

# TICKETS OF THE MIDLAND RAILWAY JOINT LINES

By David G Geldard

This forms part of the David G Geldard Collection of British Pre-grouping Railway Tickets. It covers the three principal joint railways in which the Midland held an interest – the Cheshire Lines Committee, Midland & Great Northern Railways Joint Committee and the Somerset & Dorset Railway Joint Committee, together with all other lines partly in Midland ownership. It is presented as a series of PDFs (compiled from 300 dpi jpg scans) of pages from the albums in which the collection is housed. The PDFs are as follows:

**Volume 1** – C.L.C. constituent companies; C.L.C.: ordinary singles and returns.

**Volume 2** – C.L.C.: all other tickets.

**Volume 3** – M.& G.N.J.R.C. and constituent companies; Norfolk & Suffolk Joint Committee.

**Volume 4** – S.& D.J.R.C. and constituent companies.

**Volume 5** – Great Western and Midland Railways Joint Lines.

**Volume 6** – Other jointly owned lines A – P.

**Volume 7** – Other jointly owned lines Q – Z.

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## VOLUME 1

### C.L.C. CONSTITUENT COMPANIES C.L.C.: ORDINARY SINGLES AND RETURNS

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David G Geldard

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**TICKETS OF THE MIDLAND RAILWAY**

**JOINT LINES**

**VOLUME 1**

**C.L.C. CONSTITUENT COMPANIES**

**Cheshire Midland Railway  
Stockport & Woodley Junction Railway  
Joint Railways Titles**

**C.L.C.**

**Ordinary Singles and Returns**

**THE DAVID G GELDARD COLLECTION  
of BRITISH PRE-GROUPING RAILWAY TICKETS**

The collection was started in 1956 and over the years has developed into a specialised collection restricted to tickets of the British pre-grouping railway companies. For the purposes of the collection the term “pre-grouping” is defined as:

- (a) any company that is listed as a Constituent Company or Subsidiary Company in the First Schedule to The Railways Act 1921 [11 & 12 Geo. 5, ch. 55];
- (b) any company that was a constituent of a company under (a) above;
- (c) any railway owned jointly by one or more of the companies under (a) and/or (b) above;
- (d) any railway owned jointly by a main line company under (a) above and a company that became part of the London Passenger Transport Board on 12 April 1933 but only insofar as tickets provided by the main line company are concerned.

In some isolated instances a company under (a) above supplied another company falling outside the definition with through tickets onto its own system or onto lines that it worked. These are included in the collection.

The collection is a ‘types’ collection, assembled to enable the student to gain an understanding of the categories of traffic that a railway company wished to attract, from passengers making a single or return journey at the full ordinary fare, through the excursionist, the tourist, the workman and those many others entitled to some form of reduced fare travel, to a dog or article that accompanied a passenger. It includes tickets for omnibus, shipping and ancillary services operated by the companies.

A types collection traces the development of each category of ticket from its introduction throughout the life of the company, showing how and why the print format on the tickets was changed. To this end tickets are collected irrespective of the actual journeys for which they are issued, and no attempt is made to assemble items that represent all the stations on a given company’s system. No index to the stations represented in the collection has been compiled but the PDFs are fully searchable and this enables individual stations to be located.

Because of the extensive annotation throughout the collection it is considered to be a unique record of British railway ticket practice from 1830 to 1923. It is the result of sustained research over a 60 year period during which much time has been spent with the RAIL records of the National Archives and of the National Records of Scotland. All known books and other publications dealing specifically with tickets have been read, amongst these specific mention must be made of the Journal of The Transport Ticket Society and its predecessor organisations. All significant company histories have been consulted and notes have been taken from all the principal railway periodicals from the late 19th century onwards.

Most important, however, is the wide range of public and private ticket collections that have been studied and analysed. The major public collections are those in the National Railway Museum York, the National Archives (particularly the Hayward collection) and Birmingham Public Library (the Bett collection). Also significant are holdings of the Bodleian Library Oxford (the John Johnson collection), John Rylands University Library of Manchester (the Edmondson family collection), London Transport Museum, the Tolson Memorial Museum Huddersfield (the Jacomb collection) and the Fritz Hellmuth collection at the Deutsches Technikmuseum in Berlin. Major collections in trust are those of the Great Western Trust (assembled by the late Charles Gordon Stuart and the late Mike Ogden) and of the Midland Railway Society in the Midland Railway Study Centre at The Silk Mill Museum of Making in Derby (the Roy F Burrows collection). Over the years more than 60 private collectors have kindly allowed access to their tickets, many are regrettably no longer with us but I record my appreciation to them all. Between them, these sources have provided a research base of well over a quarter of a million tickets.

## USING THE PDFs

The PDFs have been compiled using Nuance but are fully readable and searchable with standard Adobe software. A small glitch is that while reading some volumes a pop-up may appear containing the message “The font ‘Courier’ contains a bad /BBox”. This is due to the sensitivity of the error settings in Adobe reader.

Should this happen simply **CLICK OK** and carry on as normal.

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## PAGE FORMS

### Company introduction pages

These are provided for most of the smaller companies. Each page includes a map together with historical notes drawn from the available sources, primary if possible. When sources differ that considered to be the most reliable is used. Information on station opening and closing dates is taken from *Railway Passenger Stations in Great Britain – A Chronology* by Michael Quick (Railway & Canal Historical Society) using the most up-to-date edition at the time of compilation or amendment. This is by far the most reliable source for such data.

### Background information pages

These may be text pages (in a Word document within the volume or as scans) containing background notes designed to assist understanding of the tickets in the volume, and/or scans of relevant documents.

### Conditions of issue (ticket backs) pages

The information printed on the back of a ticket is often essential in placing it in its proper time frame. As appropriate, therefore, and usually at the start of any volume, one or more pages illustrating ticket backs are included, with each particular back being given what is for the railway company concerned a unique reference. As each volume is designed to be self-contained some such pages may be repeated in more than one volume. The references are in the numeric form ‘n-xxx’ with the ‘n’ prefix designating ticket categories as follows:

- |  |  |
|--|--|
| 1 Ordinary singles (also on some other categories) | 6 Workmen’s tickets                    |
| 2 Ordinary returns (also on some other categories) | 7 Free passes; shipping tickets        |
| 3 Excursion tickets                                | 8 Dog and article tickets              |
| 4 Miscellaneous tickets                            | 9 Supplementary and non-travel tickets |
| 5 Privilege tickets                                |  |

### Ticket pages

Most pages show edmondson or punch tickets together with commentary thereon. Most tickets in the collection are originals although extensive use is also made of photographs and photocopies. The conditions of issue or other print on the back of a ticket is indicated either in the commentary or below the ticket at the left hand side thereof, in either case using a reference as explained in the above section.

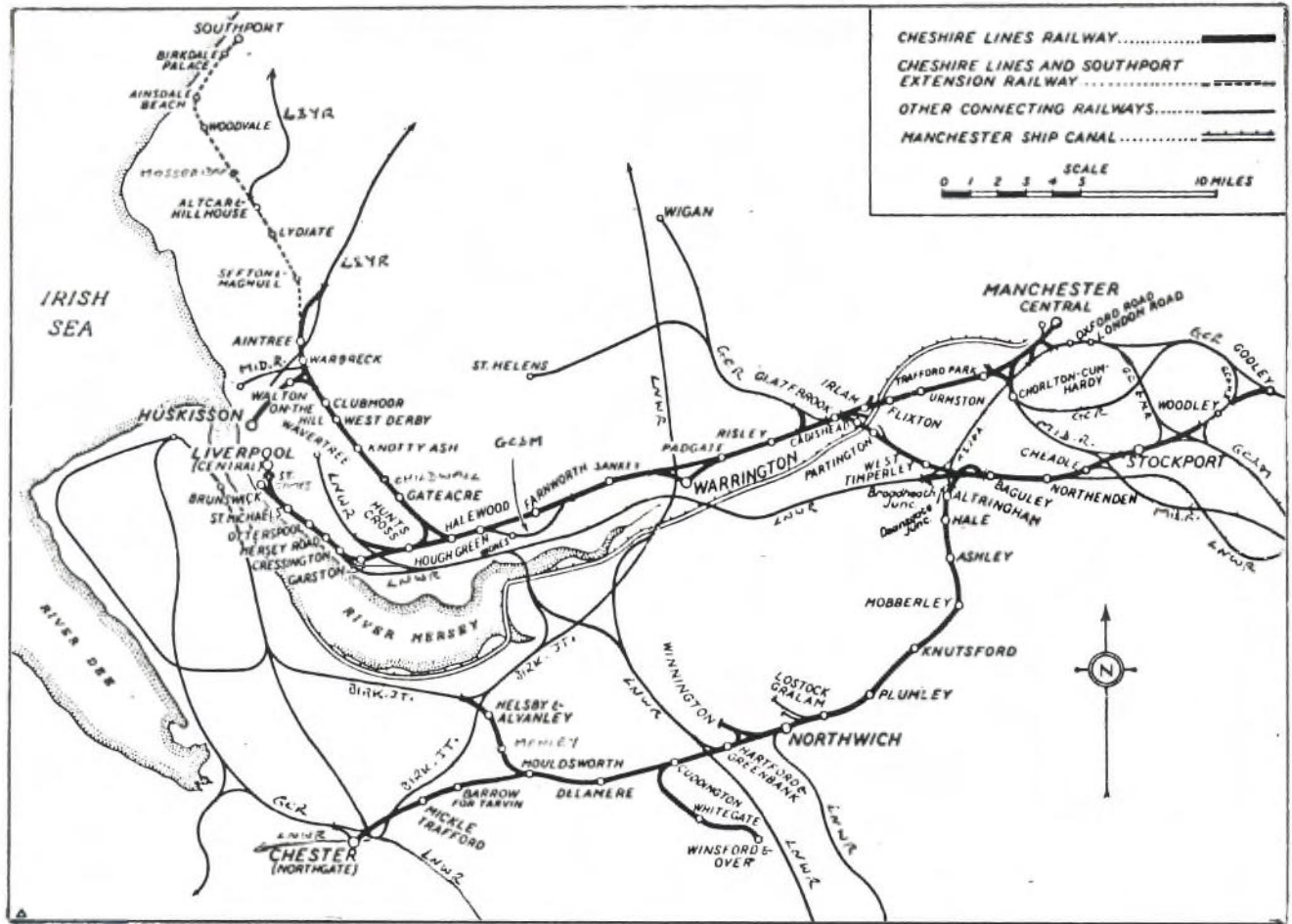
If the date of issue is known then this is noted below an original ticket at the right hand side thereof, or below a copy at the left hand side thereof using the notation dd.mm.yy with the month given in a standard two-letter abbreviated form no matter how the date is shown on the actual ticket. If a ticket is not dated then “Undated” is shown and if the date is not fully legible then the abbreviation ‘Illeg’ is used.

When a copy ticket is shown any notation at the right hand side is a source reference and can be ignored.

Whole return tickets are very much more difficult to find than singles and the collection therefore makes extensive use of severed halves. When two non-matching halves are placed in contact then care has been taken to ensure that together they illustrate the print layout of a whole ticket even though journey and other details may be inconsistent.

Some pages show paper and large card tickets, including season tickets. Generally speaking these are not annotated and the backs are either illustrated on the same page or on the immediately following page.

CHESHIRE LINES COMMITTEE



The birth of the Cheshire Lines Committee commenced with an agreement between the Manchester Sheffield & Lincolnshire Rly and the Great Northern Rly on 11 June 1862 over the future of the Cheshire Midland Rly, the Stockport & Woodley Junction Rly, the Stockport Timperley & Altrincham Junction Rly and the West Cheshire Rly. The two first mentioned companies agreed to subscribe equally towards the capital of these four lines, and to work the lines; subsequently a joint committee was confirmed by the Great Northern (Cheshire Lines) Act of 13 July 1863. A later agreement added the Garston & Liverpool Rly to the group, and the Cheshire Lines Transfer Act of 5 July 1865 vested the five companies together with the Liverpool Central Station & Railway jointly in the MS&LR and the GNR. The Act also empowered the Midland Rly to become an equal partner, which it did on 18 July 1866. The position of the constituent companies at the time of the Transfer Act was:

1. Cheshire Midland Railway, opened from Altrincham Junction (with the Manchester South Junction & Altrincham Rly) to Knutsford on 12 May 1862 and from Knutsford to Northwich on 1 January 1863.
2. Stockport & Woodley Junction Railway, opened from Stockport (Portwood) to Woodley Junction (with the MS&LR) on 12 January 1863.
3. Garston & Liverpool Railway, opened 1 June 1864 from Garston Junction to Liverpool (Brunswick).

4. West Cheshire Railway, not yet opened, but authorised to build from Northwich to Helsby Junction with branches to Winnington and Winsford.

5. Stockport Timperley & Altrincham Junction Railway, not yet opened, but authorised to build from Stockport (Portwood) to Deansgate Junction and from Skelton (East) Junction to Broadheath Junction.

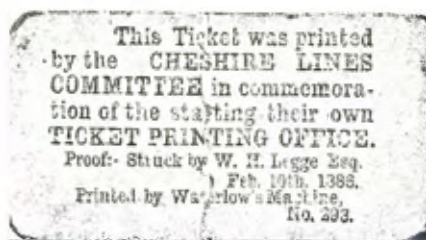
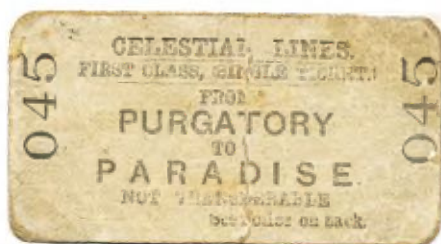
6. Liverpool Central Station & Railway, not yet opened, but authorised to build from a junction near Brunswick to Liverpool Central station.

Each of the three owning companies was represented by three Directors on the Committee of Management of the Joint system, which achieved full independence of status under the Cheshire Lines Act of 15 August 1867, consolidating the component companies and incorporating them as a separate undertaking with its own common seal.

With three exceptions all other sections of the system were incorporated under MS&LR Acts and transferred to the CLC, or under CLC Acts. The exceptions were the Mouldsworth to Chester line of the Chester & West Cheshire Rly, absorbed by the CLC on 10 August 1866, the Manchester South District Rly line from Chorlton-cum-Hardy Junction to Throstle Nest Junction, transferred to the CLC as from 1 October 1891, and the Aintree to Southport line of the Southport & Cheshire Lines Extension Rly. This company remained a nominally separate undertaking, but it was worked in perpetuity by the CLC from its opening on 1 September 1884.

The CLC retained its separate identity at the grouping, becoming owned 2/3 by the L&NER and 1/3 by the LM&SR. One difficulty is that of distinguishing between late pre-grouping and early post-grouping prints. The best indicators that I have noted are given in the following notes, and I have tried to err on the side of excluding a post-grouping print rather than including it.

Those tickets known from the constituent companies appear to have been printed by Edmondson's works. Ticket practice from the date of the Transfer Act to the time that the Midland Rly joined in ownership of the group is not known. The title G.N. M.S. & L. & M. Joint Rys found on early Edmondson proof copies is presumably from the period from 18 July 1866 to 15 August 1867, when the Committee was incorporated in its own right. Edmondson proof copies with the Committee title are most probably from the 1860's and 1870's.



On 10 February 1886, however, the Committee opened their own ticket printing office at Warrington, as shown by the commemorative ticket shown above. From then onwards the Committee printed the vast majority of their own tickets.

CONDITIONS ON C.L.C. ORDINARY SINGLES & RETURNS

This ticket is issued by the Cheshire Lines Committee, on condition only that the holder hereof shall travel from and to the Stations named hereon; and if he leaves the Train at any intermediate Station he shall pay the full ordinary fare (as published by the Committee) to the Station at which he alights. (140)

1-130

This ticket is issued by the Cheshire Lines Committee, on condition only that the holder hereof shall travel from and to the Stations named hereon; and if he leaves the Train at any intermediate Station he shall pay the full ordinary fare (as published by the Committee) to the Station at which he alights. (141)

1-130

This ticket is not transferable, and is issued subject to the conditions contained in the Company's Time Tables or Advertisements, and if used by any other person, or between any other Stations than expressed, the ticket will be forfeited and the full fare charged. (142)

2-120

12.05.179  
This ticket is issued by the Cheshire Lines Committee, on condition only that the holder hereof shall travel from and to the Stations named hereon; and if he leaves the Train at any intermediate Station he shall pay the full ordinary fare (as published by the Committee) to the Station at which he alights. (143)

2-130

81.11.1896  
This ticket is issued by the Cheshire Lines Committee, on condition only that the holder hereof shall travel from and to the Stations named hereon; and if he leaves the Train at any intermediate Station he shall pay the full ordinary fare (as published by the Committee) to the Station at which he alights. (144)

2-230

This ticket is issued by the Cheshire Lines Committee, on condition only that the holder hereof shall travel from and to the Stations named hereon; and if he leaves the Train at any intermediate Station he shall pay the full ordinary fare (as published by the Committee) to the Station at which he alights. (145)

2-232

AUG. 03  
This ticket is not transferable, and is issued subject to the conditions contained in the Company's Time Tables or Advertisements, and if used by any other person, or between any other Stations than expressed, the ticket will be forfeited and the full fare charged. (146)

2-40

13.D.10.03  
This ticket is not transferable. It is issued subject to the conditions contained in the Company's Time Tables or Advertisements, and if used by any other person, or between any other Stations than expressed, the ticket will be forfeited and the full fare charged. (147)

2-245

This ticket is not transferable, and is issued subject to the conditions contained in the Company's Time Tables or Advertisements, and if used by any other person, or between any other Stations than expressed, the ticket will be forfeited and the full fare charged. (148)

2-50

This Ticket is issued subject to the conditions stated on the Company's Time Bills. (149)

2-420

This ticket is not transferable, and is issued subject to the conditions contained in the Company's Time Tables or Advertisements, and if used by any other person, or between any other Stations than expressed, the ticket will be forfeited and the full fare charged. (150)

2-320

CONDITIONS ON C.L.C. EXCURSION & REDUCED FARE TICKETS

**14 APR 00**  
 It is issued subject to the conditions contained in the Committee's Time Tables, & the Special Bills announcing the Excursion, & can only be used in accordance therewith.  
 If used for any other train or station than expressed, the ticket will be forfeited and the full fare charged. It must be shown and given up when required.

**00 APR 00**

3-120

This ticket is not transferable.  
 It is issued subject to the conditions contained in the Committee's Time Tables, & the Special Bills announcing the Excursion, & can only be used in accordance therewith.  
 If used for any other train or station than expressed, the ticket will be forfeited, and the full fare charged. It must be shown and given up when required.

3-125

**30 APR 00**  
 This ticket is not transferable and is issued subject to the Bye-Laws, Regulations and Conditions stated in the Committee's Time Tables and in the Special Bills announcing the Excursion. If used for any other train or station than expressed in the Bills and Programmes the ticket will be forfeited and the ordinary fare charged.

3-130

This ticket is not transferable and is issued subject to the Bye-Laws, Regulations and Conditions stated in the Committee's Time Tables and in the Special Bills and Programmes announcing the Excursion. If used for any other train or station than expressed in the Bills and Programmes the ticket will be forfeited and the ordinary fare charged.

3-140

**1161 68 NOV**  
 Convergence between Liverpool City Boundary & Knotty Ash Station not included.

This ticket is not transferable and is issued subject to the Bye-Laws, Regulations & Conditions stated in the Committee's Time Tables. If used for any other station than expressed the ticket will be forfeited and the ordinary fare charged.

3-240

This ticket is not transferable & is issued subject to the Bye-Laws, Regulations & Conditions stated in the Committee's Time Tables. If used for any other station than expressed the ticket will be forfeited and the ordinary fare charged.

3-245

3-330

This ticket is not transferable and is issued subject to the Bye-Laws, Regulations and Conditions stated in the Committee's Time Tables and in the Special Bills and Programmes announcing the Excursion. If used for any other train or station than expressed in the Bills and Programmes the ticket will be forfeited and the ordinary fare charged.

3-135

This ticket is not transferable and is issued subject to the Bye-Laws, Regulations & Conditions stated in the Committee's Time Tables. If used for any other station than expressed the ticket will be forfeited and the ordinary fare charged.

4-140

**NOTICE.** This ticket is not transferable.  
 The only person entitled to use it is the person to whom it is issued, a Transfer is an indictable fraud.  
 This ticket is issued subject to the conditions contained in the Company's Time and Tourist Bills, and if used in contravention of such conditions it will be forfeited & the full fare charged.

**NOTICE.** This ticket is not transferable.  
 The only person entitled to use it is the person to whom it is issued, a transfer is an indictable fraud.  
 This ticket is issued subject to the conditions contained in the Company's Time and Tourist Bills, and if used in contravention of such conditions it will be forfeited & the full fare charged.

4-110

This ticket is not transferable and is issued subject to the Bye-Laws, Regulations and Conditions stated in the Committee's Time Tables and in the Special Bills and Programmes announcing the Excursion. If used for any other train or station than expressed in the Bills and Programmes the ticket will be forfeited and the ordinary fare charged.

4-130

This ticket is not transferable & is issued subject to the Bye-Laws, Regulations & Conditions stated in the Committee's Time Tables. If used for any other station than expressed the ticket will be forfeited and the ordinary fare charged.

4-150

This ticket is not transferable & is issued subject to the Bye-Laws, Regulations & Conditions stated in the Committee's Time Tables. If used for any other station than expressed the ticket will be forfeited and the ordinary fare charged.

4-155



TICKETS OF THE CONSTITUENT COMPANIES

Cheshire Midland Railway; these are Edmondson prints.



*Factor's*



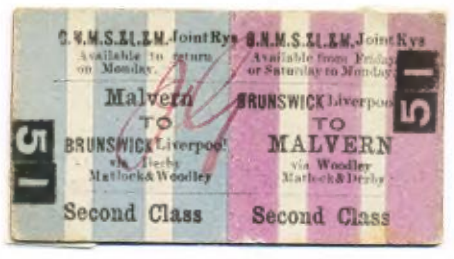
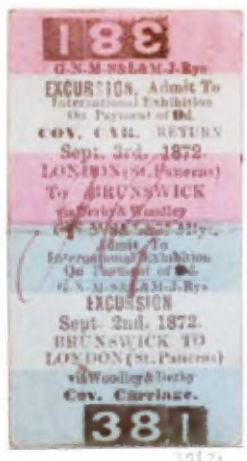
Stockport & Woodley Junction Railway, also Edmondson prints.



*5/5*

EARLY JOINT LINE TICKETS

Ticket practice from the date of the Transfer Act to the time that the Midland Rly joined in ownership of the group is not known. Tickets titled with the initials of the three owning companies, mostly Edmondson proof copies, are thought to have been printed during the period from 18 July 1866 to 15 August 1867, the date that the Committee was incorporated in its own right.



ORDINARY SINGLES

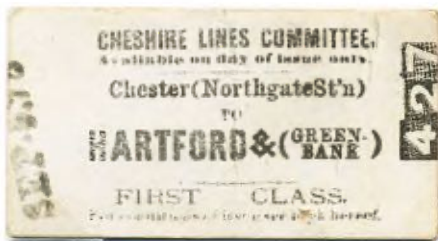
Probably the first type printed under the auspices of the Joint Committee. The backs are blank.



Conditions added to the back, in form 1-130, with an appropriate notice on the front. Earliest issue date seen:



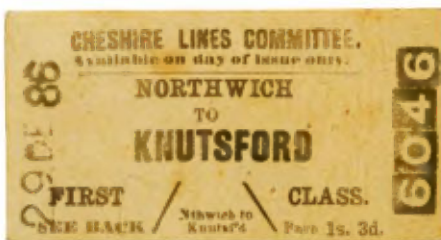
Availability added. Conditions 1-130 continued. Earliest issue date seen:



Miniature repeat added, and conditions notice changed. Conditions 1-130 continued. Earliest issue date seen:

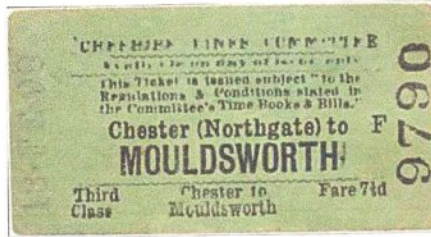


R.P. Griffiths in *The Cheshire Lines Railway* indicates that fares were first printed on local tickets from 1 January 1885. To accommodate the fare the bottom line of the ticket was modified to show the indication "SEE BACK". Conditions 1-130 continued.

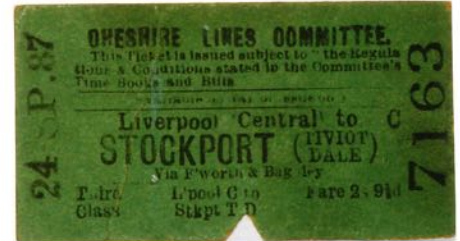
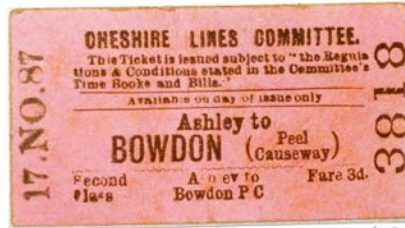
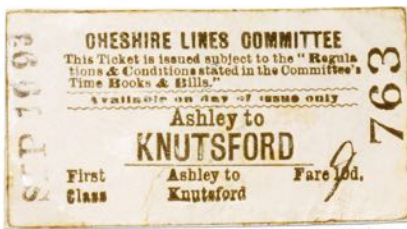


ORDINARY SINGLES

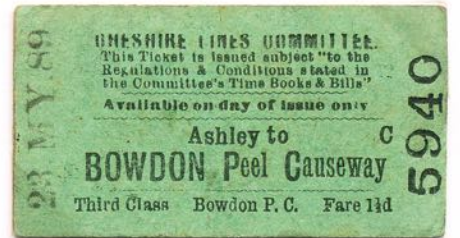
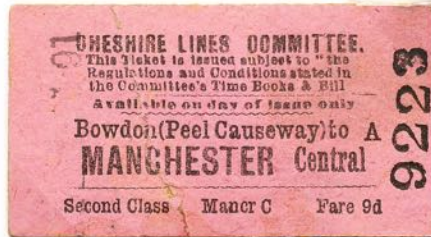
The company commenced printing of their own tickets at Warrington on 10 February 1886; this is probably the first local type printed, with three line conditions on the front and blank backs. Both issuing and destination stations are shown in the child snip.



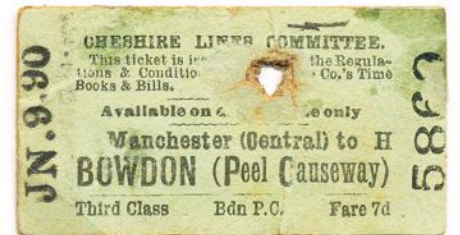
Availability moved to below the conditions. The backs are blank. Earliest issue date seen:



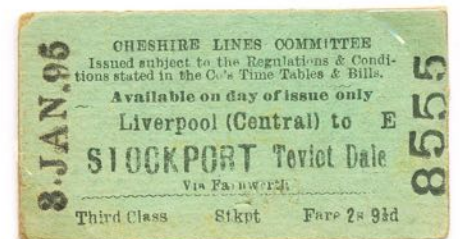
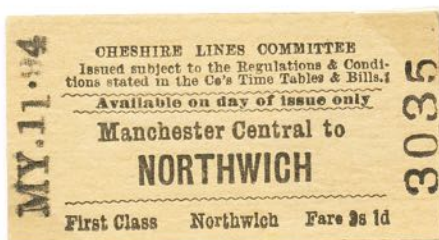
Child snip changed to show the destination only, and arranged at the centre of a single line including the class and fare. The backs are blank. Earliest issue date seen:



Change in the spacing of the conditions, the last line now reading "Books & Bills". The backs are blank. Earliest issue date seen: 9 June 1890.



Wording of the conditions changed to refer to "Time Tables". The backs are blank. This is the last type in which second class issues may be found, that accommodation having been abolished from 1 January 1892. Earliest issue date seen: 22 July 1891.



ORDINARY SINGLES

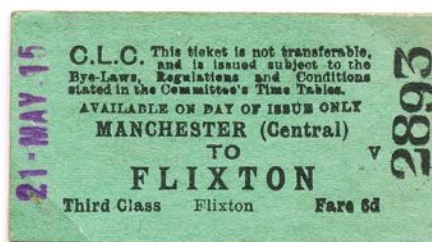
Availability printed in capitals. The backs are blank. Earliest date seen: 9 Apr 1896



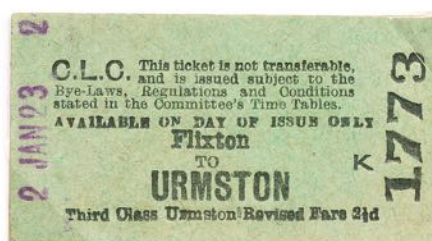
Conditions expanded, and title shown in initials only. The format of both local and foreign tickets were the same as from this type, although foreign prints are shown separately later in this volume. The backs are blank. Earliest date seen: 13 Oct 1901



Ruler lines omitted, initials of the title slightly smaller and a generally less crisp appearance. The backs are blank. Earliest issue date seen: 6 May 1911

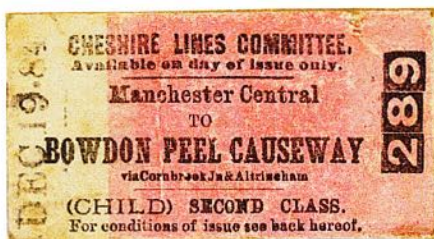


A general 50% increase in fares was imposed by Order in Council from 1 January 1917. This was regarded as a temporary measure designed to discourage travel during the war and most railway companies continued to print tickets showing the old rates. Eventually the Government decided that, as from 1 April 1920, every company must show on a ticket the amount actually charged. New tickets then used the designation "Actual Fare". A further fare increase came into operation on 6 August 1920, ordinary fares being increased by 16 % (to 75% above the pre-war level). Tickets printed after that date used the designation "Revised Fare". The backs continued blank.



ORDINARY SINGLES - LOCAL CHILD TICKETS

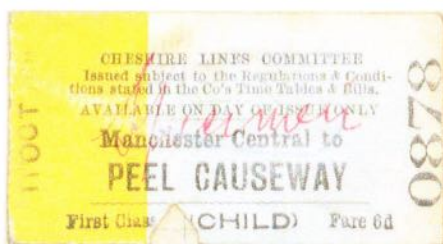
Child tickets followed generally the development of ordinary prints. There are insufficient specimens to show the full sequence. The change from a single white band to one at each end of the ticket had occurred by the turn of the century. The backs are blank unless otherwise indicated.



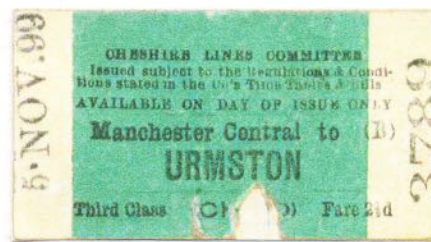
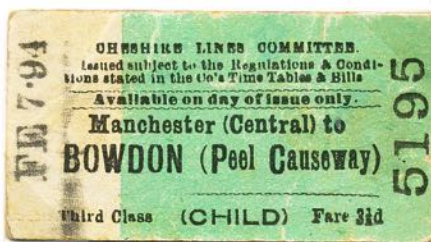
1-120



133/28



FH



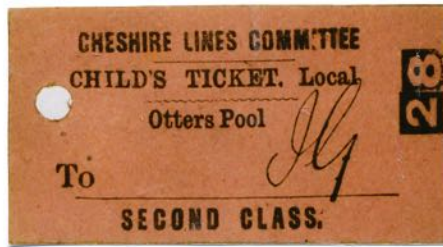
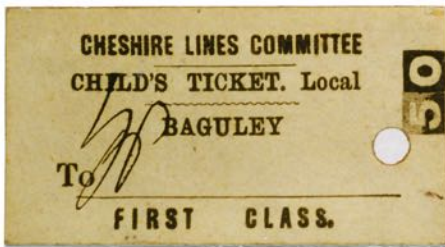
FH



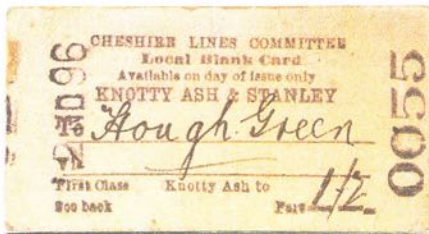
211256

ORDINARY SINGLES - LOCAL BLANK CARDS

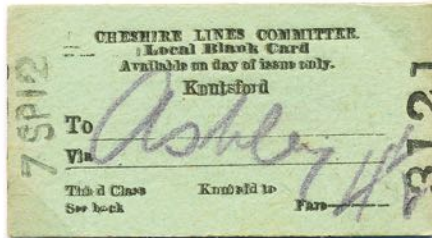
Early Edmondson proofs, the backs are blank. Only child tickets have been seen but there may well have been similar prints for adults.



Later tickets with 'Local Blank Card' shown below the title.



645



1-130

When the new format with the title in initials came into use the notation 'Local Series' was printed above the class at the foot of the ticket.



Blank

FOREIGN ORDINARY SINGLES

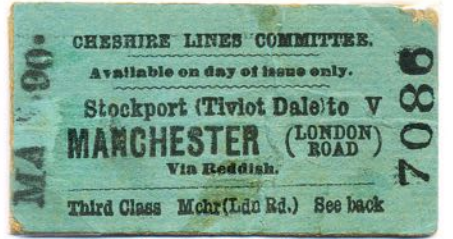
Fares were not shown on foreign tickets from 1 January 1885, only on local prints. The first distinctive foreign type differed from local issues only by the omission of the fare, having the same conditions 1-130. Earliest issue date seen:



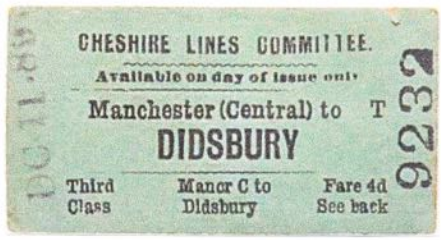
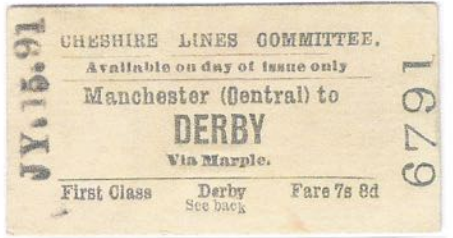
The first foreign type from the company's own ticket printing office, opened on 10 February 1886. Conditions 1-230 are on the backs, using the same wording as before but in a different setting. Earliest issue date seen:



Child snip changed to show the destination only, and arranged at the centre of a single line also including the class and the fare. Conditions 1-230 continued. Earliest issue date seen:



The above change took place at about the same time that the fare was added to foreign tickets in order to comply with the Regulation of Railways Act 1889. Transitional tickets with the fare were printed in three styles; one with both stations in the audit snip, one with the destination only and one with the destination and "See back". Second class tickets in the type are possible, but unlikely.



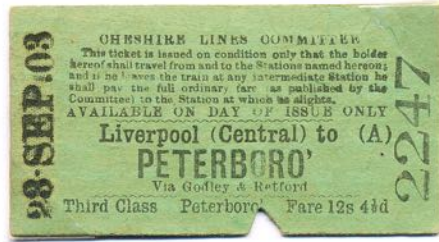
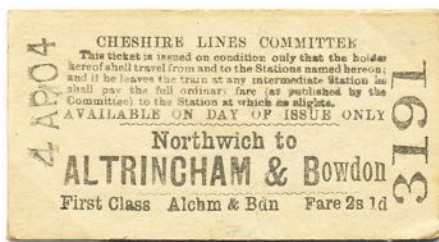


FOREIGN ORDINARY SINGLES

Conditions moved to the front of the ticket, the back being blank. Earliest issue date seen:

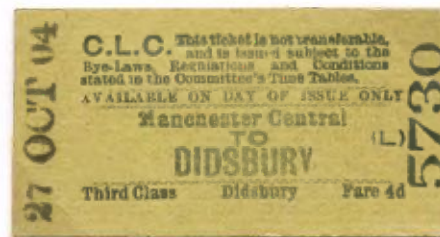


Availability shown in capital letters, the backs are blank. When this type came into use tickets to all foreign destinations were on white card for first class and green for third; several examples are shown. By early 1899, however, third class tickets to GNR destinations were on blue card (as used by the GN itself) and tickets to and via the Midland Rly were on yellow and drab card respectively, the standard Midland colours. Earliest issue date seen:

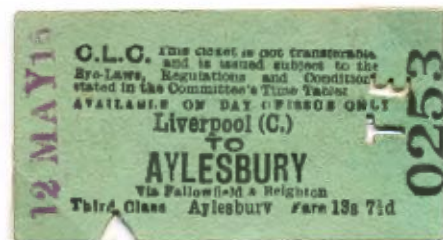


FOREIGN ORDINARY SINGLES

Conditions expanded, and title shown in initials only. The format of both local and foreign tickets were the same as from this type; these foreign prints are shown separately to illustrate the continuation of the colour scheme. The backs are blank. Earliest issue date seen:



Ruler lines omitted, initials of title slightly smaller and a generally less crisp appearance. The backs are blank. Earliest issue date seen:



FOREIGN ORDINARY SINGLES

Actual Fare issues introduced on 1 April 1920. The backs are blank.

Revised Fare issues introduced on 6 August 1920. The backs are blank.

C.L.C. This ticket is not transferable,  
and is issued subject to the  
By-Laws, Regulations and Conditions  
stated in the Committee's Time Tables.  
AVAILABLE ON DAY OF ISSUE ONLY  
Manchester C.  
TO (A.10)  
Harwich (Parkeston Quay)  
via Fallowfield, Retford, Lincoln & March  
First Cl. Harwich Revised Fare 51s 9d

0175

12 NOV 1938  
C.L.C. This ticket is not transferable,  
and is issued subject to the  
By-Laws, Regulations and Conditions  
stated in the Committee's Time Tables.  
AVAILABLE ON DAY OF ISSUE ONLY  
Aintree  
TO  
LINCOLN GC  
Via Godley & Retford  
Third Cl. Line Revised Fare tickets

0418

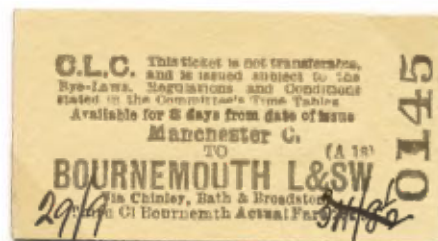
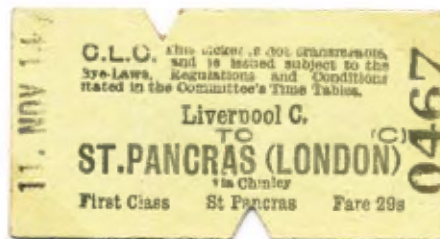
14/8

22 SEP 23  
C.L.C. This ticket is not transferable,  
and is issued subject to the  
By-Laws, Regulations and Conditions  
stated in the Committee's Time Tables.  
AVAILABLE ON DAY OF ISSUE ONLY  
Stockport (T-D)  
TO W  
HEATON MERSEY  
Third Class Heaton Mersey Revised Fare 34d

4277

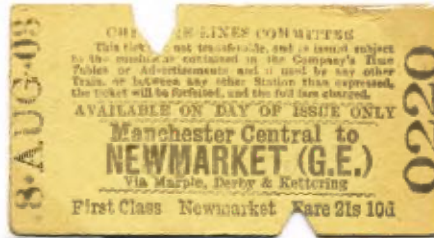
FOREIGN ORDINARY SINGLES

Tickets for some journeys, principally to stations south of the River Thames and to stations in the West Country were available for more than one day. Initially the company simply omitted the availability, but this was stated on some later prints. Midland colours were used for tickets via that company from about the turn of the century.



FOREIGN ORDINARY SINGLES - FORFEITURE CONDITIONS

Some foreign singles carried conditions including a clause that the ticket would be forfeited if used by any other train or between any other stations than those stated. This type of language was usually used when the fare to an intermediate station was higher than that for the full journey, due to competing routes or other circumstances. With all known CLC tickets an alternative route was possible using wholly or partially the train of a company other than any of the Joint Line's three owners. Tickets are found with or without the availability clause.



ORDINARY SINGLES - FOREIGN CHILD TICKETS

The backs are blank unless otherwise indicated.

CHESHIRE LINES COMMITTEE  
This ticket is issued on condition only that the holder hereof shall travel from and to the Stations named hereon, and if he leaves the Train at any intermediate Station he shall pay the full ordinary fare (as published by the Committee) to the Station at which he alights.  
Available on day of issue only.  
**Manchester Central to  
Withington & Albert Park**  
Third Class (CHILD) Fare 7d  
MY-2-93 3156

CHESHIRE LINES COMMITTEE  
This ticket is issued on condition only that the holder hereof shall travel from and to the Stations named hereon, and if he leaves the Train at any intermediate Station he shall pay the full ordinary fare (as published by the Committee) to the Station at which he alights.  
AVAILABLE ON DAY OF ISSUE ONLY  
**Manchester Central to  
MARPLE**  
Via Huddersfield  
First Class (CHILD) Fare 8d  
13.F. B.04 0119

CHESHIRE LINES COMMITTEE  
This ticket is issued on condition only that the holder hereof shall travel from and to the Stations named hereon, and if he leaves the Train at any intermediate Station he shall pay the full ordinary fare (as published by the Committee) to the Station at which he alights.  
AVAILABLE ON DAY OF ISSUE ONLY  
**Manchester Central to  
Withington & Albert Park**  
Third Class (CHILD) Fare 2d  
29 APR 1720

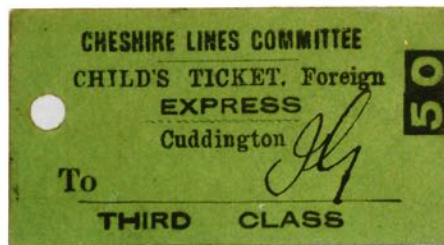
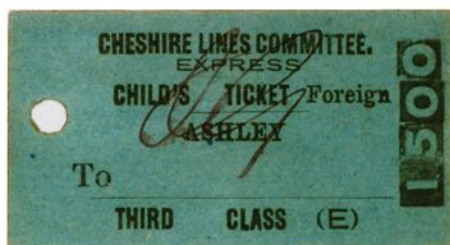
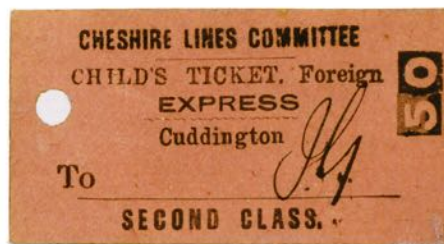
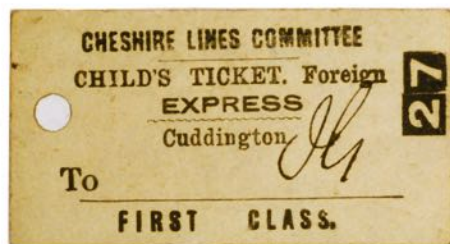
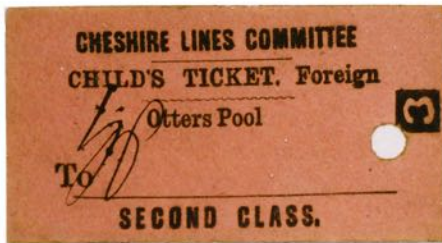
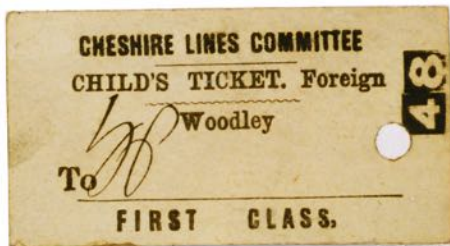
C.L.C. This ticket is not transferable, and is issued subject to the Bye-Laws, Regulations and Conditions stated in the Committee's Time Tables.  
AVAILABLE ON DAY OF ISSUE ONLY  
**Manchester (Central)  
TO  
LONDON (St. Pancras)**  
Via Marple & Derby  
First Class 2s 3d  
25 NOV 1129

C.L.C. This ticket is not transferable, and is issued subject to the Bye-Laws, Regulations and Conditions stated in the Committee's Time Tables.  
AVAILABLE ON DAY OF ISSUE ONLY  
**Manchester (Central)  
TO  
ASHTON-IN-MARKEFIELD (G.C.)**  
Third Class Fare 8d  
23 JAN 04 0097

C.L.C. This ticket is not transferable, and is issued subject to the Bye-Laws, Regulations and Conditions stated in the Committee's Time Tables.  
AVAILABLE ON DAY OF ISSUE ONLY  
**(CHILD)  
Manchester (Central)  
TO  
BIRMINGHAM**  
Via Bagworth & Derby  
Third Class Fare 3s 6d  
29 SEP 1903 1258

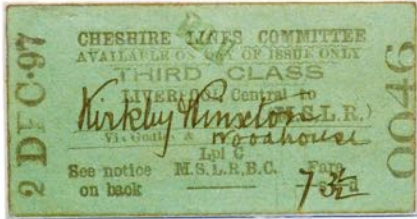
FOREIGN ORDINARY SINGLES - BLANK CARDS

Early Edmondson proofs, the back are blank.

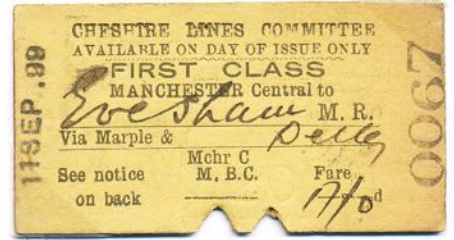


FOREIGN ORDINARY SINGLES - BLANK CARDS

It would appear that blank cards were printed for journeys to each of the three constituent companies, using colours as already discussed. Note that the initials of the destination company are included as part of the audit snip.



13731



1-230

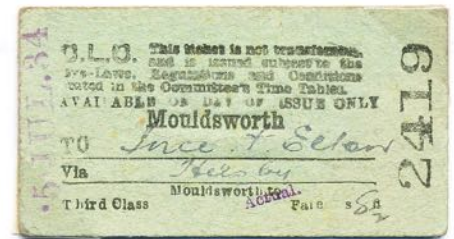


1-230



1437

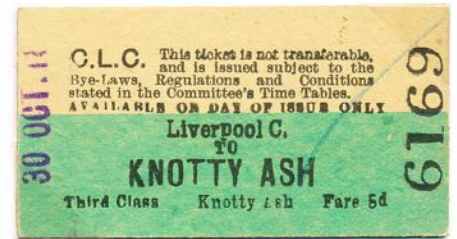
Later tickets omitted the destination company's initials.



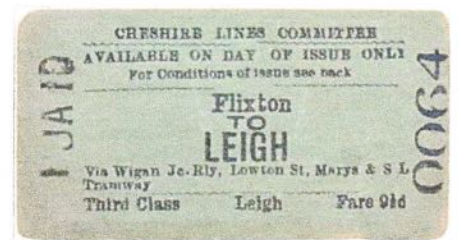
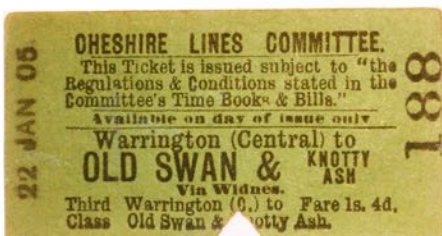


ORDINARY SINGLES - NON-STANDARD PRINTS

The CLC were at distinct disadvantage over their Liverpool suburban traffic, and indeed on the Southport line generally, due to the need to proceed south-east from Central to Hunts Cross and then to head north-west to Aintree before leaving the suburbs. In order to compete with the L&YR, which proceeded directly north from Exchange station, fares from Liverpool to stations on the Southport line were generally lower than the standard 3rd class rate of 1d per mile. This was particularly the case to suburban stations west of the city centre, where there was also competition from the L&NWR and the tramway companies. Examples are a 3rd class fare of 5d from Central to Knotty Ash (12 miles by rail) and a 1st class fare of 8d to West Derby (13 miles by rail). It is probably these circumstances that led to the use of foreign and forfeiture conditions on some suburban tickets from Central, and to special colours on later prints.



Variations in format. The Revised Fare prints with negative numerals are distinctly odd, the feature is also found on some immediate post-grouping tickets. It suggests emergency supplies from Edmondson or brief use of an Edmondson rather than a Waterlow machine.



Larger typefaces.

208/21

3rd Class

223/18

Conditions notice

Blank

M 65

ORDINARY SINGLES - NON-STANDARD PRINTS

Foreign tickets with exclusion notices.



1-179

26/34



1-220

26/34

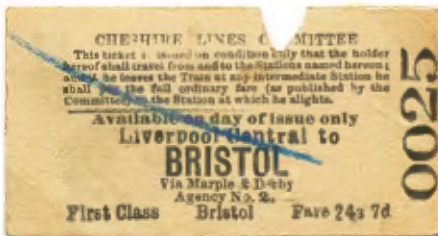


1-230



Blank

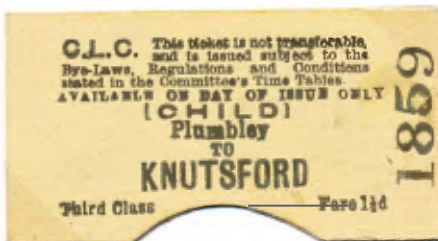
Agency issues.



Blank

22 JAN 04

Non-standard colours for no apparent reason.



24 FEB 04

Tickets that were misprinted, or on which some significant change occurred, were sometimes recalled by the audit office and re-prints supplied to the station concerned. The practice is known particularly in connection with the GWR and the NLR, where such tickets were distinguished by "RP". The "Re." notation suggests that the CLC may also have distinguished re-printed tickets.



16 FEB 04

ORDINARY RETURNS

Early Edmondson prints.



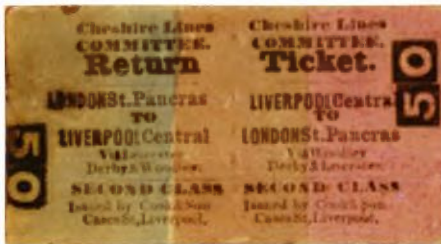
2-130

22318



2-130

22718



44131



22319



2-130

18779



2-420

185



2-420

185

Tickets with a printed fare; this was shown on local tickets from 1 January 1885.



1-130

215-184



10731

172171



2-130

115775

175726

174112



1-130

113714



10517



2-130

157726



17317

ORDINARY RETURNS

The company's own ticket printing office opened on 10 February 1886. The first returns were vertically printed, with conditions 2-230 on the backs. There were probably three availabilities; day of issue or following day for journeys not exceeding 12 miles, and 7 days and 1 month for longer distances.



8/2/90



1/1/90 M63



12/11/92



22/5/04 M68



1/11/90

Conditions moved to the front of the ticket, the back being blank. Earliest issue date seen:



13/1/92



13/1/92 / 26/5/98



16/5/90



22/1/90

"Committee's" abbreviated to Co's" in the conditions. The backs are blank. Earliest issue date seen:



12/4/92 / 13/3/92

ORDINARY RETURNS

Wording of the conditions changed to refer to "Time Tables". The backs are blank. This is probably the last type in which second class issued may be found, that accommodation being abolished from 1 January 1892. Earliest issue date seen:



50091

Change to horizontal prints on single colour card and with a skeleton 'R' overprint on the return half. The backs are blank. Earliest issue date seen:

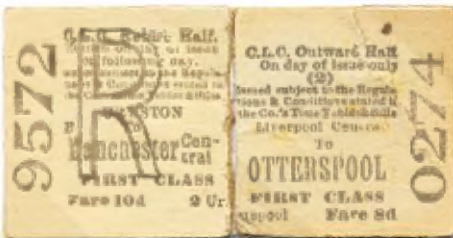


28494



127094

Change to show the Committee title in initials, with the two halves designated as outward and return. While this type was current the format of foreign tickets was made the same as that for local issues, foreign prints are shown later. The backs are blank. Earliest issue date seen:



25120

125897



281491



21103



247597

1109



284991



127094

245802

ORDINARY RETURNS

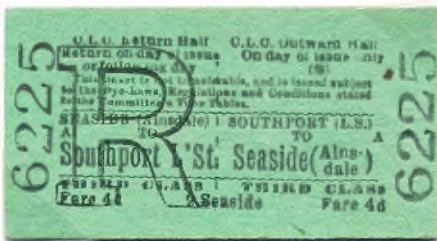
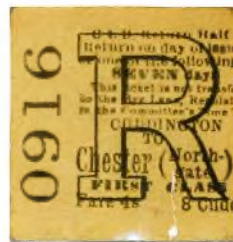
While the last type on the preceding page was current (and probably from about mid-1898 if parent company practice was followed) the 7 day availability was changed to 8 days.



Conditions printed across the full width of the ticket, rather than separately on each half. The backs are blank. Earliest issue date seen:



Change in style of the overprinted 'R'. The backs are blank. Earliest issue date seen:



ORDINARY RETURNS

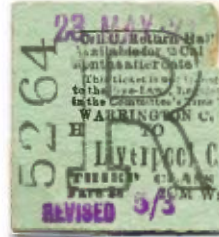
While the last type on the preceding page was current tickets with 8 day and 1 month availability were both replaced, possibly from about mid-1904, by ones available for 6 months. This was later reduced to 2 months, probably from 1 September 1918.



6 DC 17



3 CC 17



Actual Fare issues as printed from 1 April 1920. The backs are blank.



Revised Fare issues as printed from 6 August 1920. The backs are blank.



1165

FOREIGN ORDINARY RETURNS

The company's own ticket printing office opened on 10 February 1886. The first foreign returns were vertically printed, and in the same format as local issues with conditions 2-230 on the backs. There were probably three availabilities; day of issue or following day for journeys not exceeding 12 miles, and 7 days and 1 month for longer distances.



133/20

Fare added to comply with the Regulation of Railways Act 1889. Conditions 2-230 continued.



126



137/18

127/19



223/17



FOREIGN ORDINARY RETURNS

Change to horizontal prints with a skeleton "R" overprint on the return half. Conditions 2-230 continued.



112893 14619



102



27804



29804



13784

Change to show the Committee title in initials, with the two halves fully designated as outward and return. Conditions 2-230 continued. Three number of changes probably occurred while this type was current, a change from bi-coloured to single coloured card, the introduction of blue card for third class tickets to GNR stations and of yellow and brown card for first and third class to Midland stations, and an increase of 7 day availability to 8 days. Earliest issue date seen: 22 Oct 1895.



11800



11899 25987



21548



19449



13703



11898



18804

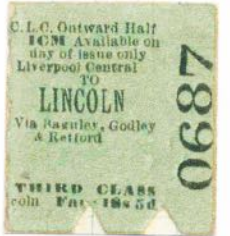
14610



108001



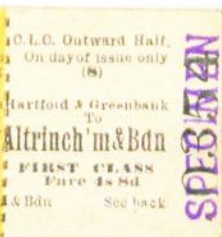
11899



FH



FH



FH



15800



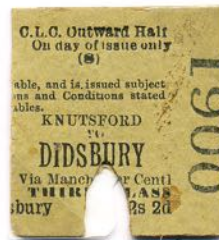
26200

FOREIGN ORDINARY RETURNS

Conditions moved to the front of the ticket, the backs being blank. The format of both local and foreign tickets were the same as from this type; these foreign prints are shown separately to illustrate the continuation of the destination company colour scheme.



Conditions printed across the full width of the ticket, rather than separately on each half, and the style of the overprinted "R" changed. The backs are blank. While this type was current tickets with 8 day and 1 month availability were replaced by ones available for 6 months, later reduced to 2 months.



ORDINARY RETURNS

Actual and Revised Fare tickets. The backs are blank.



Tickets with forfeiture conditions. These appeared on some local tickets for Liverpool suburban traffic and traffic between Liverpool and the Southport line, and possibly on foreign returns when the journey could be undertaken by a competing route. Fuller notes appear in the ordinary singles section.



7-240 12093



7-245 12297

ORDINARY RETURNS - BLANK CARDS

A series of local blank cards was used. There may also have been, as with singles, blank cards printed for journeys to each of the three constituent companies, using colours as already discussed.



ORDINARY RETURNS - CHILD TICKETS

The backs are blank unless otherwise indicated.



11502



1150

1151



1152

1153



1154

1155

1156



1157

1158



1159

1160

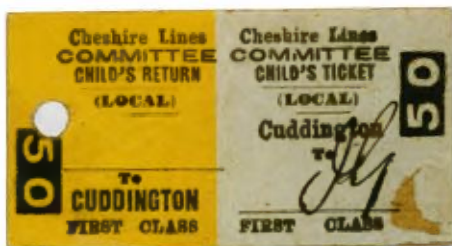


1161

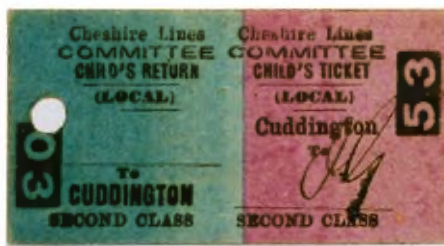


ORDINARY RETURNS - BLANK CARD CHILD TICKETS

Early Edmondson proofs, the backs are 2-120.



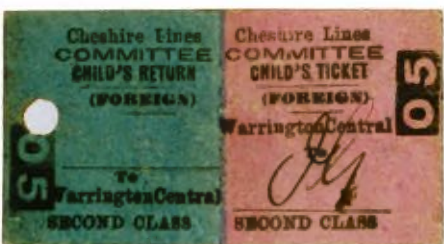
222/19



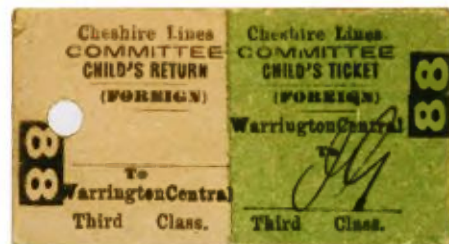
222/20



222/26



222/20



222/20



222/21



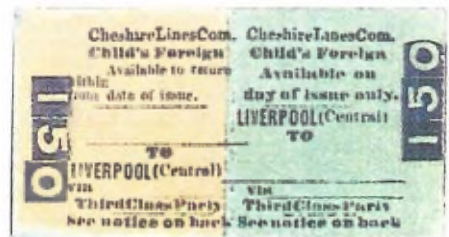
222/23



222/24



222/25

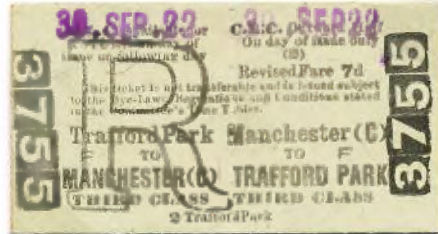


222/27

ORDINARY RETURNS - NON-STANDARD PRINTS

Variations in the serial number. The Revised fare prints with negative numerals are distinctly odd, the feature is also found on some immediately post-grouping tickets. It suggests emergency supplies from Edmondson or brief use of an Edmondson rather than a Waterlow machine.

No attribution can be suggested for the numbers on the earlier tickets.



ORDINARY RETURNS - NON-STANDARD PRINTS

Other tickets. The backs are blank unless otherwise indicated.



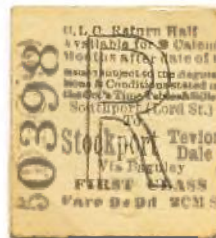
*Backs stamped 'return' pinkish white (pink) (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)*



*Receipts different*



*Back as wrong colour card.*



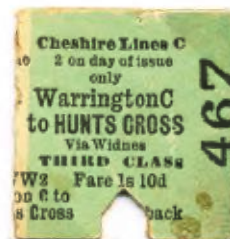
*Availability*



*2-230 15/11/99*



*2-320 20/11/03*

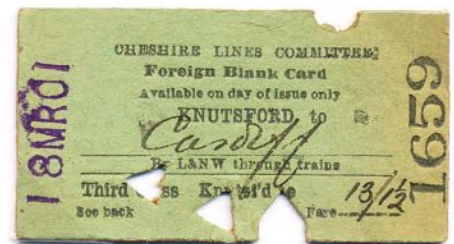


*2-230 21/11/03  
 Larger type, both  
 this in audit file*



SPECIFIED CARRIER TICKETS

In 1885 the LNWR put on a weekday service between Manchester (Oxford Road) and Crewe running via the MSJ&A, the CLC to Northwich and finally over LNW metals via Middlewich and Sandbach to Crewe. Passengers for stations beyond Northwich were picked up at all MSJA stations and at Knutsford and Northwich on the CLC. One up train left Manchester in the morning and there were two afternoon down trains from Crewe. Some years later one train each way carried a through carriage for Euston, attached to and detached from main line expresses at Crewe. Knutsford and probably Northwich issued tickets specifying the LNW through train, including ones for second class travel - abolished by the CLC itself in 1892.



An odd feature of ticketing for the LNW service was that although through passengers could travel direct in the LNW trains from and to Altrincham and Knutsford some chose not to do so and used CLC trains to and from Northwich. MSJ&A tickets specifying this were issued at Altrincham & Bowdon, as were LNW tickets from Euston, almost certainly Crewe and possibly some other stations. The only explanation that can be offered is that passengers wished to spend time at the important salt and chemicals town of Northwich before continuing their journey.



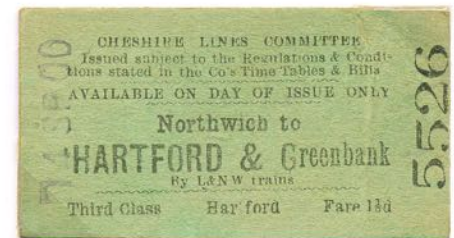
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LNW 1-270

The LNW also operated a service over the five miles between Northwich and Acton Bridge, calling at the intermediate CLC station at Hartford & Greenbank. Tickets between the two CLC stations specified an LNW train if such was to be used.



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SPECIFIED CARRIER TICKETS

Both the Great Central and the Great Northern ran fast trains between Manchester Central and Retford via Fallowfield; tickets for these specified which company was to be the carrier.

Beyond Retford the GC services ran to either Gainsborough and Grimsby or to Lincoln, where the GC used running powers into the GN station. Singles to GC destinations (including Lincoln) were respectively white and green for the two classes. GN trains continued up the main line to King's Cross and for destinations on or via this route singles were white and blue respectively irrespective of which company carried the passenger to Retford.

