mr. F. L. Pettman	Athelstan Road	1905/07	1915/11	All
327	Masboro'	Messrs. S. Wilson & Son	Kimberworth Road	1905/03	1908/10	OTX
328	Middlesboro'	LNW, Midland & L&Y Joint Office	County Bank Chambers	1911/07	1915/11	OTX
329	Morecambe	Mr. T. Baxter	Victoria Street	1906/07	1907/04	OTX
329.1	Morecambe	Mr. A. Caunt	"Visitor" Office, Victoria Street	1907/07	1911/10	OTX
330	Nelson	Messrs. J. Hartley & Co.	51 Netherfield Road	1906/10	1915/11	TWX
331	Nelson	Co-op		Ticket only		
332	Newcastle	Thos. Cook & Son	109 Grey Street	1905/03	0	OTX
332.1	Newcastle	Thos. Cook & Son	2 Northumberland Street	1905/07	*	OTX
333	Newcastle	Midland Railway	7 Collingwood Street	1906/10	1910/10	OTX
333.1	Newcastle	LNW, Midland & L&Y Joint Office	4 St. Nicholas' Buildings	1911/05	1915/11	OTX
334	Nottingham	Thos. Cook & Son	16 Clumber Street	1881/05	1892/05	T
334.1	Nottingham	Thos. Cook & Son	16 Clumber Street	1901/05	*	OTX
335	Nottingham		128 Derby Road	1886/05	0	T
335.1	Nottingham	Mr. Patchitt	128 Derby Road	1889/07	1892/05	T
336	Nottingham	Mrs. E. Brown	99 Radford Road	1899/07	1900/07	X
336.1	Nottingham	Miss Brown	99 Radford Road	1900/10	0	X
337	Nottingham	Mr. H. L. Godfrey	Radcliffe Road, West Bridgford	1899/07	1902/10	WX
337.1	Nottingham	Thos. Cook & Son	Radcliffe Road Post Office	1902/11	0	T
338	Nottingham	Thos. Cook & Son	97 Derby Road	1901/05	1915/11	TWX
339	Nottingham	Midland Railway	Maypole Yard	1904/07	*	OTX
340	Nottingham	Mr. Walker	156 Radford Road	1904/07	1911/10	TWX
341	Nottingham	Messrs. Beardsley & Ball	20 Sneinton Street	1904/07	1909/10	TWX
342	Nottingham	Mrs. J. Hall	240 Denman Street, Radford	1904/07	1915/11	TWX
343	Nottingham	Mr. J. G. Christopher	115 Radford Road	1912/05	1913/07	TWX
344	Nottingham	Mr. H. Page	121-123 Radford Road	1912/07	1915/11	TWX
345	Oldham	Midland Railway	143 Union Street	1904/04	1911/05	OTX
346	Oldham	Thos. Cook & Son	110 Yorkshire Street	1905/03	*	OTX
347	Park Gate	Mr. W. A. Tomlinson	Post Office, Park Gate	1905/07	1912/07	TWX
348	Peterborough	Mr. H. Percival	16 Long Causeway	1904/07	1905/03	TWX
349	Peterborough	Mr. C. Edwards	5 Long Causeway	1905/07	1906/10	TWX
350	Portsmouth	Messrs. Curtiss & Sons Ltd.	Pearl Buildings, Commercial Road	1905/03	*	All
351	Portsmouth	Chaplin & Co.	Commercial Road	1909/10	1910/10	All
352	Ramsgate	Pickfords Ltd.	7 York Street	1905/03	1915/11	All
353	Ramsgate	Mr. J. Pain	55 High Street	1911/07	1915/11	All
354	Reading	Pickfords Ltd.	49 Market Place	1904/10	1909/10	All
354.1	Reading	Pickfords Ltd.	21 St. Mary's Butts	1910/04	*	All
355	Redhill	Pickfords Ltd.	16 London Road	1904/10	1910/04	All
355.1	Redhill	Pickfords Ltd.	93 Brighton Road	1910/07	1915/11	All
356	Rochdale	Thos. Cook & Son	82 Drake Street	1905/07	1915/11	OTX
357	[Rochester]	Messrs. Curtiss & Sons Ltd.	[361 High Street]	1903/05	1906/10	X
357.1	[Rochester]	Messrs. Curtiss & Sons Ltd.	[373 High Street]	1907/04	*	OTX

Part 4: The Provinces

REF	CITY/TOWN	OFFICE	ADDRESS	FIRST	LAST	FOR
358	Rotherham	Messrs. S. Wilson & Son	College Square	1908/04	1908/10	OTX
359	Ryde	Curtiss & Sons	Esplanade	1905/07	1907/07	T
360	Sandown	Pickfords Ltd.	1 High Street	1910/04	1915/11	All
361	Shanklin	Pickfords Ltd.	Yarmouth House, Station Road	1910/04	1910/10	All
361.1	Shanklin	Pickfords Ltd.	Regent Street	1911/07	1915/11	All
362	Sheerness	Messrs. Curtiss & Sons Ltd.	56 High Street, Blue Town	1911/05	*	All
363	Sheffield	Thos. Cook & Son	Change Alley Corner	1881/05	1892/05	T
363.1	Sheffield	Thos. Cook & Son	Market Place	1901/05	1904/07	T
363.2	Sheffield	Thos. Cook & Son	Victoria Buildings, 31 Fargate	1905/03	*	OTX
364	Sheffield	Mr. T. Nixon	222 & 224 Gibraltar Street, Shalesmoor	1899/07	1902/10	WX
365	Sheffield	Mr. Lister	Post Office, Highfields	1899/07	1899/10	TWX
365.1	Sheffield	Mr. Brumby	Post Office, Highfields	1900/05	1901/07	TWX
365.2	Sheffield		Post Office, Highfields	1901/10	1903/05	OTX
365.3	Sheffield	Thos. Cook & Son	Post Office, Highfields	1903/07	1915/11	OTX
366	Sheffield	Midland Railway	34 Pinstone Street	1904/07	*	OTX
367	Sheffield	Mr. Francis	92 Broomhall Street	1904/07	1915/11	WX
368	Sheffield	Mr. Grattan	124 West Street	1904/07	1915/11	TWX
369	Sheffield	Mrs. Wainwright	167 South Street, Moor	1904/07	1906/04	WX
369.1	Sheffield	Mr. C. E. Morgan	167 South Street, Moor	1906/07	1912/07	WX
370	Sheffield	Mr. C.T. Nichol	41 Meadow Street	1904/07	1906/10	WX
371	Sheffield	Mr. G.W. Ridge	137 Attercliffe Common	1904/07	1915/11	WX
372	Sheffield	Mr. G.W. Ridge	25 Carbrook Street, Carbrook	1904/07	1915/11	WX
373	Sheffield	Mrs. M. Armstrong	28 Middlewood Road, Hillsboro'	1905/03	1913/10	WX
373.1	Sheffield	Mrs. E. Bass	28 Middlewood Road, Hillsboro'	1914/07	*	OTX
374	Sheffield	Mrs. E. E. Wynn	Postal Telegraph Office, Walkley	1905/07	1915/11	TWX
375	Sheffield	Mr. C. E. Whitaker	166 Abbeydale Road	1905/10	1915/11	TWX
376	Sheffield	Mr. J. Atkin	70 Stafford Street, Park	1905/10	0	TWX
377	Sheffield	Mr. C. Swinburn	47 Chesterfield Rd, Meersbrook, Heeley	1906/04	1907/10	TWX
377.1	Sheffield	Mr. C. Swinburn	95 Chesterfield Rd, Meersbrook, Heeley	1908/04	1915/11	OTX
378	Sheffield	Mr. J. H. Carr	326 Shalesmoor	1907/04	1911/07	WX
379	Sheffield	Mr. J. K. Fox	135 South Street Moor	1913/07	1915/11	OTX
380	Sheffield	Mr. J. Hartley	195a Whitham Road, Broomhill	1913/10	0	OTX
381	Southampton	Thos. Cook & Son	32 Oxford Street	1905/03	*	OTX
382	Southport	Midland Railway	47 Lord Street	1904/07	1906/04	OTX
382.1	Southport	Midland Railway	143 Lord Street	1906/07	1910/07	OTX
383	Southsea	Chaplin & Co.	Stanley Street, Palmerston Road	1909/10	1910/10	All
384	St Albans	Midland Railway	16 High Street	1904/07	1911/07	OTX
384.1	St Albans	Midland and LNW Joint Office	16 High Street	1911/05	*	OTX
385	Stamford	Mr. G. Bacon	68 High Street	1904/10	1908/07	TWX
386	Stockport	Mr. Irlam	6a St. Petersgate	1889/07	0	T
387	Stockport	Thos. Cook & Son	[Mr Buckley's, 28 Heaton Lane]	1901/05	1908/07	T
387.1	Stockport	Thos. Cook & Son	Mr Buckley's, 26a Princes Street	1909/05	1911/05	T
387.2	Stockport	Mr. Buckley	[26a Heaton Lane]	1904/10	1911/07	OTX

Part 4: The Provinces

REF	CITY/TOWN	OFFICE	ADDRESS	FIRST	LAST	FOR
387.3	Stockport	Mr. Buckley	26a Princes Street	1909/07	1911/07	OTX
388	Stockport	Midland Railway	26 Wellington Road North	1906/10	1912/07	OTX
389	Sunderland	Thos. Cook & Son	269 High Street, West	1905/03	0	OTX
389.1	Sunderland	Thos. Cook & Son	13 Fawcett Street	1905/07	*	OTX
390	Swansea	Midland Railway Parcels Office	44 Wind Street	1904/04	1911/10	X
391	Totland Bay	Pickfords Ltd.	Broadway	1910/07	1910/10	All
392	Trowbridge	Midland Railway	Town Bridge	1906/07	*	OTX
393	Tunbridge Wells	Pickfords Ltd.	7 Goods Station Street	1909/10	1910/10	All
393.1	Tunbridge Wells	Pickfords Ltd.	4 Monson Road	1911/07	1915/11	All
394	Ventnor	Pickfords Ltd.	55 High Street	1910/04	1915/11	All
394.1	Ventnor	Pickfords Ltd.	49 High Street	1914/05	0	T
395	Walsall	Thos. Cook & Son	Post Office Buildings, The Bridge	1881/05	1889/07	T
395.1	Walsall	Thos. Cook & Son	Leicester Square	1892/05	0	T
395.2	Walsall	Thos. Cook & Son	3 Her Majesty's Theatre, Park Street	1901/05	1906/07	OTX
395.3	Walsall	Thos. Cook & Son	21 Park Street	1906/10	*	OTX
396	West Hartlepool	LNW, Midland & L&Y Joint Office	Central Buildings, Church Street	1911/07	1915/11	OTX
397	Windsor	Pickfords Ltd.	27 Sheet Street	1905/07	1915/11	All
398	Wolverhampton	Thos. Cook & Son	27 Queen Street	1881/05	1889/07	T
398.1	Wolverhampton	Thos. Cook & Son	Victoria Buildings, Lichfield Street	1892/05	1906/10	OTX
398.2	Wolverhampton	Thos. Cook & Son	22 Lichfield Street	1907/04	*	OTX
399	Wombwell	Mr. J. J. Neville	31 High Street	1905/03	1915/11	WX
400	Worcester	Mr. J. F. Santonna	34 Sidbury	1900/07	1914/10	X
401	Worcester	"Star" Office	60 Foregate Street	1901/07	1904/04	X
402	Worcester	Midland Railway	59 High Street	1904/07	*	OTX
403	Worthing	Pickfords Ltd.	2A Chapel Road	1912/05	1915/11	All
403.1	Worthing	Pickfords Ltd.	30 Chapel Road	1914/05	0	T
404	Worthing	Mr. F.J. Walker	9 Belgrave Terrace, Rowlands Road	1912/10	1913/07	All
405	York	Thos. Cook & Son	38 Coney Street	1911/07	1915/11	OTX

NOTES TO TABLE 3

202: Issued tickets for travel from Hale and West Timperley.

205: Cook is shown at this address on the July Tourist Pages from 1902 to 1911, and Cheeseman on the Provincial Pages from July 1913 to July 1916. Whether the premises continued as an agency during the 'missing' years and whether there was any relationship between Cook and Cheeseman are not known.

206: The Provincial Pages show the full address for a Midland Railway office from July 1903 to April 1904, after which it is shortened to 61 Duke Street, and notes that tickets issued

were for travel from Carnforth. The shorter address is also shown on the July Tourist Pages from 1904 to 1908, omitting the Carnforth qualification. The same shorter address is also shown for Cook on the July Tourist Pages from 1905 to 1909, and on Provincial Pages from April 1909 (the last Midland entry having been in October 1908). The impression given is that for some years this was an office shared by the two organisations, from which the Midland withdrew at the end of 1908.

It is clear that undated ticket 024 (*Fig.42*) was held at Cook's office. It is suggested that it was for issue in conjunction with a ticket from Barrow to Morecambe by one of the vessels owned by the Morecambe Steamboat Company Ltd., which continued such sailings for a few



Fig. 42

years after the opening of Heysham. The only Midland element of the whole journey would then have been the short stretch between Morecambe and Heysham.



Fig. 43

207: It seems surprising that a tourist centre such as Bath was not home to a Midland Railway city office until 1904. Ticket 000 (Fig. 43) is a post-war print following the resumption of cheap returns.



Fig. 44

209: Whereas the ticket from the 1870s shown in the introduction (Fig. 2) identifies the Stephenson Place agency by the initials 'S. P.'

this later excursion ticket 7872 (Fig. 44) from the early 1880s carries the initials 'C.O.' This is the only Cook's office in Birmingham to be shown in timetables during this decade, on the page for the Edinburgh exhibition of 1886, but the ticket is evidence that not only tourist tickets were being issued. The agency is first shown on the Provincial Pages in July 1901 issuing OTX.

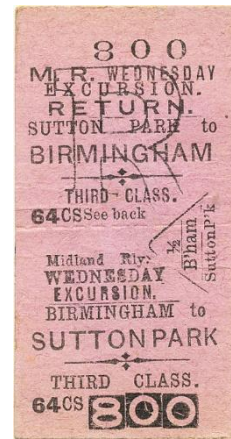


Fig. 45



Fig. 46

210: The change in premises from No. 64 to No. 52 is nicely illustrated by undated excursion tickets 800 (Fig. 45) and 007 (Fig 46). Tickets from No. 64 have been seen with or without the initials 'C.O.'

212: Ticket issue changed to TWX in October 1904 and to T in October 1915.

213: Ticket issue changed to TWX in October 1907 and to T in October 1915.

214: Ticket issue changed to TWX in October 1904 and to T in October 1915.

216: Ticket issue changed to TWX in October 1904.

218: Ticket issue changed from TWX to T in October 1915.

219: The identifier ‘CO St’nSt.’ has been seen on a return half of a Half Day Excursion ticket from Birmingham to St. Pancras dated 6 September 1908. New Street station was bounded by Station Street to the south and Stephenson Street to the north; one of the Midland’s three booking offices was at the south entrance and usually shown on tickets as ‘St’n St.’. The existence of an otherwise unknown Cook’s office in the few premises on the south side of this street, although not impossible, does seem unlikely. It may be that the ticket represents a rare error by the printers and that the type should have been set as St’nPl, with issue having been from the main Cook’s office in Stephenson Place.



Fig. 48

221: Another agency in Blackburn is known from a ticket only, half 204 (Fig. 48) dated 25 December 1898 with the identifier ‘PO Darwen St.’. The 1910 25 inch O.S. map (Lancashire LX11.16) shows the ‘G.P.O.’ on the east side of Darwen Street towards the north end thereof. This was a new structure purpose built in 1907-08 but it would have been logical to use an existing site which makes an earlier Post Office a reasonable guess for the agency. An 1892 map does show a large, but un-named, building in the same location.

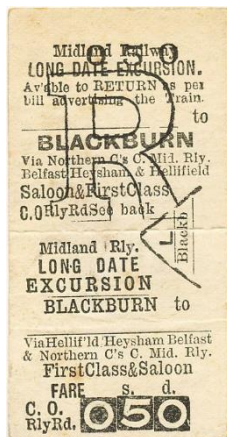


Fig. 47

220: Although firmly in the territory of the Lancashire & Yorkshire Railway, Blackburn was served by Midland through trains running from Liverpool and Manchester to Hellifield and onward to Carlisle. It is therefore not surprising that Cook’s agency in the town stocked Midland as well as L&Y tickets. Undated blank card return 050 (Fig. 47) is printed for travel via the Heysham – Belfast service (see Part 5) to a destination on the lines of the Northern Counties Committee. The agency first appeared on Tourist Pages in 1892 and was shown on the Provincial Pages from July 1901 issuing OTX.



Fig. 49

222: Return half 1130 (Fig. 49), with a 9 August 1901 date, suggests that Cook had a presence in Deansgate well before the first appearance of No. 68 in the May 1901 Provincial Pages. This is consistent with the 1892 Tourist Pages entry at No. 70 and it may be assumed that those premises remained in continuous use until the move to next door sometime before 1901.

223: Appeared on the Tourist Pages from 1901 to 1904 only; first appeared on the Provincial Pages in March 1905 issuing OTX.

227: This agency’s first appearance on the Provincial Pages is in July 1901, issuing OTX. The *London Gazette* shows the change of address to No. 21 as having been made in 1906, but the change in the timetable entry was not made until 1908. Confusingly, *Kelly’s Directory* for 1904 and 1908 gives the address as ‘8 Exchange Buildings, Market Street’; it also names Edward Billson as the Agent. In

1912 it shows No. 16 rather than No. 8, still with Edward Billson, but there is also a second entry for 21 Market Street with the Agent given as Thomas A. Corbett. The latter also appears in the 1917 edition. Perhaps there were then two separate outlets.

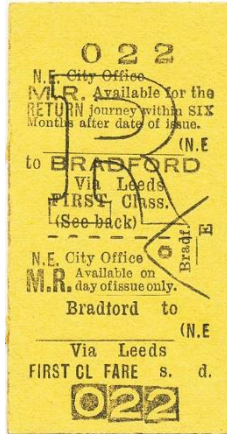


Fig. 50

228: The North Eastern Railway used the Midland station in Bradford, having running powers to there from a Junction with the Otley & Ilkley Joint line at Milner Wood. The NE had its own office in the town, possibly from the inception of its Bradford – Harrogate service on 1 August 1877. Originally shown as the Town Office, the name was changed (as shown on blank card return 022 (Fig. 50)) when Bradford gained City status on 9 June 1897. *Kelly's Directory* gives the address as 42 Swan Arcade, enlarged by 1891 to 42, 46 & 49 Swan Arcade [*Post Office Directory* and *Kelly's*]. It is still shown in the latter in 1901, 1904 and 1908, but not listed in the 1912 issue. It is thought to have closed prior to 1911 but during its lifetime issued Midland as well as NE tickets.

229: Issued tickets for travel from Bristol and Bath.

232: First shown on the Provincial Pages in July 1901 issuing OTX.

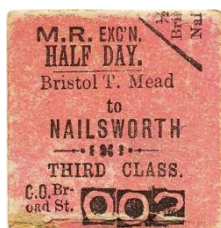


Fig. 51

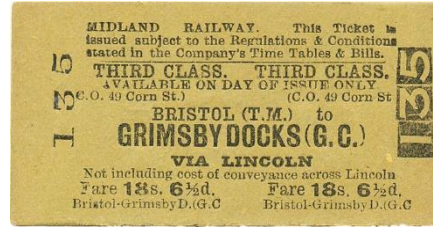


Fig. 52



Fig. 53

233: Half 002 (Fig. 51) with the identifier 'C.O. Broad St.' was issued on 28 August 1898. It is assumed that Cook thereafter moved to 49 Corn Street; this address is shown from 1900 to 1915 in the *London Gazette* and also appears on the July Tourist Pages in 1902 to 1904, although not on the Provincial Pages until March 1905 and then issuing OTX. The *London Gazette* also confirms the further move to 10 Clare Street in 1916. Ticket 135 (Fig. 52) is undated and 052 (Fig. 53) was issued on 8 April 1924. While at Corn Street, the office is known also to have issued tickets for travel from Clifton Down.



Fig. 54

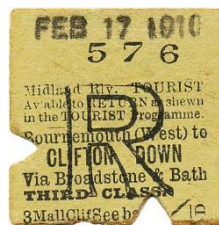


Fig. 55

234: Halves 311 (Fig. 54) dated 14 December 1908 and 576 (Fig. 55) illustrate that this agency issued tickets for travel from Bristol and from Clifton Down.



Fig. 56



Fig. 57

242: Singles 170 (Fig. 56) and 009 (Fig. 57) from Cheltenham illustrate the move of the company's office across the road from No. 6 to No. 3 Colonnade. The most likely reason is expiry of a lease but it was clearly thought important to retain a presence on this prestigious street.

The term 'Actual Fare' appeared on tickets printed during the period from 1 April to 6 August 1920. The figures were those resulting from a general 50% increase in fares imposed by Order in Council from 1 January 1917 as a temporary measure designed to discourage wartime travel. It transpired to be somewhat more permanent, but not until 1 April 1920 was a decree issued that the new fares should actually be shown on tickets. From 6 August the term was replaced by 'Revised Fare' following a further 25% fare increase; examples are illustrated with Notes 114, 233, 262 and 363.

245: The return half of a half day excursion ticket from Chesterfield to Leicester is known, printed in the format used during the 1890s and with the agency identifier '(C.O.)'. No reference has been found to any Cook's office in the town.

247: An ordinary single from Derby to Manchester (Cent.) is known, in the print format of c1901-04 and with the identifier '(C.O.)'. No reference has been found to any Cook's office in the town but such has to be assumed. There is the possibility that there may have been some association with Mr. Clulow (Note 249).



Fig. 58



Fig. 59

248: It is not clear whether the Bell Office was Midland Railway premises. It is shown as a Parcels Receiving Office in timetables for 1899 (but not issuing tickets). In *Kelly's Directory* for that year two entries are notable, one for an MR parcels office at No. 5 Sadler Gate and one for the 'Bell family and commercial hotel' at Nos. 52 and 53, just across the road from No. 5. It is possible that this proximity warranted the 'Bell Office' nickname for the MR premises. There is no doubt about the position from March 1905 onwards, when the office at 17 Corn Market is firmly labelled as that of the Midland Railway. Half 396 (Fig. 58) dated 24 December 1909 simply refers to this as the 'Town Office'. Undated specimen ticket 050 (Fig. 59) holds more interest and exemplifies a print run for this later office. Each issued ticket will have been sold with a Derby – London return to enable the passenger to travel onward to the LBSC station at Crystal Palace and gain pre-paid admission to the Palace itself. The connecting journey on the Metropolitan and District Railways either to Monument (from where London Bridge station was reached on foot) or to Victoria was also included.

249: Appeared on the July Tourist Pages from 1905 to 1909 only. Its first appearance on the Provincial Pages was in October 1907, issuing TWX; this changed to OTX in July 1911, after the move to Irongate. See also Note 247.

251: Issued tickets for travel from Birmingham.

252: Issued tickets for travel from Birmingham.



Fig. 60



Fig. 61

254: Tickets printed with both South Saint Andrew Street numbers are known, that with No. 22 (half 000 (Fig. 60) with an illegible date) is clearly earlier. A move was then made to No. 8 before a further transfer into the North British Hotel Buildings. Tickets were printed by the Midland with the dual title of the Midland and the North British Railways. Single 121 (Fig. 61) has the seven-day validity which was at the time standard for Anglo-Scottish single journey bookings.

255: The *London Gazette* shows Cook's office at 31 Princes Street in 1900, at Waverley Station Hotel Buildings in 1901, at the North British Station Hotel Buildings in 1902 and 1903, at 120 Princes Street from 1904 to 1909 and at 54 Princes Street from 1910 to 1922. The November 1901 Tourist Page gives the

Waverley Station version and that for July 1903 the North British station version, but these must surely have simply been slightly different renderings of the same premises. On the July 1904 Tourist Page and the October 1904 Provincial Pages (its first such appearance and issuing OTX) the new address is given as 120a Princes Street but thereafter it agrees with the *Gazette* version of 120 Princes Street.

256: First appearance was on Tourist Pages for May 1909. Nothing else is seen until May 1912 when it was in the Provincial Pages issuing OTX and marked 'Summer only'; it then continued so until July 1916.

259: This was always a Midland Railway office. It is identified as such on the July Tourist Pages from 1901 to 1909, but Provincial Pages from July 1902 show only the address until October 1911 when the words Midland Railway Office were added.

260: Appeared on the July Tourist Pages from 1901 to 1904 only; first appeared on the Provincial Pages in March 1905 issuing OTX.

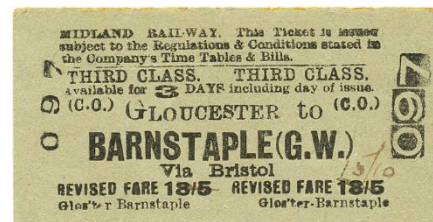


Fig. 62

262: Revised Fare single 097 (Fig. 62) establishes that the office was still in use in or after August 1920. The three-day availability applied for longer distance bookings that crossed the River Thames or a line extending eastward therefrom.

265: There is some confusion over this address. On the July Tourist Pages it is shown as Onslow Street in 1905, Onslow Place in 1906 and simply as Guildford in 1907 (the last entry). On the South of the Thames Pages it is given as Onslow Place in July and October 1905 and thereafter as Onslow Street.



Fig. 63



Fig. 64

266: The principal service between Harrogate and Leeds was, of course, that of the North Eastern Railway, but at various periods the Midland, the Great Northern and the Lancashire & Yorkshire Railway all used running powers to operate over the same route. Both the Midland and the GN are known to have had offices in the town, ticket 082 (Fig. 63) was issued at the former and is specifically limited to travel by a Midland Train. The agency is also known to have issued Midland paper tickets for travel from Leeds and tickets for the NE such as single 6392 (Fig. 64) dated 11 November 1914.

270: Appeared on the July Tourist Pages from 1901 to 1904 only; first appeared on the Provincial Pages in March 1905 issuing OTX.

272: It is clear that there was some relationship between Singleton and Cook. No agency name is given on the earliest Provincial Pages but later ones show it as Singleton from May 1903 until July 1912, with the July Tourist Pages from 1902 to 1909 showing it as Cook. From July 1913 (at the later Cavendish Street address) the Provincial Pages show Cook only; possibly Singleton had sold out or retired.



Fig. 65

In March 1884 the Midland Railway commenced running its own horse-drawn omnibuses between St. Pancras, Charing Cross and Waterloo. During the first half of 1906 these were extended to run to Victoria. Passengers who were booked through between Midland stations and stations on the South Eastern, London & South Western and (later) London Brighton & South Coast Railways were carried free, other passengers joining and leaving the buses anywhere on the route were charged 3d each. The free carriage was regulated by the issue of Edmondson Omnibus Tickets when the rail tickets were bought. They were issued at Midland stations and agencies for southbound travel, undated ticket 044 (Fig. 65) for issue at Cook's office in Keighley is an example.



Fig. 66

276: First shown on the Provincial Pages in July 1903 issuing OTX. The *London Gazette* confirms that the change of address occurred in 1906 but *Kelly's Directory* casts doubt on whether it represents an actual removal, giving the address as '4 Royal Exchange Buildings, 55 Boar Lane' in 1908 and later years through to 1922. The single-coupon Half Day Excursion ticket 437 (Fig. 66) is one of several known from Leeds to the popular resort of Morecambe.



Fig. 67

277: The number of Midland provincial agencies that were hotel-based appears to have been very small, and indeed only two of the company's own hotels are known to have had this facility. Single 042 (Fig. 67) dated 24 January 1915 was issued at the Queen's Hotel in Leeds – even though it was only a few paces away from the station booking office.



Fig. 68

278: The *London Gazette* shows this agency simply as Gallowtree Gate from 1900 to 1922. The use of No. 5½ from July 1901 to July 1905 is not understood (possibly some local quirk) but an actual change of premises seems highly unlikely. The rather unclear date on blank card single 109 (Fig. 68) is 5 January 1909.

280: Ticket issue changed to T in October 1915.

281: Ticket issue changed to T in October 1915.

282: Ticket issue changed to T in October 1915.

283: Ticket issue changed to T in October 1915.

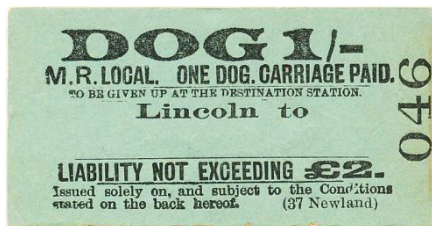


Fig. 69

285: Jackson & Green's office in Lincoln is the only one that is known to have issued tickets for the carriage of dogs. Ticket 046 (Fig. 69) is undated. Ticket issue changed to OTX in April 1909.



Fig. 70

286: The Midland opened its new parcels receiving office at 21 Castle Street on 1 September 1882 [*Handbill – MRSC Item 13591*]. The immediate issue of tickets there is unlikely and indeed it is described in the July

1889 Tourist Programme as the Midland Railway's 'New Booking Office'. It is first shown on Provincial Pages in July 1901, issuing OTX. In all entries on these pages the words 'Central Parcels Receiving Office' are included before the address. Half 023 (Fig. 70) is a pre-1890 print although not issued until 17 July 1907.

287: The 51 Lord Street address appeared on Tourist Pages only from 1902 to 1904; it is first shown on Provincial Pages in March 1905 issuing OTX. The *London Gazette* confirms that the change of address to No. 49 was in 1906.

288: Ticket issue changed to T in October 1915.

289: As Mr. C. Jones this appeared on the Provincial Pages once only in October 1904 issuing OTX and also once only on the July Tourist Page in 1905.

290: The identifier '(C.O.)' is shown on a return ticket from Loughboro' to Glasgow (G.& S.W.) for a Brush E.E. Party pre-dated for an outward journey on 16 September 1901 and a return journey on 15 November 1901. Clearly this was for a trip, or more likely a tour, organized by Cook and for which special tickets were printed. There is no evidence that the office sold Midland tickets to the general public.

293: This is described in the July 1889 Tourist Programme as the Midland Railway's 'New Booking Office' (and not shown in May 1886). A paper ticket with the pre-printed year 188_ is known (although not issued until August 1920) with the agency clearly shown as '43, Picc.' and is illustrated on the inside back cover. It has been assumed that there was a later move to No. 47, the address shown on a May 1892 Tourist Page. First shown on the Provincial Pages in July 1901 issuing OTX.

295: Appeared on the July Tourist Pages from 1902 to 1909. First shown on the Provincial Pages in March 1905 issuing OTX. The *London Gazette* confirms that the move was made in 1909.

296: Ticket issue changed to TWX in July 1901.

298: Ticket issue changed to TWX in July 1901.

299: Ticket issue changed to TWX in July 1901 and to OTX in October 1907.

300: Ticket issue changed to TWX in July 1901.

301: Ticket issue changed to TWX in July 1901 and to OTX in October 1907.

302: Appeared on the July Tourist Pages from 1901 to 1904 only; first appeared on the Provincial Pages in March 1905 issuing OTX.



Fig. 71

304: Appeared on the July Tourist Pages from 1901 to 1904 only; first appeared on the Provincial Pages in March 1905 issuing OTX. Half 002 (Fig. 71) is dated 25 May 1901.

307: Ticket issue changed to OTX in October 1907.

308: The dates given are taken from entries in the Provincial Pages and appear to show a series of removals, but doubt is cast on this by the Tourist Pages. In July 1905 the address is there given as 14 Cheetham Hill Road, Cheetham, changing to 2 Crescent Road, Cheetham Hill from 1906 to 1909. The possibility must be recognized that all four addresses may in fact refer to the same premises. Ticket issue changed to OTX in October 1907.

309: Ticket issue changed to OTX in October 1907.

310: Ticket issue changed to OTX in October 1907.

312: Ticket issue changed to OTX in October 1907.

314: Ticket issue changed to OTX in October 1907.

319: Ticket issue changed to OTX in October 1907.

320: Ticket issue changed to OTX in October 1907.

322: On the entry for A.H. Brown 'Ashton Old Road' is included after 'Post Office'.

323: Ticket issue changed to T in October 1915.

324: Ticket issue changed to T in October 1915.



Fig. 72

329: Either or both of these agents may have been associated with Cook. Undated ticket 035 (Fig. 72) (probably printed between 1904 and 1910) has the identifier 'C.O.'.



Fig. 73

330: Issued tickets for travel from Colne. Half 231 (Fig. 73) is dated 29 June 1907. Ticket issue changed to T in October 1915.

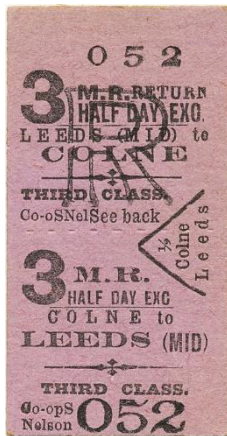


Fig. 74

331: The Co-op at Nelson has only been seen on undated ticket 052 (Fig. 74) for travel from Colne and does not appear in any timetable. There could have been some connection between Hartley (Note 330) and the Co-op.

332: The *London Gazette* confirms that the move was made in 1905.



Fig. 75

334: This Cook's office is one of the only two agencies known to have issued tickets for the carriage of bicycles. Carriage was charged on a zone system and ticket 120 (Fig. 75) was valid to any station within 100 miles of Nottingham.

337: Ticket issue changed to TWX in July 1901. Perhaps this was when an arrangement

was made between Godfrey and Cook but use of the premises seems to have ceased soon afterwards.

338: The first appearance on Tourist Pages is in May 1901 and on Provincial Pages in May 1903 issuing TWX; issue then changed to OTX in July 1903.

342: Ticket issue changed to T in October 1915.

343: Ticket issue changed to T in October 1915.



Fig. 76

350: Tickets for the Midland omnibus service (see Note 272) were also issued at Midland agencies on the south coast, in conjunction with rail tickets for northbound travel from St. Pancras. Ticket 079 (Fig. 76) is undated.

354: Shown in error as 49 Market Street on the Tourist Page in July 1905 only.

357: This office of Curtiss & Sons first appears in the Provincial Pages for May 1903 under the heading Rochester (Chatham Office) and with the address as 361 High Street. From April 1904 there is a cross-entry under the heading Chatham with the address given as 361 High Street, Rochester. The street number was changed to 373 for the Rochester (Chatham Office) entry in April 1907 but not until July 1907 for the Chatham cross-entry. The agency was listed under Rochester in the South of the Thames pages, at No. 361 until October 1906 and No. 373 from April 1907. All three entries then continued until July 1916. July Tourist Pages for 1905 and 1906 show 361 High Street, Rochester; in 1907 the page simply names the town. It is all very confusing! Ticket issue changed from X to OTX in October 1904.



Fig. 77



Fig. 78



Fig. 79

363: It is assumed that Cook moved from Change Alley Corner to Market Place (unless they were the same premises) before May 1901. Undated Long Date Excursion ticket 041 (Fig. 77) is likely to be a pre-1890 print and therefore from the first address. The Market Place address, at which half 1172 (Fig. 78) is assumed to have been issued, is only ever shown on Tourist and Cook Pages. The *London Gazette* confirms that a move from Market Place to 31 Fargate was made in 1905, the year of Cook's first appearance on the Provincial Pages. 'Victoria Buildings' is added to the address on the July Tourist Pages in 1905 and 1906 only. Ticket 718 (Fig. 79) carries the latest date that has been seen on an agency-issued Midland ticket.

364: Ticket issue changed to TWX in July 1901.



Fig. 80

365: Ticket issue changed to OTX in July 1901. No agent's name is given on the July 1903 Tourist Page, although Cook is shown on the Provincial Pages for that month. Whether Mr. Brumby continued to have any role after July 1901 is unclear. The 1d fare on blank card 180 (Fig. 80) suggests issue to a child, although there is no rubber stamp to that effect.

367: Ticket issue changed to TWX in October 1904 and to T in October 1915.



Fig. 81

369: The address given in timetables adds the information 'next door to Moor Post Office'. Ticket issue changed to TWX in April 1907 and to OTX in July 1911. Local Excursion ticket 432 (Fig. 81) is undated.

371: Ticket issue changed to TWX in October 1904.

372: Ticket issue changed to TWX in October 1904.

373: Ticket issue changed to TWX in October 1906 then to OTX in October 1911.

374: Ticket issue changed to OTX in April 1907.

375: Ticket issue changed to T in October 1915.

377: Ticket issue changed to OTX in October 1906.

381: No ordinary passenger ticket is known but an emigrant ticket has been seen. The agency is therefore dealt with under Shipping Agents in Part 5.

387: The timetable entries for this agency are confusing. The Provincial Pages show that Mr. Buckley had a long history as a parcel agent at 26a Heaton Lane, but he is not marked as issuing tickets (OTX) until October 1904. The same entry continues until July 1911. The July Tourist Pages from 1901 to 1911 show tourist tickets being issued by ‘Messrs. Cook & Sons, Mr. Buckley’s, 28, Heaton Lane’. The premises must have been one and the same, but were there separate Cook and Buckley desks? For both names the address changes to Princes Street in 1909; a Cook’s Page actually reads ‘26a Princes St. late Heaton Lane’ suggesting that there had been an official change of street name.

388: Also issued tickets available from Cheadle Heath station.

389: The *London Gazette* confirms that the move was made in 1905. (A further move to 56 Fawcett Street took place in 1921).

392: Issued tickets from Bristol and Bath.



Fig. 82

395: Undated ticket 010 (Fig.82) was printed in the 1880s and will have been returned to the audit office in 1890 for the fare to be overprinted. It will originally have been stocked at the first Walsall agency in Post Office Buildings; the 25 inch O.S. map (Staffordshire Sheet LXIII.11) shows the General Post Office with frontages on to Darwall Street and Leicester Street so the Leicester Square (sic!) address shown on a list of Cook’s offices in May 1892 may not have actually represented a change of premises.

Her Majesty’s Theatre opened in March 1900; Sheet LXIII.10 of the map shows that it incorporated six apparently independent units, one of which must have housed Cook’s agency. The map also shows that No. 21 Park Street is clearly different from the site of the theatre. It is expected that ticket stocks will have been transferred from office to office as Cook changed premises.



Fig. 83

398: Undated ticket 029, (Fig. 83) a late nineteenth century print, is more likely to have been from stock held at Cook’s second location in Wolverhampton, at Victoria Buildings. This is first shown on the Provincial Pages in July 1901 issuing OTX. It is possible that the structure was actually located at 22 Lichfield Street and that this variation does not reflect a change of premises.

399: Ticket issue changed to TWX in July 1907 and to T in October 1915.

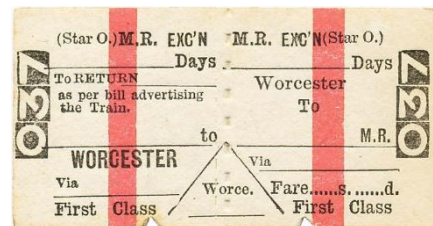


Fig. 84

401: Horizontally printed blank Excursion return 037 (Fig. 84) must date from the 1890s and shows that the Star Office in Worcester was active before its first appearance in the July 1901 timetable.

402: Ticket issue changed to TWX in July 1907 and back to OTX in May 1912.

TABLE 4: LOCATION IDENTIFIERS - PROVINCIAL

The notes for Table 2 given on page 22 apply also to the provincial identifiers given in this Table 4. As a reminder, in the second column a forward slash (/) indicates a line break and an asterisk (*) marks that the identifier has only been seen on a paper ticket.

Table 4: Location Identifiers - Provincial

REF	INITIALS	CITY/TOWN	OFFICE	ADDRESS
205.1	C.O.*	Barnsley	Mr. Cheeseman	3 Market Hill
206	Duke St Barrow-in-F	Barrow-in-Furness	Midland Railway	6 Amphitheatre Buildings, 61 Duke Street
206.1	CO Barrow	Barrow-in-Furness	Thos. Cook & Son	61 Duke Street
207	24New/Bon.St	Bath	Midland Railway	24 New Bond Street
209	S.P.	Birmingham	Thos. Cook & Son	Stephenson Place
210	64C.S & C.S.; C.O.	Birmingham	Thos. Cook & Son	64 Corporation Street
210.1	C.O.52 Corp.St.	Birmingham	Thos. Cook & Son	52 Corporation Street
212	S.H.	Birmingham	Midland Railway	46 Snow Hill, near Bath Street
219	C.O.St'nSt.	Birmingham	[Thos. Cook & Son]	[Station Street]
220	C.O.RlyRd	Blackburn	Thos. Cook & Son	5 Railway Road
220	5/RlyRd	Blackburn	Thos. Cook & Son	5 Railway Road
221	PO Da-/rwenSt	Blackburn	[Post Office]	Darwen Street
222.1	COD'gate	Bolton	Thos. Cook & Son	68 Deansgate
227	C.O.	Bradford	Thos. Cook & Son	8 Exchange, Market Street
228	NECityO	Bradford	North Eastern Railway	City Office
232	Bris.HSt.	Bristol	Midland Railway	46 High Street
233	C.O.Br/oad St.	Bristol	Thos. Cook & Son	Broad Street
233.1	C.O. 49 CornSt.	Bristol	Thos. Cook & Son	49 Corn Street
233.2	C.O. 10 ClareSt.	Bristol	Thos. Cook & Son	10 Clare Street
234	3 Mall Clifton	Clifton Down	Midland Railway	3 The Mall, Clifton
240	18 Market Hill	Cambridge	Midland Railway	18 Market Hill
242	6 Colonnade	Cheltenham	Midland Railway	6 Colonnade
242.1	3 Colonnade	Cheltenham	Midland Railway	3 Colonnade
243	C.O.	Cheltenham	Thos. Cook & Son	365 High Street
245	(C.O.)	Chesterfield	[Thos. Cook & Son]	
247	(C.O.)	Derby	[Thos. Cook & Son]	
248.1	Town/Office	Derby	Midland Railway	17 Corn Market
254	22S.S.A.S.	Edinburgh	Midland Railway	22 South St. Andrew Street
254.1	8 So.St.A.St	Edinburgh	Midland Railway	8 South St. Andrew Street
254.2	N.B.Hotel Princes St	Edinburgh	Midland Railway	North British Hotel Buildings, Princes Street
262	C.O.	Gloucester	Thos. Cook & Son	The Cross
266	8 Crescent Road	Harrogate	Midland Railway	8 Crescent Road
272.4	C.O. Keighley	Keighley	Thos. Cook & Son	66 Cavendish Street
276	C.O.	Leeds	Thos. Cook & Son	4 Royal Exchange
277	Queen's Hotel	Leeds		Queen's Hotel
278.1	C.O.	Leicester	Thos. Cook & Son	5½ Gallowtree Gate
280	16Wel-/fordRd	Leicester	Mr. A. Queenborough	16 Welford Road

Part 4: The Provinces

REF	INITIALS	CITY/TOWN	OFFICE	ADDRESS
285	37 Newland	Lincoln	Messrs. Jackson & Green	37 Newland
286	21 Castle St.	Liverpool	Midland Railway	21 Castle Street
287.2	C.O.	Liverpool	Thos. Cook & Son	49 Lord Street
290	C.O.	Loughboro'	[Thos. Cook & Son]	
293	43, Picc.*	Manchester	Midland Railway	43 Piccadilly
295	COMktSt	Manchester	Thos. Cook & Son	61 Market Street
295.1	C.O./Mkt St.	Manchester	Thos. Cook & Son	77 Market Street
304	C.OVic.B.	Manchester	Thos. Cook & Son	Victoria Bridge (opposite Cathedral)
329	C.O.	Morecambe	Mr. T. Baxter	Victoria Street
330	51N Rd/Nelson	Nelson	Messrs. J. Hartley & Co.	51 Netherfield Road
331	Co-opS Nelson	Nelson	Co-op	
334.1	C.O.	Nottingham	Thos. Cook & Son	16 Clumber Street
338	C.O.D.Rd.	Nottingham	Thos. Cook & Son	97 Derby Road
350	CRdP	Portsmouth	Messrs. Curtiss & Sons Ltd.	Pearl Buildings, Commercial Road
363	C.O.	Sheffield	Thos. Cook & Son	Change Alley Corner, Sheffield
363.1	C.O.	Sheffield	Thos. Cook & Son	Market Place, Sheffield
363.2	C.O. 31 Fargate	Sheffield	Thos. Cook & Son	Victoria Buildings, 31 Fargate
365.3	C.O. Highfields	Sheffield	Thos. Cook & Son	Post Office, Highfields
366	34 Pins/ton.St.	Sheffield	Midland Railway	34 Pinstone Street
369.1	167 Sou/ St. Mor	Sheffield	Mrs. Wainwright	167 South Street, Moor
395	C.O.	Walsall	Thos. Cook & Son	Post Office Buildings, The Bridge
398.1	C.O.	Wolverhampton	Thos. Cook & Son	Victoria Buildings, Lichfield Street
401	Star O.	Worcester	"Star" Office	60 Foregate Street
402	59HighSt.	Worcester	Midland Railway	59 High Street

MIDLAND RAILWAY TICKET OFFICES AND AGENCIES

PART 5: IRELAND, SHIPPING and OVERSEAS

IRELAND and the ISLE OF MAN

The Midland Railway's shipping interests date back to 1852; from 1 June that year the company leased the (Little) North Western Railway and in the same year the NWR purchased a steamboat and commenced a service between its base in Morecambe and Piel Pier (Barrow). Later that year sailings between Morecambe and Belfast commenced. Following enlargement of the harbour facilities at Barrow and the passenger opening of the Furness & Midland Railway on 6 June 1867 the Belfast service was transferred from Morecambe to Piel at the beginning of September that year, and in May 1868 a partnership between the Midland (which by then had leased the NWR), the Furness Railway and James Little & Company was formally agreed under the title Barrow Steam Navigation Company. Little had commenced a Piel – Douglas (Isle of Man) service on 1 July 1867. Tickets for the BSNCo were printed and supplied by the Midland.

BSNCo sailings from Piel Pier continued until 1881, on 1 June that year the Isle of Man service was transferred to a new, deep-water berth at Ramsden Dock (Barrow), followed by the Belfast service on 1 October. Connecting train services were similarly transferred from Piel to Ramsden Dock. From a Midland standpoint the BSNCo partnership did not prove particularly successful, this coupled with increasing pressure for Irish traffic and the then totally inadequate freight facilities at Morecambe led the Midland to build a new harbour at Heysham together with a rail link from there to Morecambe. These opened on 1 September 1904 with a Heysham - Belfast service and sailings between Heysham and Douglas commenced on 1 June 1905. The company then bought out its BSN partners and wound up that company in 1907.

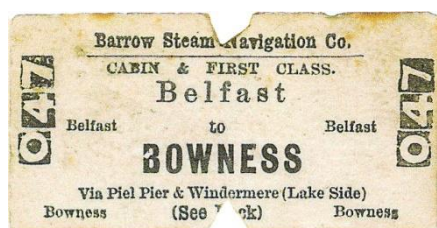


Fig. 85

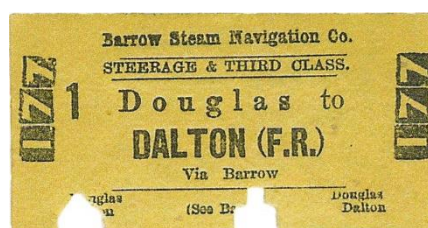


Fig. 86

The early booking arrangements at Belfast and Douglas are not known, although there must be a strong likelihood that there was an office on Donegall Quay, the Belfast base for the BSN fleet. At Douglas it is more probable that tickets were issued on board the steamers, examples are known with a prominent numeral printed thereon. [Illustrations of the pre-1890 prints shown in Figs. 85 and 86 are by courtesy of Great Western Trust, Didcot (Charles Gordon Stuart Collection)].



Fig. 87



Fig. 88



Fig. 89

The first known agency for Midland tickets in Belfast that has been found recorded in the company's publications is that of Thomas Cook & Son at 27 Royal Avenue (single 038 - Fig. 87). It was shown on Tourist Pages in July 1889 and 1902 to 1904, and first appeared on Provincial Pages in March 1905 issuing OTX. It can be assumed that this expanded range was a direct result of the new Heysham service. But it must then have been important to the Midland that it should not be upstaged by Cook; hence the opening of the company's own agency at 12 Royal Avenue, also first shown in March 1905 issuing OTX (single 307 - Fig. 88). By May 1911 this had become an LNW, Midland and L&Y Joint Office, it is still shown in July 1916 when there is also an entry for a solely Midland office at 7 Albert Square. James Little & Co. also needed to get in on the act and they make appearances on Tourist Pages at 1 Albert Square and Donegall Quay from July 1905 to July 1909; both addresses then return on Provincial Pages in July 1914 issuing OTWX. As Revised Fare single 098 (Fig. 89) illustrates, issue there continued until 1920 and probably beyond the grouping. Tickets issued at all these offices carry the title 'Midland Railway Co's Steamers'.

Two other Belfast agents are also recorded, Mr. J.W. Rigby at 11 Lower Garfield Street, Royal Avenue from October 1906 to October 1909 and Messrs. W. McCalla & Co. at 41-43 Victoria Street from July 1913 to November 1915; both issued OTX.



Fig. 90

The York Road terminus of the Belfast & Northern Counties Railway must also be mentioned, although it could be argued that strictly speaking it was not an agency - or at least not after the B&NC had been taken over by the Midland on 1 July 1903 and re-branded as the Northern Counties Committee. It is likely that combined steamer and rail tickets such as undated return 050 (Fig. 90) were stocked at the station booking office, but printed with a bold 'D.Q.' just to make absolutely clear to the passenger that the journey was to commence from Donegall Quay.

Returning briefly to Douglas, Jas. Little & Co. are shown as issuing Midland tourist tickets there on Tourist Pages from July 1905 to May 1911.

The City of Dublin Steam Packet Company was founded in 1823 to operate steamers from Dublin to Liverpool. Other routes followed later. The Dublin - Liverpool services ceased in 1919, after *Leinster* and another of the company's passenger ships had been sunk during the Great War, and the company's ships were taken over by the British & Irish Steam Packet Co. The Midland timetable for July 1903 shows that the railway ran services in connection with both the CoDSPC and the Dublin & Liverpool Screw Steam Packet Company, with through tickets being available by either of the two steamer companies. This latter company is shown in Dublin directories for 1862 and 1913.



Fig. 91

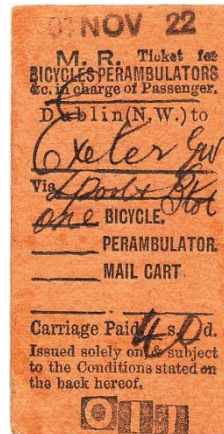


Fig. 92



Fig. 93

Tickets from Dublin were issued at the Midland's office at 6 Eden Quay (single 134 - Fig. 91) dated 10 October 1899 and 9 North Wall (bicycle etc ticket 011 (Fig. 92) – as already mentioned, a category rarely seen from an agency). Both make a first appearance on Provincial Pages in May 1901 issuing OTX; Eden Quay is last shown in November 1915 while North Wall disappears after October 1908 but is reinstated in July 1916, presumably to replace Eden Quay. Cook are shown in Tourist Pages at 45 Dame Street in May 1881, 43 Dame Street in July 1889 and 117 Grafton Street from May 1901 to July 1906. From October 1906, return 050 (Fig. 93) is from this period, their entry is in Provincial Pages at 118 Grafton Street issuing OTX.

From 1868 Alexander A. Laird & Co. of Glasgow were appointed sole agents for the Glasgow & Londonderry Steam Packet Company, which was then running steamers between Glasgow and Londonderry and also between Morecambe and Londonderry (initially via Belfast but later direct). In 1885 the company changed its name to the Glasgow, Dublin & Londonderry Steam Packet Co. Ltd., having added a Glasgow – Dublin run to its services. By March 1896 the company was shown in *Bradshaw* under both its proper title and the sobriquet 'The Laird Line'. Services of direct interest to the Midland were those from Morecambe to Londonderry and to Dublin. At Londonderry the Midland acted as agents for the steamers and maintained booking facilities issuing through tickets to a wide range of stations on or via the Midland.



Fig. 94

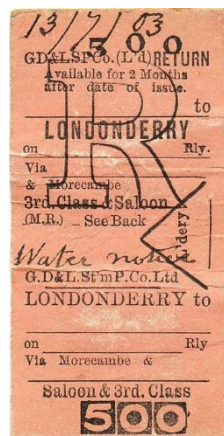


Fig. 95



Fig. 96

The practice of using the Midland title on through booking tickets issued at Londonderry, single 297 (Fig. 94) dated 1 October 1900, appears to have lasted until around the turn of the century when it was replaced by the GD&LSP Co title (proof blank return 500 - Fig. 95). Tickets were still printed and supplied by the Midland, and carried the (M.R.) indication somewhere on the front. The service was transferred from Morecambe to Heysham as from 1 September 1904. On January 1907 the company was formally re-named as Laird Line Ltd. and the new title was then used on tickets from Londonderry; 16 day excursion ticket 050 (Fig. 96) dates from the 1910s.

SHIPPING LINES

With the introduction of its fleet operating out of Heysham the Midland railway became the sole owner of a shipping line. Tickets issued on board the steamers are within the scope of this work and fall into two categories, one for the passage itself and the other for supplementary accommodation on the voyage.



Fig. 97

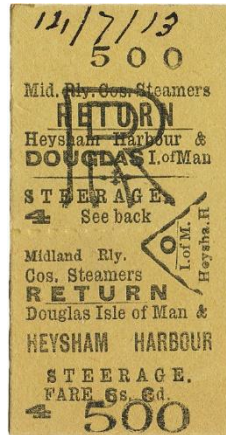


Fig. 98



Fig. 99

The former appears to have been limited to voyages from Douglas, the tickets identify the steamer concerned by either the letter 'M' (Fig. 97) or a numeral (Fig. 98) in the lower left hand corner of each half of a return ticket, no single has been seen. The letter denotes issue on board *Manxman* and the numerals (of which 1, 2 and 4 are known) issue on board one of the other four ships *City of Belfast*, *Duchess of Devonshire*, *Antrim* and *Londonderry*. If extra luxury was required then tickets were available to passengers booked in steerage to exchange to saloon and for those booked in saloon to upgrade to various different categories of state room. Ticket 396 (Fig. 99) will have been issued from the purser's office on-board S.S. *Londonderry*.

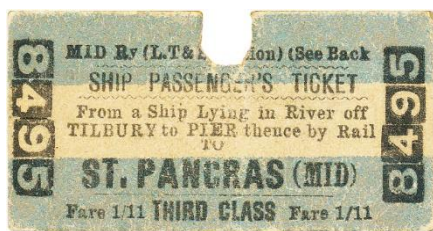


Fig. 100



Fig. 101

Tilbury was a favoured departure point for many Londoners undertaking long sea voyages. Steam tenders belonging to the LTS plied between a pier at Tilbury Docks station and ships lying in the River Thames. Some tickets for the boat trains to and from London termini did not identify the shipping line concerned (Fig. 100), others did. Perhaps foremost among these was the Orient Line (Fig. 101), for which the first special train ran from St. Pancras for the sailing of the *Oruba* on 1 May 1896. First and second class ship passengers were able to obtain their railway tickets at the shipping office or St. Pancras station, third class ship passengers were issued with them by the shipping company only. It is impossible to say with certainty which of the several known tickets were station issues and which were not, the latter may well have included on-board issues for incoming passengers.



Fig. 102



Fig. 103

Friends of passengers could also obtain tickets to see them off at Tilbury, they were available either to the Docks station (Fig 102) or, if a return, to and from the ship itself using the tender service as illustrated by outward half 3968 (Fig. 103).



Fig. 104

Not the least of the reasons why the Midland became a joint partner in the Cheshire Lines Committee is that it gave access to Liverpool. Most, if not all, passenger shipping lines that used docks on the Mersey will have had offices in London and some of these will have held stocks of Midland (and possibly other companies') tickets to Liverpool. Single 550 (Fig. 104) dated 18 August 1918 is an example from the American & Dominion Line office at 1 Cocksspur Street, no timetable entry for this is known but that is not surprising as shipping lines will not have been issuing tickets to the general public, only to their own passengers.

SHIPPING AGENTS

Most of the agents that issued Midland tickets will have been termed in directories as excursion, ticket or tourist agencies. Some, however, were described as shipping agents – a more demanding occupation that will have required much wider knowledge.



Fig. 105

A few of these were authorised to issue emigrant tickets such as undated 087 (Fig. 105). It was specialist work, requiring knowledge of complex regulations, of the shipping lines, their voucher systems and how these were dealt with by the railways. Sewell & Crowther were a well-known firm of shipping agents, advertising themselves in 1893 as 'Established over 40 years' and with premises at 87 Bishopsgate, 21 Cocksspur Street and 11 Onslow Place [Grace's Guide]. Robert Sewell left the partnership in 1896 but the business was continued by Richard Crowther and became agents for at least the Midland, LTS and GN.

The Cockspur Street address is shown in timetables from July 1897 to October 1900, until the later date the agency presumably dealt also with Midland tickets for the ordinary public but that then ceased (although as seen from Part 3 it continued to deal with LTS tickets). That it continued in use for the Midland's emigrant passengers is evidenced by the illustrated ticket, (*Fig. 105*) the prominent and repeated numeral '2' distinguishes a ticket format that was printed from about 1912 to 1920.



Fig. 106

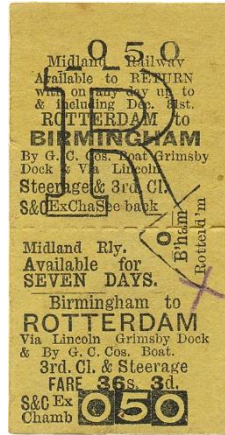


Fig. 107



Fig. 108

Two agencies of Sewell & Crowther in Birmingham are also known, from tickets only and not shown on any Provincial Page. They were at Exchange Chambers and 1 Cannon Street and issued tickets covering rail travel to Grimsby Docks and the sea passage to a continental port by a Great Central Railway steamer. Another Birmingham shipping agency, M P & B Ltd (whose full name cannot be traced) in Victoria Square handled similar bookings. The three agencies are illustrated respectively by single 031 (*Fig. 106*) and the two specimen returns 050 (*Fig. 107* and *Fig. 108*).



Fig. 109

The story behind another emigrant ticket, undated 1926 (*Fig. 109*), is fascinating. Isaac Kahan first set up as a 'money changer' at the rather shabby premises at 106 Commercial Road, in the heart of the Russian East End. A Russian émigré, he later set up a partnership with his sons Boris, Louis, Moses and Leon, describing themselves as 'shipping, banking and commission agents' [*Street Directories of Commercial Road 1899 and 1921*]. In the early years of the twentieth century Kahan worked particularly with White Star and Cunard and it seems likely that it was this connection that led the Midland to appoint him as a ticket agent. Timetables show 'Mr. Kahan' at the address from October 1903 to October 1905, followed by 'I. Kahan & Co.' from April 1906 to July 1916.

Isaac is not thought to have been particularly active in politics, although he did act as a British Museum referee for a pseudonymous Boris Neminovsky who may possibly have been Leon Trotsky [*The Spark that lit the Revolution* by Robert Henderson]. Boris was the Secretary of the East London (Jewish) branch of the Social Democratic Federation (SDF), he was a supporter of James Connolly (a leader of the 1916 Irish rising) and met Lenin on his first visit to the East End in 1903. Isaac had two daughters, Zelda and Anna; the former was also heavily involved with the SDF and was active in establishing the Communist Party of Great Britain. Anna married another Russian emigrant, Theodore Rothstein, who was at one time a leader of the SDF and after the Russian Revolution went on to become that country's foreign minister, so serving until 1939.

One can only speculate as to whom tickets such as this may have been issued.

Two other London agencies are also known to have issued emigrant tickets, an unidentified office at 163a Strand that is not shown in timetables and Raffalovich, Elstein & Rivlin at 86 Brick Lane. The latter does appear in timetables so can be taken as having also issued ordinary tickets and the same goes for Cook's office at 32 Oxford Street, Southampton, which also dealt with emigrant traffic.

OVERSEAS AGENCIES

The importance of Liverpool to the Midland Railway has already been mentioned, this was particularly so in the context of American traffic. LNW records at The National Archives [*RAIL 410/64 and 65*] give an illuminating account of the battle between the two companies in the 1880s for the onward transport of transatlantic passengers after landing at Liverpool.

Reports to the Board in 1881 describe an interview with Henry Gaze, who by then had opened an office in New York and was there issuing LNW tickets. It refers to 'the want of publicity on his part in New York, pointing out how completely Cook & Son for the Midland Railway are thrusting themselves before the travelling public in the United States' and that 'the Midland Rly Co have sent into the States a large amount of advertising matter so we ought to take some steps to stand on a par with them, and prevent our line being unknown to the American travelling public.' It is clear that Cook's office in New York was then issuing tickets from Liverpool to London and in 1883 the LNW Board was also told that 'during the past 12 months some of the Midland Company's Officers specially visited the States, and are reported to have made extended arrangements for the issue of their tickets from towns in the interior, but as yet, little information has reached us as to the extent of this negotiation with the American Railway Companies; but I will instruct that this be thoroughly watched.'

They also learned that 'with the tickets issued to them by the Steam Ship Companies they (the passengers) are at liberty to select either the L&NW or the Midland route from Liverpool and the latter Company have adopted the plan of having on board the Steamer several persons in their interest or in that of Messrs Cook & Sons who during the voyage spare no pains to induce travellers to use the Midland route to London, and passengers who are thus booked through, or who have in the party those who are acquainted with England, lead others to adopt the route they have selected' and '(in Liverpool) the Midland Company have two representatives at the Landing Stage to meet the various Steamers, who act both on their behalf and that of the Pullman Car Company'.

The Midland were competing for this traffic not only with the LNW but also with the Great Northern Railway (also a partner in the CLC) and the Great Western Railway, which used a route entailing crossing the Mersey and travelling south from Birkenhead. All the companies used inducements such as extended ticket availability, optional alternative routes and generous break of journey provisions.

The Midland's firm relationship with Cook stood it in good stead, the company's timetable for 1 May to 1 October 1922 lists the following Thos. Cook & Son Passenger Traffic Agencies in North America:

Canada

526 St. Catherine Street West, Montreal
Bank of Hamilton Buildings, 65 Yonge Street, Toronto
723 Georgia Street West, Vancouver

United States

245 Broadway, New York
561 Fifth Avenue (Corner of 46th Street), New York
167 Tremont Street, Boston
53 Post Street, San Francisco
225 South Broad Street, Philadelphia
515 South Spring Street (Alexandria Hotel), Los Angeles
203 South Dearborn Street, Chicago

Whether all of these actually issued Midland tickets is a moot point; regrettably, none has been located.

Cook's offices in continental Europe also promoted the Midland's interests; the 1922 timetable further includes addresses in Paris at 1 Place de l'Opera, Rue de Port Mahon, 2 Place de la Madeleine, 250 Rue de Rivoli and 101 Avenue des Champs Elysees, together with the broad statement 'And at Thos. Cook's other branches on the Continent.' Other timetables show Cook's offices in Egypt, India and Australasia.



Fig. 110



Fig. 111

It is known that edmondsons were issued at some of the continental offices. Cook's agency in the premises of Hermi Peron & Cie in Paris is shown in the July 1903 timetable [*single 083 (Fig. 110) illustrated courtesy of Great Western Trust (CRGS Collection)*]. Cook's office in Amsterdam (at 83, Damrack) stocked another example of a cross-London omnibus ticket, undated 049 (*Fig. 111*).



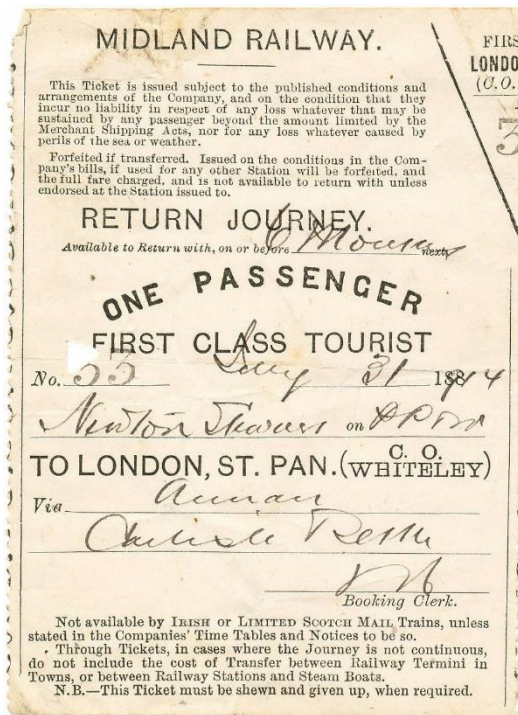


Fig. 112

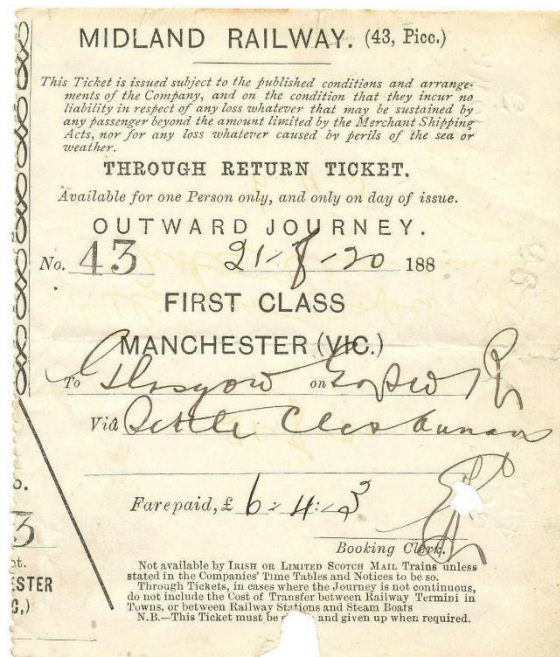


Fig. 113

PAPER TICKETS PRINTED IN THE 1880s.

The upper one (Fig. 112) was for issue at Thomas Cook & Son's desk in Mr. Whiteley's department store and the lower one (Fig. 113) at the Midland Railway's own office at 43 Piccadilly, Manchester.

Actual sizes are, respectively, 80 x 112 mm and 94 x 108 mm

NEW WEST END BOOKING OFFICE

FOR

Passengers, Parcels, & Goods, 445, WEST STRAND.

The Midland Railway Company have Opened a Booking Office at 445, Strand (opposite the Charing Cross Station and Hotel), where Tickets may be obtained for travelling by the Trains of the Company from St. Pancras, to all principal Stations on the Midland System; in the North of England and Scotland; Dublin, Belfast, and the North of Ireland; and America, by all lines of Steamers.

Time-Tables and every information respecting the Trains of the Company may be obtained at this Office, and places may be secured for the PULLMAN CAR TRAINS from St. Pancras to Edinboro', Glasgow, Liverpool, Manchester, Sheffield, Leeds, Bradford, &c.

American and other Passengers wishing to leave their luggage in London, can do so at this Office, from whence it can be transmitted to any part of the Globe. Terms and conditions may be had on application.

Messrs. THOS. COOK & SON, Tourist Agents, issue Tickets at this Office to all parts of the Continent of Europe, Egypt, Palestine, America, and round the World.

All the Tickets referred to in this Programme may be obtained at the Company's Office, 445, Strand; at Cook's Tourist Offices, Ludgate Circus, Fleet Street, and at 40, Regent Circus, Piccadilly, at the same fares as charged at St. Pancras, but these fares do not include conveyance of the Passengers between the Office where the Tickets are issued and the St. Pancras Station. The Official Time Tables issued by the Company, Programmes, and every information respecting the Trains and Arrangements of the Midland Company may be obtained at these Offices.