

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.

VOLUME 3

M.& G.N.J.R.C. AND CONSTITUENT COMPANIES NORFOLK & SUFFOLK JOINT COMMITTEE



David G Geldard

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TICKETS OF THE MIDLAND RAILWAY

JOINT LINES

VOLUME 3

M.& G.N.J.R.C. CONSTITUENT COMPANIES

LINES WEST

**Midland & Eastern Railway
(Bourn & Lynn Joint Railways Committee)
Peterborough Wisbeach & Sutton Railway
Midland & Great Northern Joint Railway**

LINES EAST

**Great Yarmouth & Stalham Light Railway
Yarmouth & North Norfolk Railway
Lynn & Fakenham Railway
Eastern & Midlands Railway**

MIDLAND & GREAT NORTHERN RAILWAYS JOINT COMMITTEE

NORFOLK & SUFFOLK JOINT RAILWAYS COMMITTEE

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.

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

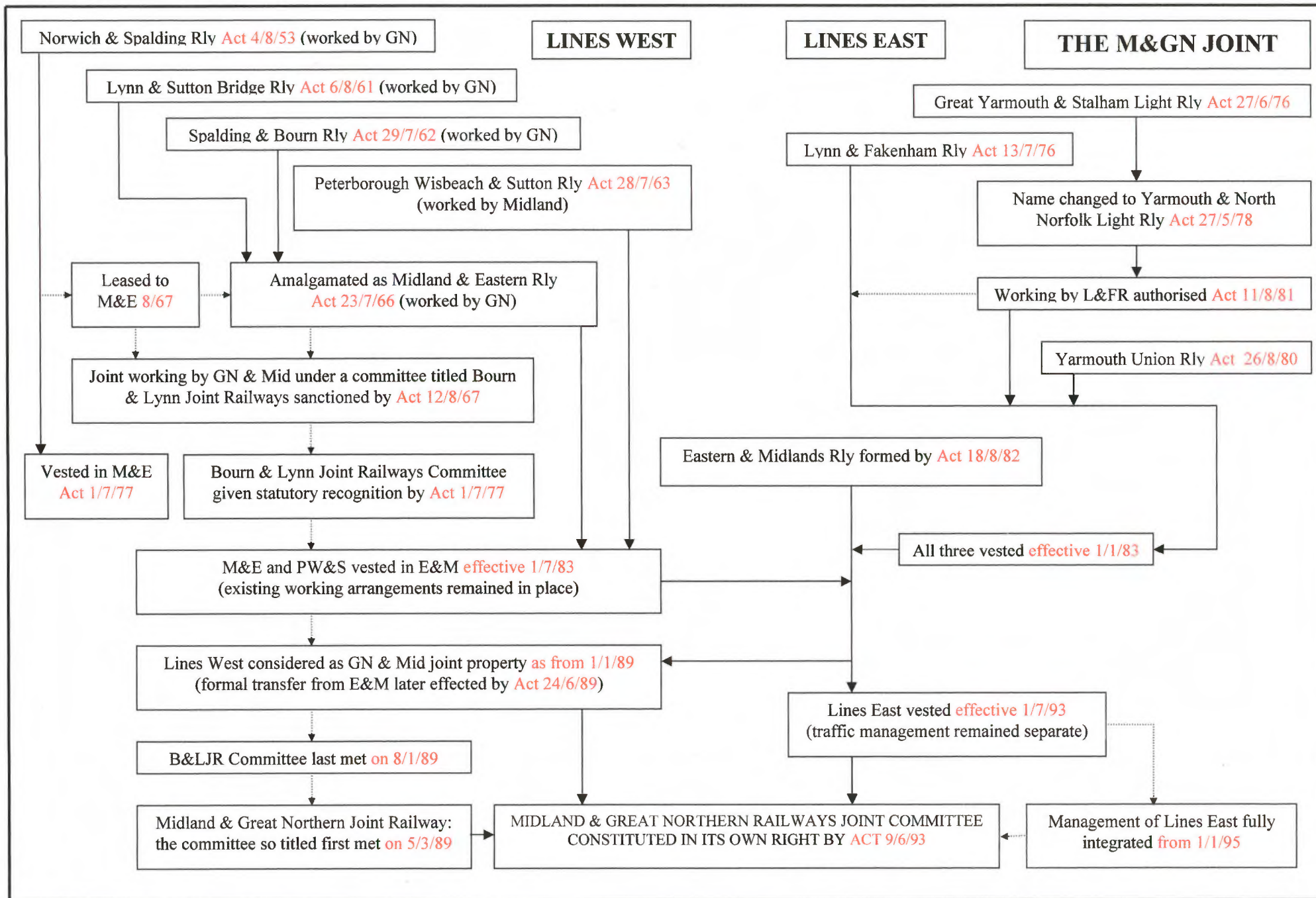
Most pages show edmondson or punch tickets together with commentary thereon. Most tickets in the collection are originals although extensive use is also made of photographs and photocopies. The conditions of issue or other print on the back of a ticket is indicated either in the commentary or below the 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.



Changes in ownership are tracked by continuous connecting lines; other events by dotted lines.

TITLES SEEN ON TICKETS OF THE M&GNRJC AND LINES WEST PREDECESSORS

Period & Organisation:		1858-66 (1)	1866 (2)	1866-67 (3)	1867-77 (4)	1877-89 (5)	1889-93 (6)	1893-95 (7)	1895-04 (8)	1904 on (9)	Key to Periods & Shading:
From	To			M&ER	B&LJRC	B&LJRC	M&GNJR	M&GNJC	M&GNJC	M&GNJC	
N&SR Opened 15/11/58. Worked by GNR.	N&S					GN&M(B&L)	M&GNJR	M&GNJC	M&GNJC	M&GNJC	(1) N&SR only.
	GN via Spal					GN&M(B&L)	M&GNJR		M&GNJC	M&GNJC	(2) N&SR plus L&SBR.
	L&SB										
	S&B										
	PW&S										(3) M&ER formed by Act 23/7/66 and S&BR amalgamated.
	GN via Pbro					GN&M(B&L)					
	Mid										M&GNJC
L&SBR Opened 1/3/66. Worked by GNR.	Lines East									M&GNJC	(4) B&LJRC formed 12/8/67. N&SR leased to M&ER.
	L&SB									M&GNJC	
	N&S									M&GNJC	
	GN via Spal										
	S&B										
	PW&S									M&GNJC	(5) B&LJRC receives statutory recognition by Act 1/7/77. First Lines East open to Lynn 16/8/79.
	GN via Pbro								M&GNJC		
S&BR Opened 1/8/66. Worked by GNR.	Mid					M&GN(B&L)	M&GNJR				
	Lines East										
	S&B								M&GNJC	M&GNJC	(6) B&LJRC wound up. M&GNJR first meeting 5/3/89.
	N&S										
	GN via Spal						M&GNJR		M&GNJC		
	L&SB										
	PW&S										(7) M&GNJC constituted by Act 9/6/93 and Lines East vested therein.
PW&SR Opened 1/8/66. Worked by Midland.	GN via Pbro									M&GNJC	
	Mid										
	Lines East										
	PW&S						M&GNJR		M&GNJC	M&GNJC	(8) Lines East fully integrated from 1/1/95.
	N&S						M&GNJR				
	S&B										
	GN via Spal										(9) Running to Peterboro East withdrawn 1/10/04.
Peterboro N	L&SB									M&GNJC	
	GN via Pbro						M&GNJR			M&GNJC	
	Mid						M&GNJR			M&GNJC	
	Lines East						M&GNJR			M&GNJC	
	PW&S			Untitled	By Mid T				M&GNJC	M&GNJC	Shading indicates which company is known (or confidently assumed) to have printed tickets for the journeys shown, using the colours for ordinary 3rd class singles of the period – blue, later green, for the GNR and buff for the Midland. Unshaded cells indicate no information or assumption.
Peterboro E	N&S									M&GNJC	
	S&B										
	L&SB										
	Lines East								Midland		
	PW&S					By Mid T					

Midland Railway conditions.

DEC. 1. 88

This Ticket is issued subject to the Regulations & Conditions stated in the Co.'s Time Tables & Bills

This Ticket is issued subject to the Regulations & Conditions stated in the Co.'s Time Tables & Bills

88.1.01.01

R2

NOTICE. This ticket is not transferable. It is issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

NOTICE. This ticket is not transferable. It is issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

X2

Great Northern Railway conditions.

This Ticket is available only on the day of issue, and to the Station to which it is issued, and if used to any intermediate or other Station the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

1-140

This Ticket is available only on the day of issue, and to the Station to which it is issued, and if used to any intermediate Station the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

1-150

This Ticket is the property of the Great Northern Ry. Co. and must be shown and given up when required. It is available only on the day of issue, and to the Station to which it is issued, and if used to any intermediate Station the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

1-160

This Ticket is the property of the Great Northern Ry. Co. and must be shown and given up when required. It is available only on the day of issue, and to the Station to which it is issued, and if used to any intermediate Station the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

1-165

This Ticket is only available to the Station to which it is issued and if used to any intermediate Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

This Ticket is available only on the day of issue for the outward journey & to the Station to which it is issued. If used to any intermediate Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

2-135

This Ticket is issued subject to the conditions contained in the Co.'s time & excursion bills. If used for any other Train or Station than that named, the Ticket will be forfeited & the full fare charged.

5-130

This Ticket is the property of the Great Northern Ry. Co. and must be shown and given up when required. It is available only on the day of issue, and to the Station to which it is issued, and if used to any intermediate Station the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

3-150

Other backs.

Buy COAL and COKE at Yarmouth Prices.

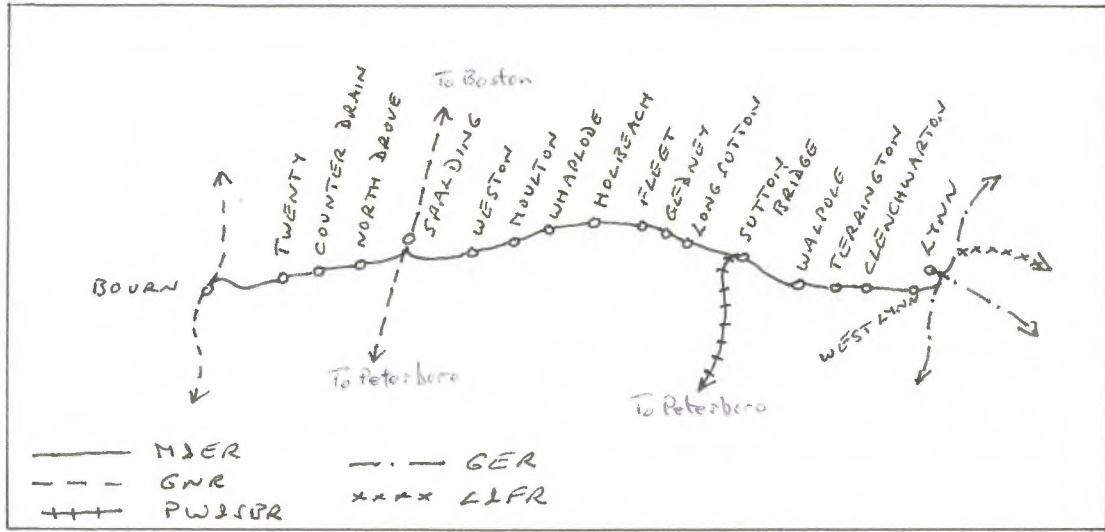
DEPÔTS AT THE CAISTER, ORMESBY, HEMSBY, AND MARTHAM STATIONS.

J. Fiddaman,
KINGS LYNN.
WHOLESALE & RETAIL WINE & SPIRIT MERCHANT.
Agent for Invalid Double Stout and Salts Burton Ales.

CARNOLD BROTHERS FOR CARPETS, FLOOR CLOTHS AND IRON BEDSTRAWS, at the lowest prices. CAMBRIDGE, MASS. King Street, St. Yarmouth.

TRY HAIRD'S BOOTS & SHOES 11 Regent Street YARMOUTH.

LINES WEST: MIDLAND & EASTERN RAILWAY
(BOURN & LYNN JOINT RAILWAYS COMMITTEE)



The Midland & Eastern Railway was formed under an Act dated 23 July 1866, which amalgamated the Lynn & Sutton Bridge Railway and the Spalding & Bourn Railway under the M&ER title, and provided for the lease to the M&ER of the Norwich & Spalding Railway. The N&SR had opened from Spalding to Holbeach on 15 November 1858 and on to Sutton Bridge on 1 July 1862, the L&SBR following on 1 March 1866. Both lines were worked by the Great Northern Railway. The L&SB line to Lynn left the N&S at a junction west of the latter company's Sutton Bridge terminus station and included a though station lying to the north thereof, otherwise the stations at the time of the Act were as shown. The S&BR opened on 1 August 1866 with stations at Counter Drain and North Drove, Twenty first appeared in *Bradshaw* for September 1866. It was also worked by the GN.

The line was joined to the west of the Lynn junction at Sutton Bridge by the Peterborough Wisbeach & Sutton Railway (worked by the Midland Railway). This also opened on 1 August 1866 and used the L&SB Sutton Bridge station in order to allow through running to Lynn. The N&S station was closed to passengers in January 1867.

The M&ER Act provided for joint working by the Great Northern Railway and the Midland Railway, with each company empowered to run its own trains on the joint line. This was sanctioned by an Act of 12 August 1867 in which month the lease of the N&S also became effective. Management was by a Midland appointee, with a committee of officers drawn from the two companies, operating under the title Bourn & Lynn Joint Railways Committee. It had its own staff and its own uniform and was given statutory authority by an Act of 1 July 1877, which also formally vested the N&SR in the M&ER.

The M&ER was vested in the Eastern & Midlands Railway from 1 July 1883 but remained operationally separate therefrom under the control of the B&LJC, an arrangement that continued despite the opening of the Lynn loop line on 1 January 1886 to form a direct connection between the M&ER and the E&MR. This resulted in a new station at South Lynn, with West Lynn closing six months later on 1 July 1886. The last meeting of the B&LJC was on 8 January 1889, when it was agreed (with E&MR consent) that the M&E and PW&S would both be regarded as joint GN and Midland property as from 1 January 1889, pending a formal Act to transfer ownership, passed on 24 June 1889.

By then a committee titled the Midland & Great Northern Joint Railway had been formed to control these lines and had held its first meeting on 5 March 1889. The M&GNJR title first appeared in timetables in 1890, and the first tickets with the new title were probably printed at about the same time.

MID. & G. N. (S. & L. J. Rys.) This Ticket is issued subject to the Regulations & Conditions stated in the Company's Time Tables & Bills.

THIRD CLASS
King's Lynn to
HEREFORD

Via Siston Whittore & Worcester
 King's Lynn (Worcester) King's Lynn Hereford

263/25

Gt. NOR. & MID. Ry. Cos.
Bourne & Lynn Joint Railways
SPALDING
TO
HOLBEACH
 Parliamentary Third Class
 Issued subject to the conditions stated on the Company's Time Bills and Notices.

Monogram

263/25

Gt. NOR. & MID. Ry. Cos.
Bourne & Lynn Joint Railways.
 Child not exceeding 12 years of age
 Not transferable
HOLBEACH to
Parly. Third Class FOREIGN
 Issued subject to the conditions stated on the back hereof & to the Company's Time Bills & Notices.

GN 1-140

878

GNR

Gt. Nor. & Mid. Ry. Cos.
Bourne & Lynn Joint Railway.
 Not transferable.
SPALDING to
HOLBEACH
 Parliamentary, Third Class
 Issued subject to regulations in time tables &c.

Monogram

162

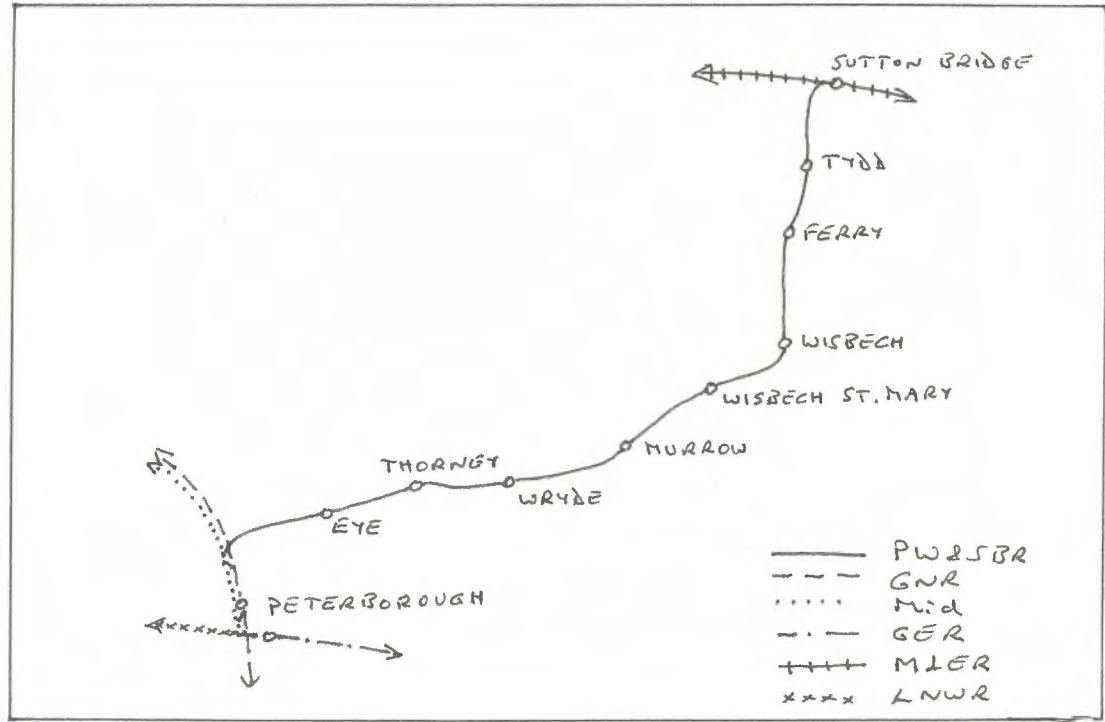
MID. & G. N. R. Cos.
 (Bourne & Lynn Joint Rys.)
VOTELS TICKET
FIRST CLASS.
King's Lynn to
HEREFORD & BACK
 Available for return within 14 Days
 NOT TRANSFERABLE

47

Gt. Nor. & Mid. Ry. Co's Gt. Nor. & Mid. Ry. Cos.
 Bourne & Lynn Joint Rys. Bourne & Lynn Joint Rys.
RETURN TICKET
Retford to
HOLBEACH
 Via Grantham & Boston or Leeghboro'
Second Class
 Not transferable
 Issued subject to the conditions stated on the Company's Time Bills and Notices.

GNR

LINES WEST: PETERBOROUGH WISBEACH & SUTTON RAILWAY



The line was opened on 1 August 1866 through from a junction with the Midland Railway at Peterborough to a junction with the Midland & Eastern Railway at Sutton Bridge, where the former Lynn & Sutton Bridge Railway station was used. It was worked by the Midland Railway, which provided a though passenger service to Lynn from the Great Eastern Railway station at Peterborough, calling also at the Great Northern Railway station there. The original intermediate stations were as shown on the map except for Wisbeach St. Mary which was first shown in Bradshaw for September 1866 and Eye which opened on 2 April 1867. The latter was renamed Eye Green from 1 October 1875 and the spelling of the two Wisbeach stations was changed to Wisbech from 4 May 1877.

The PW&SR was vested in the Eastern & Midlands Railway from 1 July 1883, but continued to be worked by the Midland. Later the E&MR, GNR and Midland agreed that the PW&S and the M&E would both be regarded as joint GN and Midland property as from 1 January 1889, pending passage of a formal Act to transfer ownership. That Act was passed on 24 June 1889.

By then a committee titled the Midland & Great Northern Joint Railway had been formed to control these lines and had held its first meeting on 5 March 1889. The M&GNJR title first appeared in timetables in 1890, and the first tickets with the new title were probably printed at about the same time.

BY MIDLAND TRAIN. This Ticket is issued subject to the Regulations & Conditions stated in the Company's Time Tables & Rules.

THIRD CLASS

Peterboro' (E) to

WISBECH

FARE 1s. 6½d.

Peterboro'E Wisbech Peterboro'E Wisbech

1887

13 1/2-87

201

By Midland Train
Wisbech

To

PETERBORO' (N.)

FIRST Class
(over)

ch

via R2 4 Apr 70

Peterbro' (G. N.)

To

THORNEY

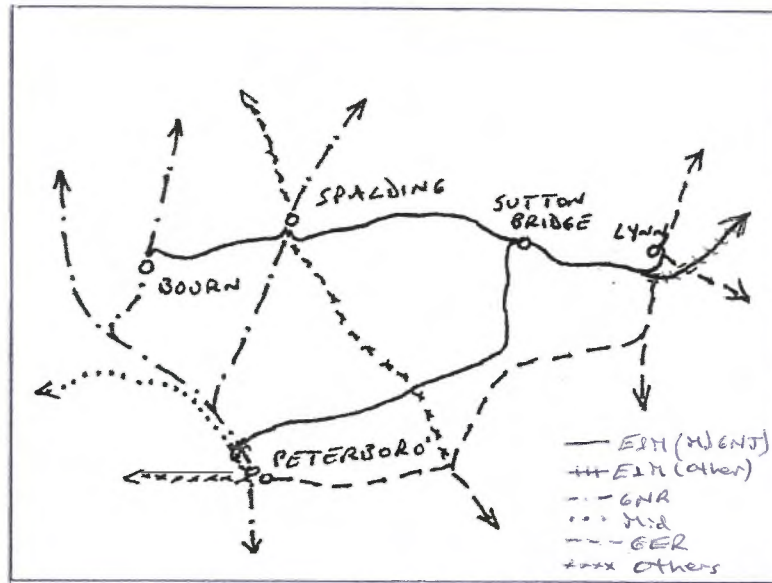
SECOND CLASS.

098

Thorn

via R2 11 Feb 70

LINES WEST: MIDLAND & GREAT NORTHERN JOINT RAILWAY



The committee under the title Midland & Great Northern Joint Railway was formed to take over operational control of the Midland & Eastern Railway and the Peterborough Wisbeach & Sutton Railway as successors to the Bourn & Lynn Joint Railways Committee. The effective date for this was 1 January 1889 although legal ownership of both companies then resided with the Eastern & Midlands Railway and did not transfer to the GN and Midland jointly until a ratifying Act was passed on 24 June 1889.

The new committee first met on 5 March 1889, the M&GNR title first appeared in timetables in 1890 and the first tickets with the new title were probably printed at about the same time.

The only 2nd class accommodation on the system, that by GNR trains between Lynn and Bourn, was withdrawn from 1 November 1891.

The duties of the M&GNJR were taken over by the Midland & Great Northern Joint Committee, which was constituted as a legal corporation in its own right on 9 June 1893. The E&MR was formally vested in the new Committee as from 1 July 1893 to bring the Lines West and Lines East into common ownership.

At first, however, operation of the two sections continued under separate traffic managers with the Lines West controlled by a Mr. Madden from offices at Spalding. On 1 January 1895 this closed and the lines east and west of Lynn were thereafter worked together as a single system. All new tickets then showed the "Joint Committee" title rather than that of the "Joint Railway".

Tickets from the former Bourn & Lynn Joint lines continued to be standard GNR prints, unless to a destination on or via the Midland when they were supplied by that company.



GN1-160

Undated



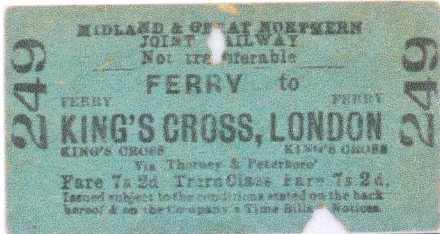
GN1-160

Undated



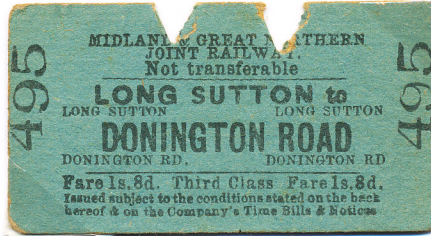
GN1-160

45P93



GN1-160

N/A



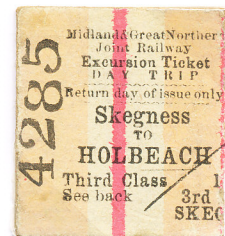
GN1-165

26A03



GN3-150

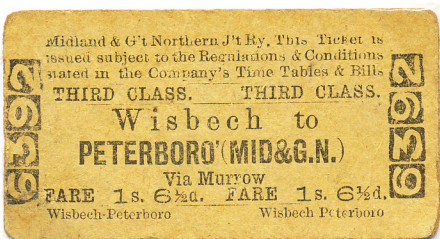
Undated



GN3-150

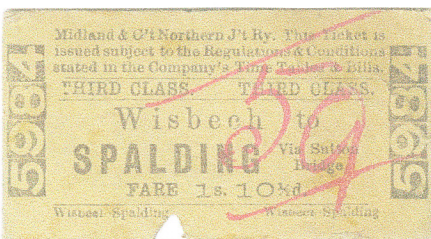
22A98

Except for tickets to or via the GN those from stations on the former PW&SBR section were printed by the Midland, as were tickets to the Midland from stations Sutton Bridge to Lynn inclusive.



Blank

12A990



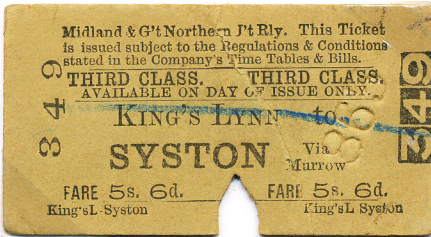
Blank

677



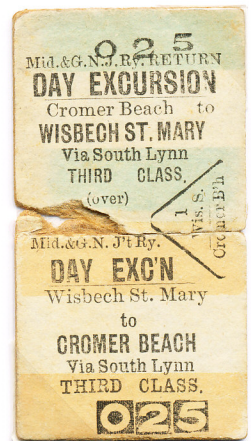
Blank

RFB32108



Blank

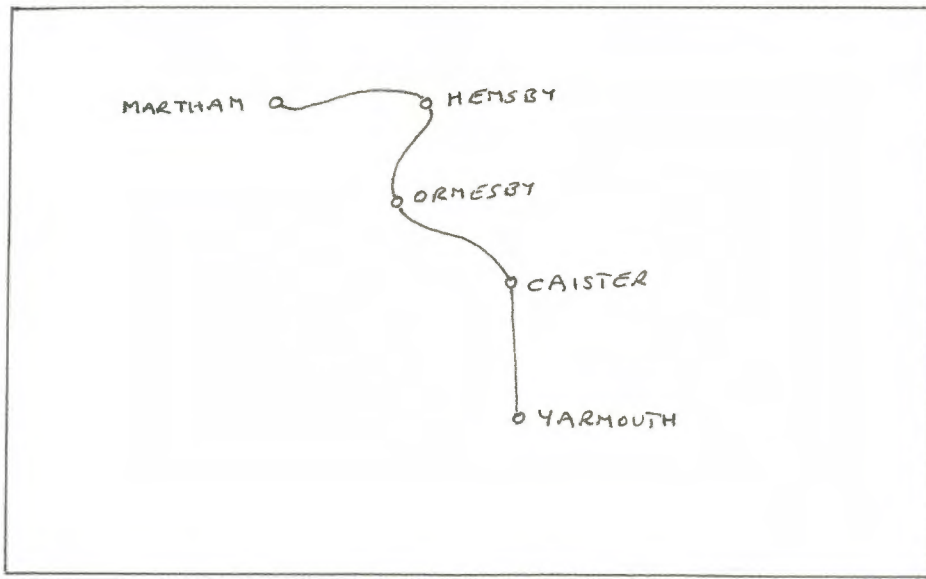
1009



11A X 2

26A001

LINES EAST: GREAT YARMOUTH & STALHAM LIGHT RAILWAY



The line was opened from Yarmouth to Caister and Ormesby on 7 August 1877 and extended to Hemsby on 16 May 1878. Only 1st and 3rd class accommodation were provided.

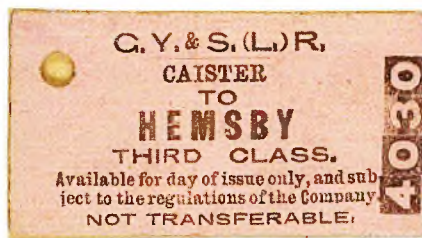
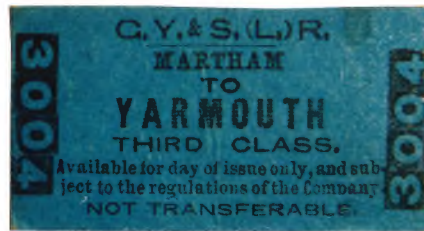
Although the company changed its name to the Yarmouth & North Norfolk Light Railway under the provisions of an Act dated 27 May 1878 tickets with the GY&SL title exist for journeys to and from Martham, which was not opened until 15 July 1878. The order for these was probably placed before the name change became effective.

ORDINARY SINGLES

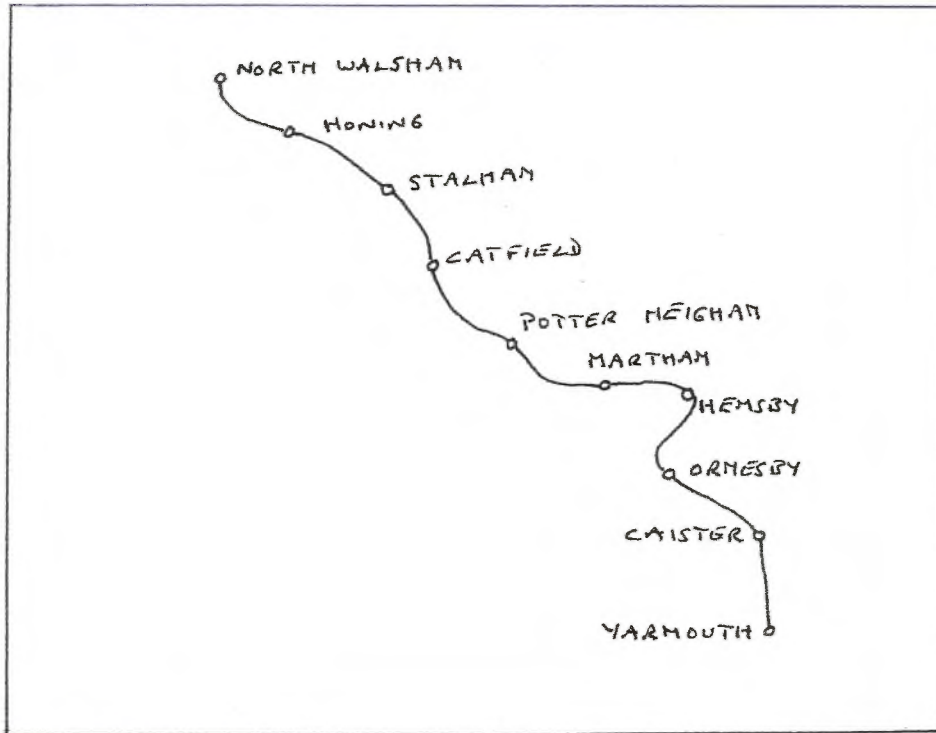
All known tickets are Edmondson proof copies. They are in two forms, one with the serial number at the right hand side only and the other with the number at both sides. Both versions are also found with the later Y&NNR title so it can not be assumed that one is earlier than the other. The backs are blank.

No issued copies have been seen.

Directional colouring was used, with 1st, 3rd and Parliamentary singles towards Yarmouth being yellow, blue and buff respectively and those away from Yarmouth being white, pink and green.



LINES EAST: YARMOUTH & NORTH NORFOLK RAILWAY



The Great Yarmouth & Stalham Light Railway changed its name to the Yarmouth & North Norfolk Light Railway under the provisions of an Act dated 27 May 1878. The line ceased to be a "Light" railway by an Act of 11 August 1881, although it appears that this word was never used in the title as it appeared on tickets.

The GY&SL extension from Hemsby to Martham opened on 15 July 1878, after the change of name. The new station at Hemsby was temporary, and located on the opposite (north) side of the main road to that for the Yarmouth section as the company lacked powers for the construction of a level crossing. On the south side of the road a second temporary station closer thereto was sanctioned in October 1878 to reduce the walking distance between the two termini. Both temporary stations closed following crossing construction in July 1879.

From Martham the line opened to Potter Heigham and Catfield on 17 January 1880, to Stalham on 3 July 1880 and to North Walsham on 13 June 1881. Honing was first shown in Bradshaw for August 1882.

As with the GY&SL 2nd class accommodation was never provided.

Although detached therefrom, the line was worked by the Lynn & Fakenham Railway probably from some time in 1882, powers for this having been obtained in the 11 August 1881 Act.

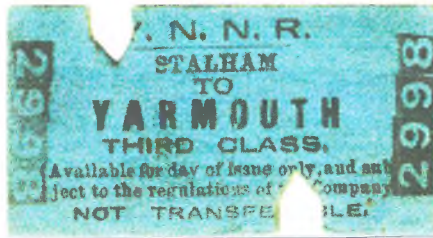
The Y&NNR, L&FR and Yarmouth Union Railway were all vested in the Eastern & Midlands Railway with effect from 1 January 1883.

ORDINARY SINGLES

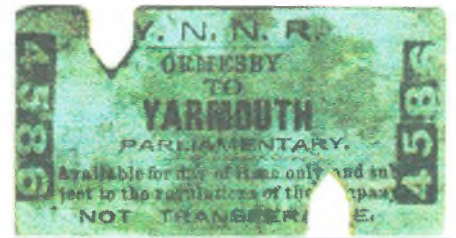
Tickets with the title in initials and with the serial number at both sides. The backs are blank or carry the Coal and Coke or Arnold Brothers advertisement. Directional colouring was used on the same basis as for the GY&SL, except that the same colours were used for both 3rd class and Parliamentary tickets.



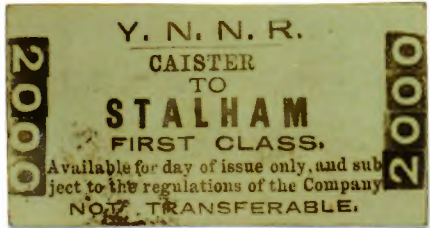
28/11



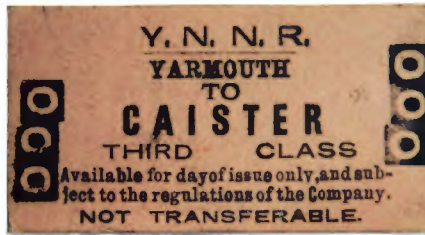
12/3/22



12/5/21

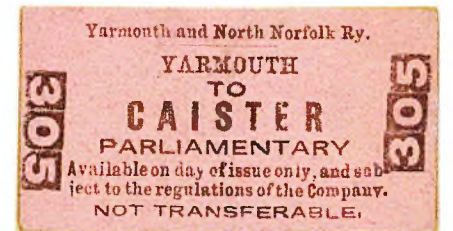
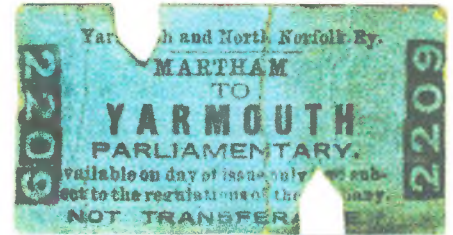
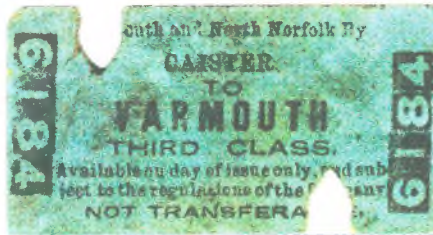


28/11



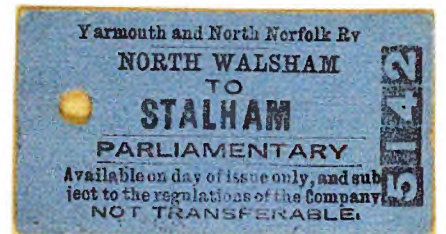
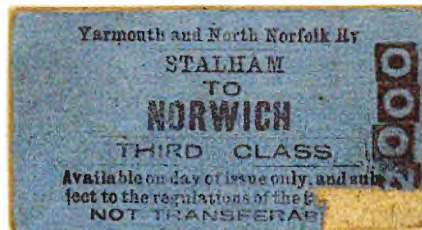
5/9

Tickets with the full title and the serial number at both sides.



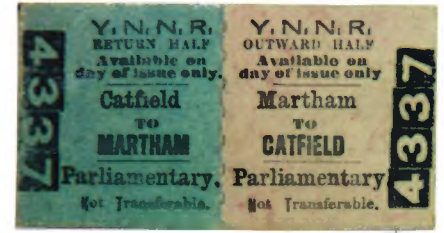
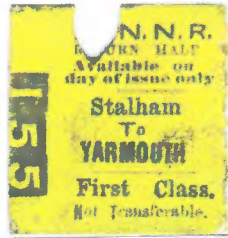
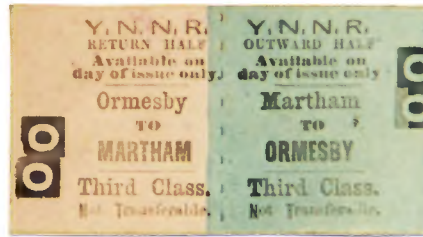
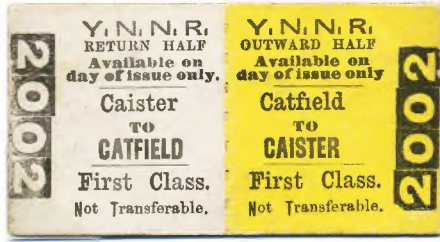
4-6

Tickets with the full title and the serial number at the right hand side only.

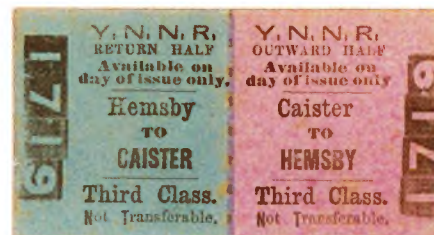
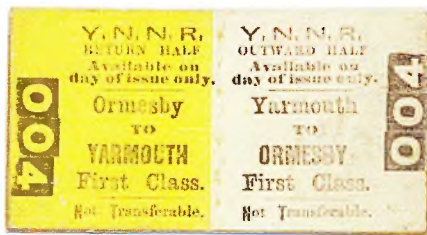
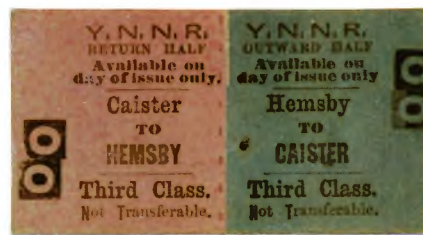


ORDINARY RETURNS

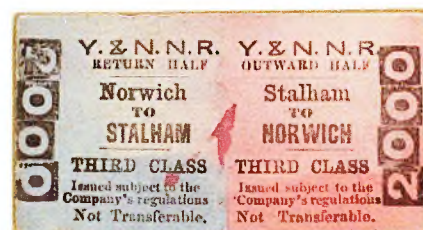
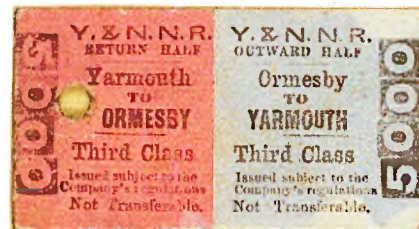
Tickets with blank backs or with a local advertisement on the back. Halves were directionally coloured to the same convention as ordinary singles. Parliamentary returns are unusual but since they are only known in Edmondson proof form they may not actually have been brought into use.



Tickets with the initial of the destination station on the back of each half, as on the example shown. The list was C - Caister, H - Hemsby, M - Martham, O - Ormesby and Y - Yarmouth; no such tickets have been seen for stations north of Martham. Halves issued in January and March 1882 are known.



Tickets with conditions on the front and with blank backs.



MISCELLANEOUS

Y. N. N. R.
DAY EXCURSION TICKET.
CATFIELD To **00**

AVAILABLE FOR DAY OF ISSUE ONLY.
 Subject to the Rules and Regulations
 of the Company.
NOT TRANSFERABLE.

Y. N. N. R. RETURN EXCURSION
Cromer TO CATFIELD
FIRST CLASS **105**

Available for day of
 issue only, & subject
 to the Rules & Reg-
 ulations of the Co.

Y. N. N. R. OUTWARD EXCURSION
Catfield TO CROMER
FIRST CLASS **105**

Available for day of
 issue only, & subject
 to the Rules & Reg-
 ulations of the Co.

Y. N. N. R. Cheap Day Excursion
CROMER TO YARMOUTH
First Class **00**

Available for day of
 issue only, & subject
 to the Rules & Reg-
 ulations of the Co.

Y. N. N. R. Cheap Day Excursion
Yarmouth TO CROMER
First Class **00**

Available for day of
 issue only, & subject
 to the Rules & Reg-
 ulations of the Co.

Y. N. N. R. RETURN EXCURSION
Stalham TO YARMOUTH
THIRD CLASS **5012**

Available for day of
 issue only, & subject
 to the Rules & Reg-
 ulations of the Co.

Y. N. N. R. OUTWARD EXCURSION
Yarmouth TO STALHAM
THIRD CLASS **5012**

Available for day of
 issue only, & subject
 to the Rules & Reg-
 ulations of the Co.

Y. N. N. R. Cheap Day Excursion
CROMER TO YARMOUTH
THIRD CLASS **00**

Available for day of
 issue only, & subject
 to the Rules & Reg-
 ulations of the Co.

Y. N. N. R. Cheap Day Excursion
Yarmouth TO CROMER
THIRD CLASS **00**

Available for day of
 issue only, & subject
 to the Rules & Reg-
 ulations of the Co.

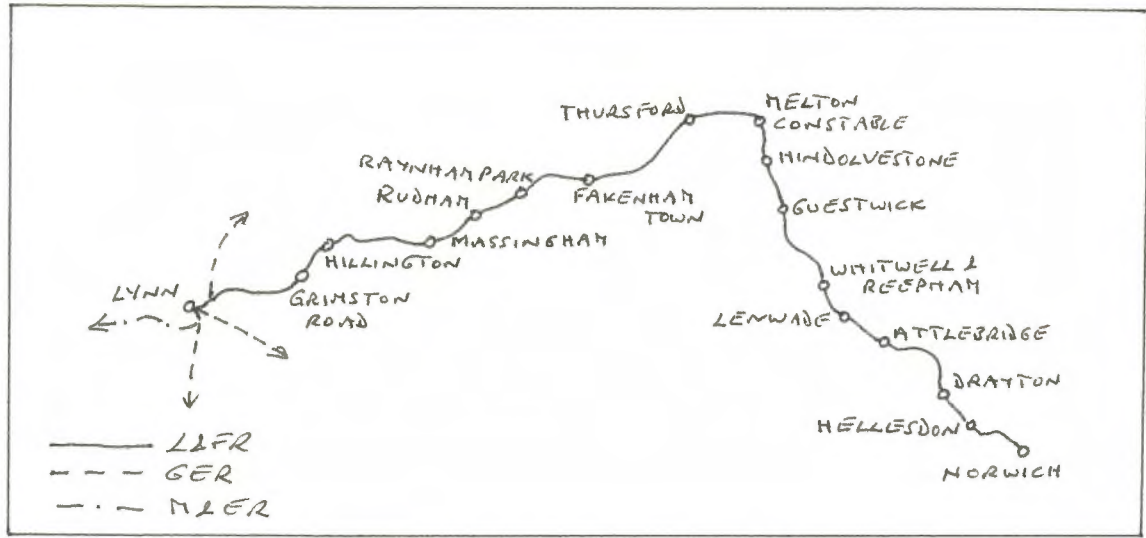
L. & F. R. Return
(Y. & N. S. Section)
 available 7 days.

Ormesby
 TO
YARMOUTH BEACH

First Class
 Not Transferable.
 See back. **ORMB**

Back: dog

LINES EAST: LYNN & FAKENHAM RAILWAY



The line was opened from a junction with the Great Eastern Railway at Lynn to Grimston Road, Hillington and Massingham on 16 August 1879. It was extended to Rudham, Raynham Park and Fakenham Town on 16 August 1880, from which date a separate L&FR booking office at Lynn (GE) came into use. Further extensions to Guestwick opened on 19 January 1882, with intermediate stations at Thursford, Melton Constable and Hindolvestone; to Whitwell & Reepham and Lenwade on 1 July 1882; and to Norwich on 2 December 1882 with stations at Attlebridge, Costessey & Drayton and Hellesdon.

Rudham was renamed East Rudham on 1 March 1882.

Second class accommodation was never provided.

The company worked the Yarmouth & North Norfolk Railway probably from some time in 1882, powers for this having been obtained in an Act dated 11 August 1881.

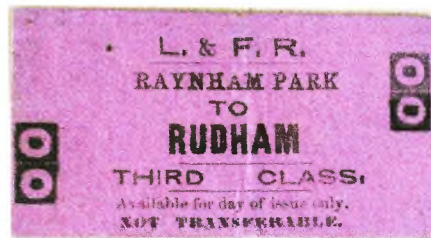
The L&FR, Y&NNR and Yarmouth Union Railway amalgamated to form the Eastern & Midlands Railway on 1 January 1883.

ORDINARY SINGLES

There are two versions of the singles, one with serial at both sides and one with numbers at the right hand side only. The former is known to have been used from the opening of the line but the latter has only been seen in Edmondson proof form and may not actually have been used.

Directional colouring was used, with 1st, 3rd and Parliamentary singles towards Lynn being white, pink and green respectively and those away from Lynn being yellow, blue and buff.

Most tickets have the Fiddaman advertisement on the back but some with blank backs have also been seen.

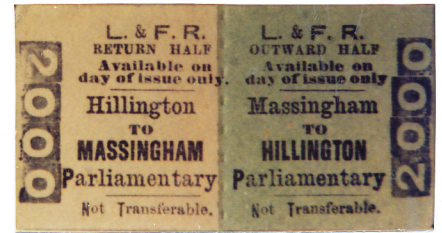
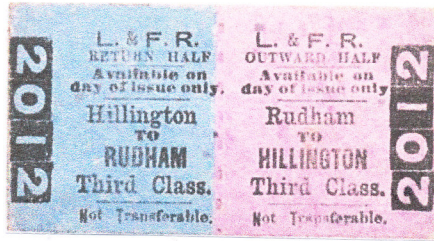


ORDINARY RETURNS & OTHERS

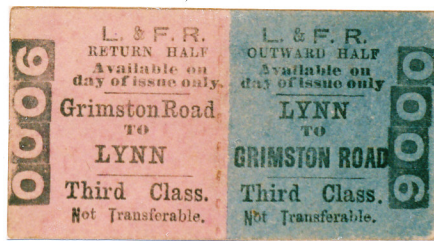
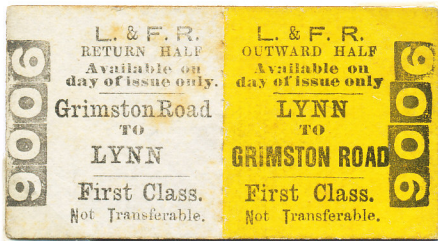
Ordinary returns with blank backs or with a local advertisement on the back. Halves were directionally coloured to the same convention as ordinary singles. Parliamentary returns are unusual but since they are only known in Edmondson proof form they may not actually have been brought into use.



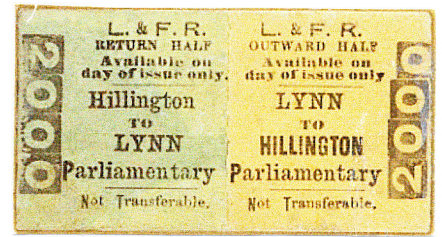
4126



7125



7912



W-1

Lynn & Fakenham Railway Company.

Ticket for Carriages, and also for Horses, Cattle, and other Animals, &c., BY PASSENGER TRAIN.

3/20 o'clock Train. Date Dec 17, 1871, No. 1713

From Lynn
Via _____

Quantity.	DESCRIPTION.	RATE.	AMOUNT.					
			Paid.			To Pay.		
		s. d.	£	s.	d.	£	s.	d.
.....	Two Wheel Carriage.....	at						
.....	Four Wheel Carriage.....	at						
.....	Horse	at						
.....	Neat Cattle.....	at						
.....	Sheep	at						
.....	Pigs	at						
.....	Dogs.....	at						
.....	Perambulator, Bath Chair, Bicycle or } Velocipede	at						
		per cent						
	Declared Value £	Insurance on £	at					

The above are delivered to the Company solely on and subject to the conditions at the back hereof, and to the payment of the charges as stated above.

Name [Signature]
Owner, or on Owner's behalf.
Booking Clerk.

Conditions overleaf

Conditions as to Carriages, and also as to Horses, Cattle, Dogs, and other Animals conveyed by Passenger Trains.

THE LYNN & FAKENHAM RAILWAY COMPANY are not and will not be Common Carriers of any live Animals, and they receive, forward, and deliver Horses, Cattle, Dogs, and other Animals solely on and subject to the following Conditions:—

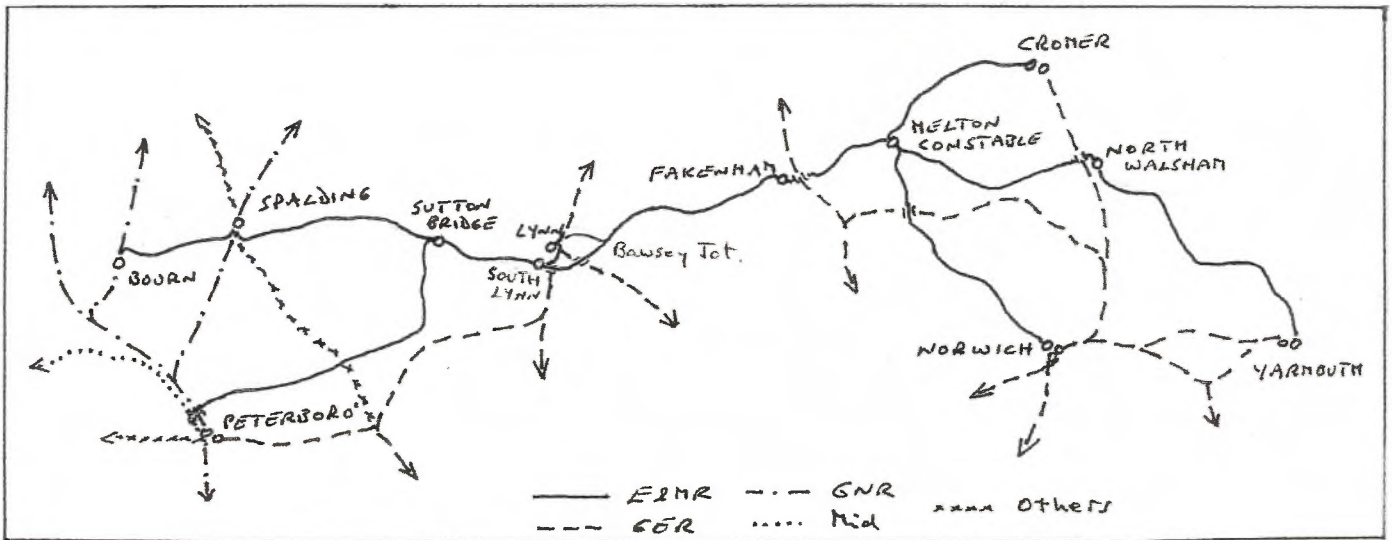
(1.) The Company will not be responsible for the loss of or for any injury done to any Horse, Cattle, Dog, or other Animal, of whatever value, in the receiving, forwarding, or delivering of the same, where such loss or injury is occasioned by the kicking, plunging, unruliness, or viciousness of the same, or by any means whatever, except such loss or injury is occasioned by the neglect or default of the Company or its servants.

(2.) The Company will not be liable, in any case, for the loss of or for any injury done to any Horse, or other Animal above the value of £40, or any Dog above the value of £2, unless the person sending or delivering the same to the Company shall at the time of such delivery, in writing, signed by him or his Agent, have declared them to be respectively of higher value than as above mentioned, and shall have paid in addition to the ordinary rate of charge, by way of compensation for the increased risk and care thereby occasioned, £5 per cent. upon the excess of the value so declared above the respective sums so limited as aforesaid. Where any such declaration is made the Owner shall be bound thereby, and the Company shall not in any event be liable for any greater amount than the value so declared.

(3.) The Company accept Horses, Cattle, Dogs, and other Animals for conveyance to Stations beyond their own Lines of Railway solely for the accommodation of the public, and they will not be responsible for any delay, detention, or other loss or injury arising off their own Lines. Any money which may be received by the Company as payment for the conveyance of Horses, Dogs, or other Animals beyond their own Lines will be so received only for the convenience of the Consignors, for the purpose of being paid to the other Carrier.

(4.) Under Clause 14 of the "Regulation of Railways Act, 1868," the Company hereby give notice, that with respect to any Animals, Luggage, Parcels, Goods, or other Articles, matters, or things booked through by them or their Agents for conveyance, partly by Railway and partly by Sea, or partly by Canal and partly by Sea, such Animals, Luggage, Parcels, Goods, or other Articles, matters, or things will only be so conveyed on the conditions that the Company shall be exempt from all liability for any loss or damages which may arise during the carriage of such Animals, Luggage, Parcels, Goods, or other Articles, matters, or things by Sea, from the Act of God, the King's Enemies, Fire, Accidents from Machinery, Boilers, and Steam, and all and every other dangers and accidents of the Seas, Rivers, and Navigation of whatever nature and kind soever.

LINES EAST: EASTERN & MIDLANDS RAILWAY



The Eastern & Midlands Railway was formed by an Act dated 18 August 1882 to amalgamate the Lynn & Fakenham Railway, Yarmouth & North Norfolk Railway and Yarmouth Union Railway, all of which were vested in the new company with effect from 1 January 1883. They became known as the "Lines East" (of Lynn), the system being augmented by the opening of the lines between Melton Constable and North Walsham on 5 April 1883 (with stations at Corpusty & Saxthorpe, Bluestone, Aylsham Town and Felmingham), between Melton Constable and Holt on 1 October 1884 and between Holt and Cromer Beach on 16 June 1887 (with a station at Sherringham).

On the constituent lines Costessey & Drayton was renamed Drayton on 1 February 1883, but shown in some timetables as Drayton for Cossey and later as Drayton for Costessey.

Norwich was renamed Norwich City in the first half of 1883, Yarmouth became Yarmouth Beach from 5 April 1883 and Ormesby became Great Ormesby from 1 January 1884. West Runton, between Sherringham and Cromer, first appeared in *Bradshaw* in September 1887.

From 1 July 1883 the E&M also became the legal owners of the Midland & Eastern Railway and the Peterborough Wisbeach & Sutton Railway. These were known as the "Lines West" and were kept operationally separate from the Lines East, the M&E being worked by the Bourn & Lynn Joint Railways and the PW&S by the Midland Railway. The two sections had separate approaches to Lynn, the Lines East joining the GER Hunstanton line to the north of the town and the Lines West joining the Ely line to the south of the town.

Through working between the sections was facilitated by the opening on 1 January 1886 of a loop between South Lynn Junction and Bawsey Junction, by-passing Lynn to the south and with a new station at South Lynn. On the same date the original connection from Bawsey to the Hunstanton line was abandoned and the E&MR platform at the GER Lynn station became known as Lynn Town. West Lynn station (on the M&E) closed on 1 July 1886 and Gayton Road on the loop line opened on 1 July 1887.

The M&ER amalgamation Act provided for the preservation of existing GNR and Midland interests, stipulating that the E&MR was only to run trains with its own engines on the former PW&SBR with MR consent and on the former M&ER with both GNR and MR consent. Such running over the PW&SBR commenced in August 1887 when a through Kings Cross - Cromer service. commenced, using E&M haulage from Peterborough.

The B&LJR committee last sat on 8 January 1889 and was superseded by a Midland & Great Northern Joint Railway committee which first met on 5 March 1889 and took over the operation of both the M&E and the PW&SR. The Lines East were not affected until the Midland & Great Northern Joint Committee was constituted as a legal corporation in its own right on 9 June 1893, and the Eastern & Midlands Railway was formally vested therein as from 1 July 1893.

328
 E. & M. Ry.
 Not transferable.
FAKENHAM TOWN to
Fakenham Town
NORTH WALSHAM TOWN
North Walsham Th. North Walsham Th.
PARLIAMENTARY THIRD CLASS
 Issued subject to regulations in Time Tables.

145
 E. & M. Ry.
 Not transferable
THURSFORD to
Thursford Thursford
KINGS CROSS G.N.
Kings Cross G.N. Kings Cross G.N.
 Via South Lynn Wisbeck & Peterboro'
THIRD CLASS FARE 9/5½
 Issued subject to Regulations in Time Tables &c

8976
 E. & M. Ry.
 Not transferable
CROMER BEACH to
CROMER BEACH CROMER BEACH
SHERRINGHAM
SHERRINGHAM SHERRINGHAM
FARE 4d THIRD CLASS FARE 4d
 Issued subject to Regulations in Time Tables &c

1517
 E. & M. R. Return
 Available 2 days
Hellesdon
 TO
NORWICH (CITY)
 Third Class
 Not transferable
 See back

5156
 Ticket E. & M. R.
 Available day or nights only
Yarmouth Beach
 TO
ST.ORMESBY
 Third Class
 Not transferable
 See Back.

317
 E. & M. R. Return
 Available 7 Days
Cromer Beach
 TO
NORWICH (CITY)
 Third Class
 Not transferable
 See Back

3037
 E. & M. R. Return
 Available 2 days
 Fare 11d
NORTH WALSHAM TOWN
 To
AYLSHAM TOWN
 Third Class
 Not transferable
 See back.

8156
 Ticket E. & M. R.
 Available day or nights only
Yarmouth Beach
 TO
STALHAM
 Third Class
 Fare 2/3
 Not transferable
 See back

585
E. & M. E. Return
Excursion Ticket
Available day of issue only
Cromer Beach
To
NORWICH (CITY)
THIRD CLASS
Not transferable
See back

GN 3-130 139 00

4647
E. & M. E. Return
Excursion Ticket
Available day of issue only
Yarmouth Beach
TO
STALHAM
Third Class
Not transferable.
See back
YARMOU

GN 3-130 145 00

5871
E. & M. E. Return
Excursion Ticket
Available day of issue only
Sherringham
To
CROMER BEACH
THIRD CLASS
Not transferable
See back

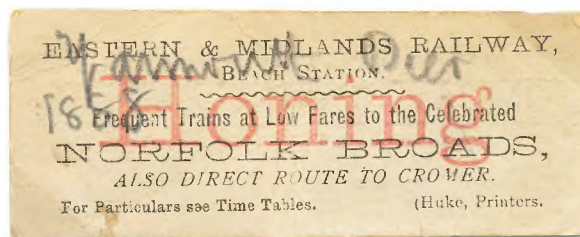
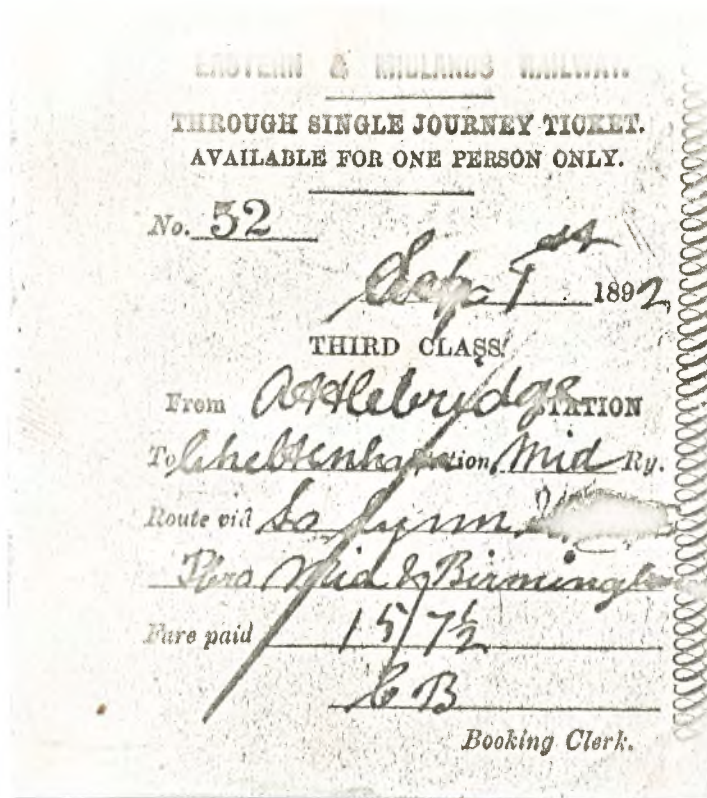
416

028
Ticket E. & M. E.
WEEK END Excursion
Available day of issue only
FAKENHAM TOWN
To
KING'S CROSS
VIA SOUTH-F
Wisbech Mad & Plover
THIRD CLASS
Not transferable.
See Back

GN 3-130 200 00



Visit of Prince & Princess of Wales and Queen Victoria



Eastern and Midlands Railway.
No. 115
(A-263.)
FIRST CLASS FREE PASS.
AVAILABLE TO DECEMBER 31st, 1893.
(unless previously withdrawn by the Company).
Mr. W. A. Colling
Is entitled to travel
FREE between ALL STATIONS.

W. A. Colling
~~Chairman & Managing Director~~
This Pass must be shown to the Company's
Servants when required.
The Holder of this Pass is subject to the
same rules and regulations as other
Passengers.



FIRST CLASS

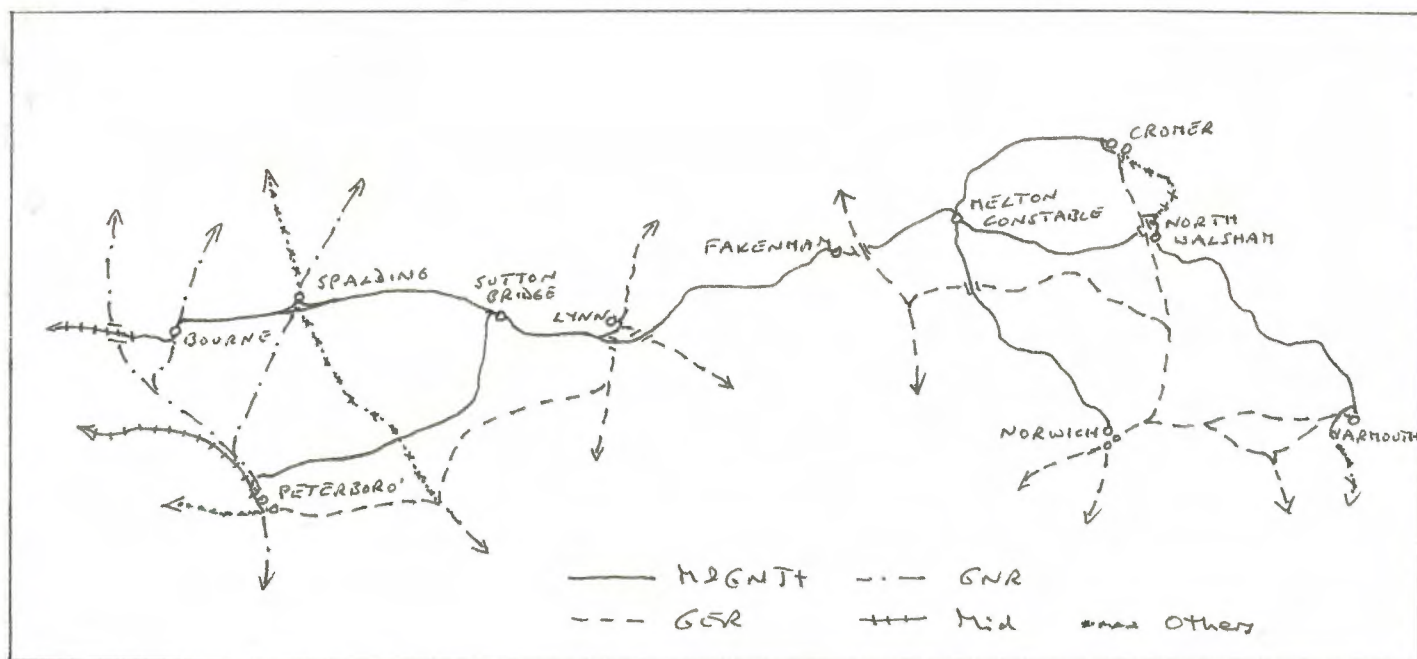


FREE PASS.

ALL STATIONS.

1893

MIDLAND & GREAT NORTHERN RAILWAYS JOINT COMMITTEE



The M&GNRJC was constituted as a legal corporation in its own right on 9 June 1893, and the E&MR was formally vested therein as from 1 July 1893 to bring the lines east and west of Lynn into common ownership. New tickets for at least the eastern section carried the abbreviated "Mid. & G.N. Joint Committee" title which became standard for the whole line.

At first, operation of the two sections continued under separate traffic managers with the Lines West controlled from offices at Spalding. On 1 January 1895 these closed and, as will be seen from the letter on the following page, the lines east and west of Lynn were thereafter worked together as a single system. Importantly, however, existing arrangements for the provision of tickets were continued "until further notice"; this suggests that the Midland continued to print tickets for PW&S local journeys and for journeys through to and via the Midland from stations on the Lines West with the GN providing those for all other journeys.

The *Derby Trains Office Diary* records that the GNR commenced to book the whole of the joint line trains from Peterborough on 19 June 1895. It is a reasonable assumption that from that date the GN assumed ticket accounting responsibility for the whole system and supplied all new tickets.

Under M&GNRJC auspices, additional lines were opened on the following dates: Bourn - Little Bytham Junction (with the Midland) 1 May 1894, Spalding avoiding line (for passengers) 1 May 1894, North Walsham Town - Antingham Road Junction (with the N&SJC) 1 July 1898, Caister Road Junction (Yarmouth) - Gorleston North Junction (with the N&SJC) 13 July 1903, Runton East Junction - Roughton Road Junction (with the N&SJC) 23 July 1906. None of these involved the provision of any new station.

The branch from North Walsham Town to Mundesley, with an intermediate station at Paston & Knapton opened for passengers on 1 July 1898, but passed into the ownership of the Norfolk & Suffolk Joint Railways Committee, established by an Act dated 25 July 1898 and constituted that October.

Station changes were as follows: Sherringham was shown as Sheringham from 1894, Bourn became Bourne from 1 July 1893, Martham became Martham for Rollesby from 1 November 1897, Caister was renamed Caister-on-Sea from 1 January 1893, Weybourne opened on 1 July 1901, Lynn became King's Lynn from 1 January 1911 and Bluestone closed on 1 March 1916. Running to Peterborough East was withdrawn on and from 1 October 1904.

The Committee retained its identity at the grouping on 1 January 1923, although ownership passed jointly to the LM&SR and the L&NER.

Midland and Great Northern Railways
Joint Committee.

DERBY, DECEMBER 31st, 1894

DEAR SIR,

Mr. W. CUNNING has been appointed to the position of Traffic Manager of the Midland and Great Northern Joint Railways (both Eastern and Western Sections) and on and from the 1st January, 1895, all communications relating to traffic matters must be addressed to him at King's Lynn, instead of, as at present, to Mr. Madden, at Spalding.

Until further notice the existing arrangements under which the weekly and monthly traffic accounts, and applications for passenger tickets and stationery, &c., in connection therewith, are forwarded to the chief offices of the Midland Company at Derby, and of the Great Northern Company at King's Cross, must continue in operation, and the cash received at the stations remitted to the Banks as heretofore, but commencing on the first day of the new year all pay bills and disbursement accounts must be despatched to the Traffic Manager at King's Lynn, from whose office the salaries and wages will be paid.

All requisitions for traffic stores must from the same date be sent to the Traffic Manager; but accounts for gas, water, rates and taxes, &c., will continue to be paid through the head offices of the parent companies, until further notice.

On the 1st January, 1895, the maintenance of the line, stations, and telegraphs will be transferred to Mr. William Marriott, the Joint Committee's District Locomotive and Way and Works Engineer, and all reports respecting defects in the permanent way, points, signals, telegraphs, engines, and other rolling stock, must be sent to that Officer at Melton Constable.

Yours truly,

EDWARD W. WELLS,

Secretary.

CONDITIONS ON M. & G.N. JOINT COMMITTEE TICKETS

20 AUG 00
 This Ticket is available only on the day of issue, and to the Station to which it is issued, and if used to any intermediate Station the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

1-150

This Ticket is available only on the day of issue, and to the Station to which it is issued, and if used to any other Station the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

1-110

This Ticket is not transferable. It is issued subject to the conditions contained in the Committee's Time Bills and Notices, and is available only on the day of issue, and to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station. (A)

1-120

AUG 27 1900
 This Ticket is not transferable. It is issued subject to the conditions contained in the Committee's Time Bills and Notices, and is available only on the day of issue, and to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station. (A)

1-125

This Ticket is not transferable. It is issued subject to the conditions contained in the Committee's Time Bills and Notices, and is available only on the day of issue, and to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station. (A)

1-127

JUL 14 00
 This Ticket is only available to the Station to which it is issued, and if used to any intermediate Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

 This Ticket is available only on the day of issue to the Station to which it is issued. If used to any intermediate Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

GN 2-135

This Ticket is not transferable. It is issued subject to the conditions contained in the Committee's Time Bills and Notices, and is only available to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

2-210

This Ticket is not transferable. It is issued subject to the conditions contained in the Committee's Time Bills and Notices, and is only available to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station. (B)

2-220

GENERAL
 This Ticket is not transferable. It is issued subject to the conditions contained in the Committee's Time Bills and Notices, and is only available to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station. (B)

2-227

This Ticket is forfeited if transferred, and the party so transferring or receiving it is liable to prosecution

 This Ticket is issued subject to the conditions contained in the Joint Committee's Time Tables & Excursion Bills. If used for any other Train or Station than that named the Ticket will be forfeited and the full fare charged.

3-110

This Ticket is not transferable. It is forfeited if transferred, and the party so transferring or receiving it is liable to prosecution

 This Ticket is not transferable. It is issued subject to the conditions contained in the Joint Committee's Time Tables & Excursion Bills. If used for any other Train or Station than that named the Ticket will be forfeited and the full fare charged. (C)

3-120

CONDITIONS ON M. & G.N. JOINT COMMITTEE TICKETS

This Ticket is not transferable. It is issued to holder of a Crosser (U.K.) Ticket and is subject to the Regulations stated in the Committee's Time Tables. (8)

4-230

This Ticket is not transferable. It is issued to holder of a Siberngham Ticket and is subject to the Regulations stated in the Committee's Time Tables. (81)

4-230(1)

This Ticket is not transferable. It is issued to holder of a West Ranton Ticket and is subject to the Regulations stated in the Committee's Time Tables. (82)

4-230(2)

This Ticket is not transferable, and is issued on the conditions specified in the Committee's Bills and Notices, and is available only for the Stations named. (9)

4-330

This Ticket, which is not transferable is issued on the terms that it shall be given up on expiration, and that the holder shall be subject to the same rules and regulations as other passengers, as well as to the special conditions applicable to Season Tickets. The ordinary fare to be paid if the Ticket is not returned when required. (10)

4-420

This Ticket is issued subject to Regulations in Time Tables, etc. and is available only by the Special Fruit Pickers' Trains and at the Stations named hereon. The Joint Committee will not be liable for any loss, damage, injury or delay to passengers arising from any cause whatsoever. (11)

4-520

This Ticket is not transferable and it is available only on the day of issue, and to the Station to which it is issued, and if used to any other Station the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station.

4-720

This Ticket is not transferable. It is issued subject to the conditions contained in the Committee's Time Bills and Notices, and is only available to the Station to which it is issued. If used for any other Train or Station than that named the Ticket will be forfeited and the full fare charged. (12)

4-620

This Series of Tickets is for issue only to Company's Servants their Wives or Children in accordance with the Special Regulations as to Privilege Tickets.

5-110

This Series of Tickets is for issue only to Company's Servants their Wives or Children in accordance with the Special Regulations as to Privilege Tickets. (D)
NOT TRANSFERABLE.

5-120

This Series of Tickets is for issue only to Company's Servants their Wives or Children in accordance with the Special Regulations as to Privilege Tickets.

This Series of Tickets is for issue only to Company's Servants their Wives or Children in accordance with the Special Regulations as to Privilege Tickets.

5-210

This Series of Tickets is for issue only to Company's Servants their Wives or Children in accordance with the Special Regulations as to Privilege Tickets. Not transferable.

This Series of Tickets is for issue only to Company's Servants their Wives or Children in accordance with the Special Regulations as to Privilege Tickets. Not transferable. (B)

5-220

00 27 77
This Series of Tickets is for issue only to Company's Servants their Wives or Children in accordance with the Special Regulations as to Privilege Tickets. Not transferable.

This Series of Tickets is for issue only to Company's Servants their Wives or Children in accordance with the Special Regulations as to Privilege Tickets. Not transferable.

22 27 96

5-225

84110
This Special Ticket is available only between the Stations named thereon and if used to any other the ordinary fare from the place of starting will be charged. It is issued and accepted on the express condition that the Company's Liability to the holder or his representatives is limited to £10 and subject to all other conditions by-laws and regulations of the Company contained in the Train Time Bills & Advertisements &c.

This Ticket is not transferable. (6)

010199

GNE-260

CONDITIONS ON M. & G.N. JOINT COMMITTEE TICKETS

This combined Ticket is not transferable. It is issued subject to the conditions and regulations referred to in the Time Tables, Books & Schedules of the Railway Committee of Committees, on whose Railways it is available and is valid subject to the following terms, viz:-
The Railway Committee or Committee, contract only for the Rail journey and undertake no responsibility for anything happening on the Railways.
The Railway Committee or Committee contract for the Road journey and undertake no responsibility for the Rail journey or for anything happening on the Railways. (1)

7-110

This combined Ticket is not transferable. It is issued subject to the conditions and regulations referred to in the Time Tables, Books & Schedules of the Railway Committee of Committees, on whose Railways it is available and is valid subject to the following terms, viz:-
The Railway Committee or Committee contract only for the Rail journey and undertake no responsibility for anything happening on the Railways.
The Railway Committee or Committee contract for the Road journey and undertake no responsibility for the Rail journey or for anything happening on the Railways. (1)

7-110

This Ticket is not transferable. It is issued on the condition that the Railway Committee shall not be responsible for any loss, injury, or delay to the article, or for anything happening on the Railways, beyond the amount of £2 unless a higher value be declared at the time of delivery to the Committee, and a percentage of 11 per cent. paid upon the excess of value beyond the £2 so declared. (1)

7-210

The Mid. & G. N. Joint Committee are not and will not be Common Carriers of Dogs nor will they receive Dogs for conveyance, except on the terms that they shall not be responsible for any amount of damage for the loss thereof, or for injury thereto, beyond the amount of £2 unless a higher value be declared at the time of delivery to the Committee, and a percentage of 11 per cent. paid upon the excess of value beyond the £2 so declared. (1)

8-130

The Mid. & G. N. Joint Committee are not and will not be Common Carriers of Dogs nor will they receive Dogs for conveyance, except on the terms that they shall not be responsible for any amount of damage for the loss thereof, or for injury thereto, beyond the amount of £2 unless a higher value be declared at the time of delivery to the Committee, and a percentage of 11 per cent. paid upon the excess of value beyond the £2 so declared. (1)

8-140

This Ticket is the property of the Mid & G.N. Ry's Joint Com. and must be shown and given up when required. It is issued at a reduced rate on the condition that the article is conveyed entirely at Owner's Risk and that the Companies, over whose lines it is conveyed, are not to be held liable for any loss, injury, or delay to the article, and the acceptance of the ticket is to be taken as conclusive evidence of an agreement to that effect.

8-240

This Ticket is not transferable. It is issued at a reduced rate on the condition that the article is conveyed entirely at Owner's Risk and that the Companies, over whose lines it is conveyed, are not to be held liable for any loss, injury, or delay to the article, and the acceptance of the ticket is to be taken as conclusive evidence of an agreement to that effect.

GNB-250

This Ticket is not transferable. It is issued at a reduced rate on the condition that the article is conveyed entirely at Owner's Risk and that the Companies, over whose lines it is conveyed, are not to be held liable for any loss, injury, or delay to the article, and the acceptance of the ticket is to be taken as conclusive evidence of an agreement to that effect. (32)

6MS-160

The acceptance of this ticket is to be regarded as a contract binding the holder to relieve the Joint Committee and all other Companies, over whose lines the Bicycle is conveyed, from liability for loss or damage, however caused, in respect of the Bicycle carried, where the amount of such loss or damage does not exceed the sum of ten shillings, and only when such damage or loss of parts is pointed out before the removal of the Bicycle from the Committee's or Company's premises.

8-320

This Ticket is not transferable and the acceptance of it is to be regarded as a contract binding the holder to relieve the Joint Committee and all other Companies, over whose lines the Bicycle is conveyed, from liability for loss or damage, however caused, in respect of the Bicycle carried, where the amount of such loss or damage does not exceed the sum of ten shillings, and only when such damage or loss of parts is pointed out before the removal of the Bicycle from the Committee's or Company's premises. (1)

8-330

This ticket is issued on the condition that the Joint Committee and all other Companies over whose lines the Bicycle is carried will not hold themselves liable in respect of any damage or loss of parts unless such damage or loss is pointed out before the removal of the Bicycle from the Committee's or Company's premises.

8-440

This Ticket is not transferable. It is issued on the condition that the Joint Committee and all other Companies over whose lines the Bicycle is carried will not hold themselves liable in respect of any damage or loss of parts unless such damage or loss is pointed out before the removal of the Bicycle from the Committee's or Company's premises. (1)

8-450

This Ticket is not transferable. It is issued on the condition that the Joint Committee and all other Companies over whose lines the Bicycle is carried will not hold themselves liable in respect of any damage or loss of parts unless such damage or loss is pointed out before the removal of the Bicycle from the Committee's or Company's premises. (1)

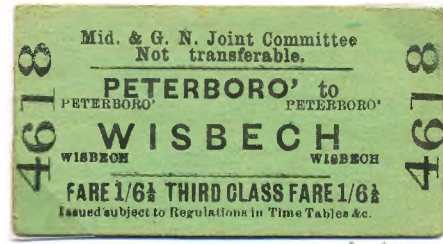
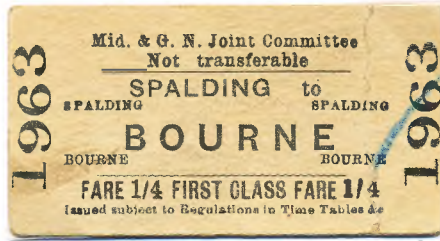
8-520

This Check Ticket must be attached to the cycle by the owner before it is placed in the guard's van at the commencement of the journey. On arrival at destination the Cycle Ticket must be given up to the guard or other servant of the Company when the cycle is claimed, and the Check Ticket will be removed by the servant of the Company when the cycle is given up to the owner.
The cycle, in respect of which this Ticket is issued, will not be accepted by the guard unless the Check Ticket is attached to it. (12)

GNB-530

ORDINARY SINGLES

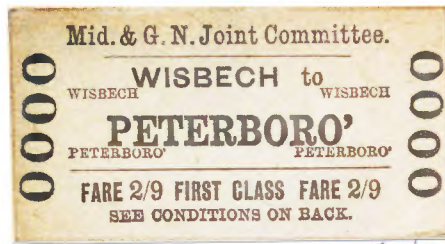
The Committee's first standard type followed the format of E&MR singles. Conditions GN1-150 are on the backs, even though these had by then been superseded on Great Northern tickets.



Conditions changed to 1-110. Earliest issue date seen:



Format of the front changed and conditions changed to 1-120 or on possibly later prints 1-125 or 1-127, differing only in the form of the cutting mark (see notes in GN Volume 1). Tickets in this format were also printed after the grouping until at least the beginning of 1929, although higher fares (at 1 1/2d per mile) distinguish post-grouping prints. Earliest issue date seen:



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 2/3% (to 75% above the pre-war level). Tickets printed after that date used the designation "Revised Fare". Conditions in the 1-12x series continued.

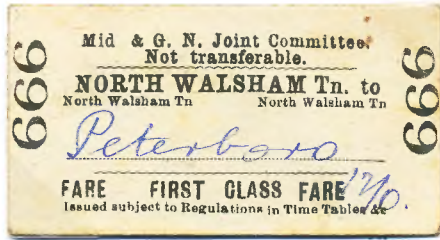


ORDINARY SINGLES - BLANK CARDS

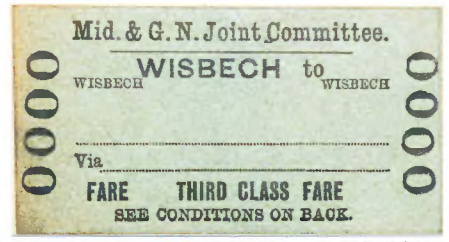
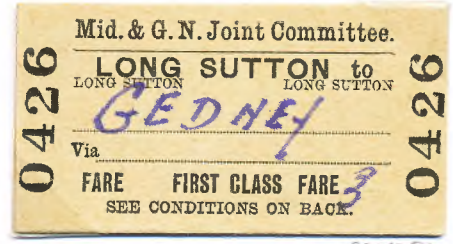
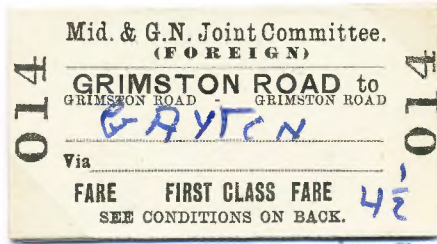
The Committee's first standard type, with conditions GN1-150 on the backs.



Conditions changed to 1-110. Earliest issue date seen:



Format of the front changed and conditions changed to the 1-12x series. Local, foreign and unspecified tickets were printed. Tickets in this format were also printed after the grouping. Earliest issue date seen:



Actual and Revised Fare prints, conditions in the 1-12x series continued.



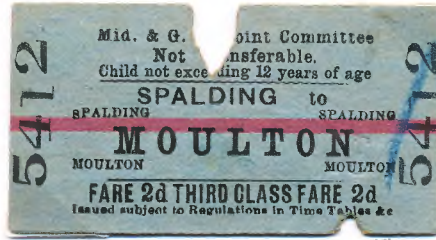
ORDINARY SINGLES - CHILD & NON-STANDARD

Child tickets.



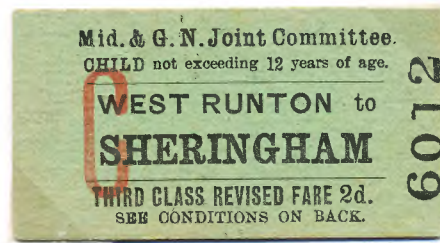
621-150

145794



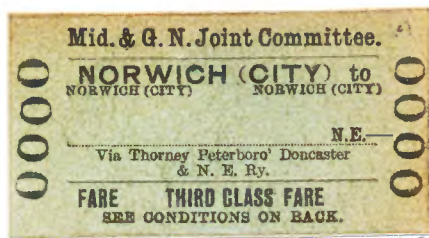
621-150

1457



6012

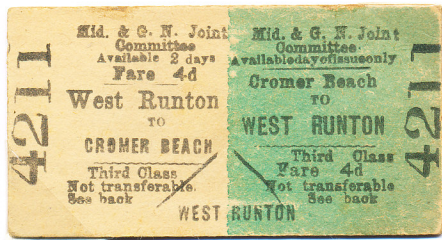
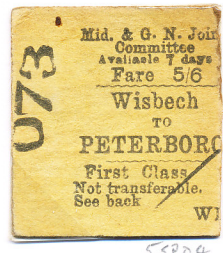
Blank cards printed for issue to stations on specific companies were also in use. Specimen copies to the L&Y and the L&NW have also been seen.



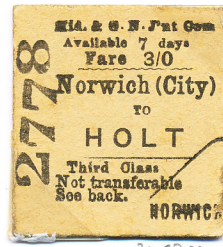
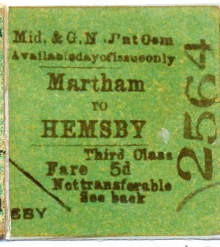
25015

ORDINARY RETURNS

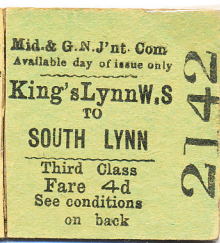
The Committee's first standard type followed the format of E&MR returns with conditions GN2-135 on the backs, again these had by then been superseded on GN tickets. It is likely that there were three return availabilities - 2 days, 7 days and 1 month.



Title abbreviated to appear on a single line and so make the availability more prominent. Conditions GN2-135 continued. Earliest issue date seen:

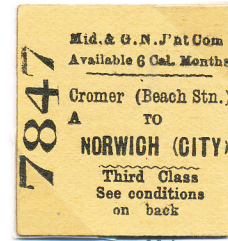


Format changed to remove the audit snip and the words "Not transferable" from each half and the conditions changed to 2-210. Earliest issue date seen:

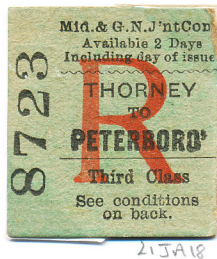


ORDINARY RETURNS

If the example of the owning companies was followed then while the type shown at the foot of the foregoing page was current the 7 day availability for journeys over 12 miles will have been increased to 8 days (probably from July 1898), and the 8 day and 1 month (for journeys over 50 miles) periods will both have been replaced from July 1904 by 6 months for all journeys over 12 miles.



Change to single colour card with a red R overprint on the return half and conditions changed to 2-220 or, on possibly later prints, 2-227. Tickets in this format were also printed after the grouping, although higher fares distinguish post-grouping prints. Availabilities were initially 2 days or 6 months, the longer period being reduced to 2 months from probably 1 September 1918. Earliest issue date seen:



Actual and Revised Fare tickets; conditions 2-220 or 2-227 continued.



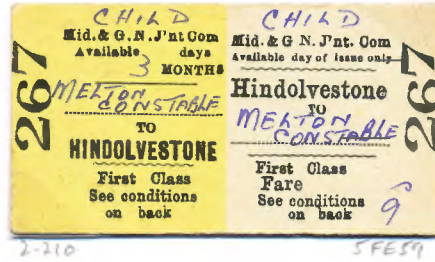
ORDINARY RETURNS - BLANK CARDS

Tickets in the Committee's first standard type, with conditions GN2-135 on the backs.



1A046

Tickets with the revised title line, initially with conditions GN2-135 and later with conditions 2-210.



2-210

5FES9



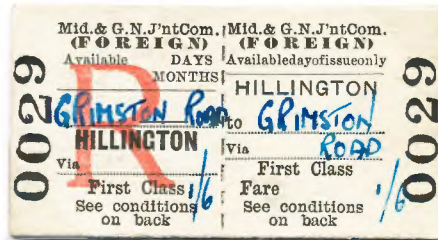
2-210

114701

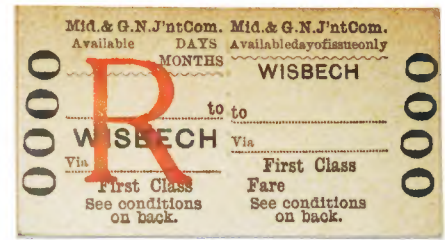
Change to single colour card with a red R on the return half and conditions changed to 2-220 or 2-227. Local, foreign and unspecified tickets were printed. Tickets in this format were also printed after the grouping.



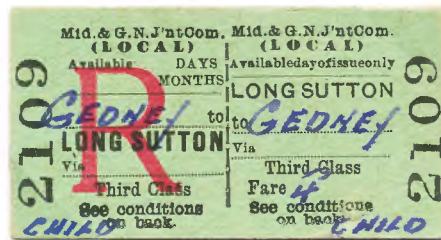
9SP59



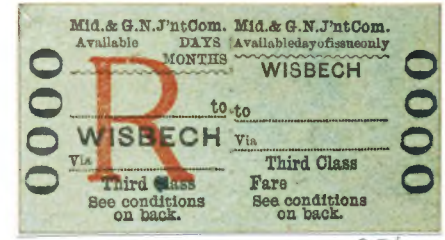
10SP59



2F12



10FES9



25/2

Actual and Revised Fare prints, conditions 2-220 or 2-227 continued.



15DE56



263/25

ORDINARY RETURNS - CHILD & NON-STANDARD

Child tickets.



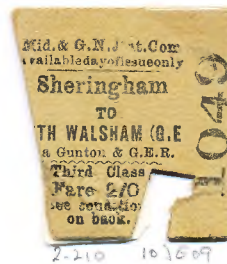
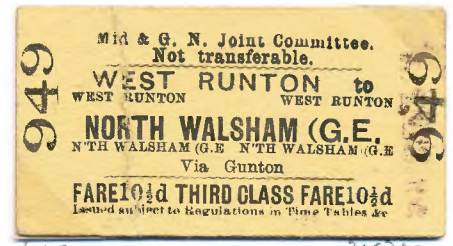
ORDINARY SINGLES & RETURNS via ROUGHTON ROAD JUNCTION

Extension of the Norfolk & Suffolk Joint Railways Committee line northwards from Mundesley-on-Sea on 3 August 1906 led to improved communications at Cromer. The N&SJ track joined the M&GN at the west-facing Runtun West Junction and an M&GN spur was constructed to join the N&S at Newstead Lane Junction with the GE at Runtun East Junction to allow through running from the N&S into Cromer Beach station. In addition the GE built a spur to connect Cromer Junction (on its own line south of Cromer) to the N&S at Roughton Road Junction.

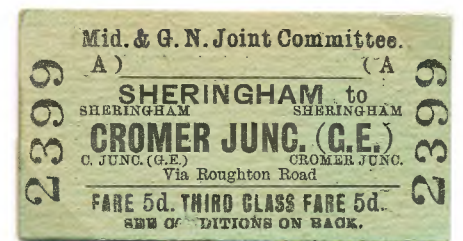
This was used by the GE to gain access to Sheringham; it became standard practice to detach a portion from a GE Cromer train either at Cromer Junction or at North Walsham and run it on to the M&GN to call at West Runtun and terminate at Sheringham. Up portions for attachment were either backed from Cromer Junction into the GE station or run through to North Walsham.

Tickets from Sheringham and West Runtun for the GE trains were printed by the M&GN in standard formats except that initially the GE was accommodated by the use of its colours for ordinary singles and returns. At that time the GE used directional colouring, up singles being yellow and buff for the respective classes and down singles white and green. Returns with an up outward journey were white|yellow and green|buff while those with a down outward journey were yellow|white and buff|green - BUT the outward half of a GE ticket was on the left and not the right as for a M&GN ticket. Complications also arose when colours had to be decided for bi-directional journeys, e.g. starting in the up direction on one line and finishing in the down direction on another.

More specimens are needed before a proper analysis can be made as to how GE colouring was applied to M&GN tickets via Roughton Road Junction, known examples are shown here. The simplest case was that of an ordinary single to a station on the Norwich line, for which GE up colours of yellow or buff were used.



Later tickets were standard. It is presumed that tickets to Cromer Junction (where there was no station) were issued to passengers holding GE tickets from Cromer for their onward journey.



EXCURSION RETURNS

Tickets with conditions 3-110.

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

9132 Cromer Beach
(A) To
SHERINGHAM

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

9130 Sheringham
To (A)
CROMER BEACH

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

1032 Yarmouth Beach
TO
GAYTON R'D

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

1032 Gayton R'd
TO
YARMOUTH BEACH

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

002 Grimsby G.N.
TO
LONG SUTTON

Via Boston & Spalding

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

098 Sheringham
To
WEST RUNTON

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

4241 YARMOUTH VAUXHAM
TO
SHERINGHAM

Via G.E.R. & Gunton

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

065 Sheringham
TO
YARMOUTH VAUXHAM
Via Gunton

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

9736 Norwich (City)
TO
SHERINGHAM

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Half-Day Excursion
Available day of issue only

4031 Cromer Beach
TO
MELTON CONSTABLE

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

3135 Yarmouth Beach
TO
HOLT

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

4329 Peterboro'
TO
YARMOUTH BEACH

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Excursion Ticket
Available day of issue only

023 Manchester (CENTRAL)
TO
YARMOUTH BEACH

Including Admission to
BELLEVUE GARDENS
Via Skeppport & Goolley
Return to Peterboro'

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Excursion Ticket
Returns as per Bill
KING'S CROSS

218 MELTON CONSTABLE
via Peterboro', Thorney
& South Lynn
Via Peterboro' & Spalding
& South Lynn

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com.
Norwich First Day Sch's
Guaranteed Excursion
MAY 16th 1910
DAY TICKET
Available day of issue only

907 Llandudno L.N.W.
TO
NORWICH CITY

Via Leicester Mid.
Saxby & Bourne

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
8. or 15 Days
Excursion Ticket
Available day of issue only

125 Yarmouth Beach
TO
Christford

on Mid. Ry
Via Bourne & Saxby

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Half-Day Excursion
Available day of issue only

092 FAKENHAM TOWN
To
WEYBOURNE

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Half-Day Excursion
Available day of issue only

1100 MUNDESLEY-ON-SEA
TO
NORTH WALSH'M T'N

Mid. & G.N. J'nt Com
Half-Day Excursion
Available day of issue only

1100 NORTH WALSH'M T'N
TO
MUNDESLEY-ON-SEA

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
Half-Day Excursion
Available day of issue only

039 Cromer Beach
TO
FAKENHAM TOWN

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com.
Half-Day Excursion
Available day of issue only

310 Lynn Town
TO
CROMER BEACH

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
PETERBORO'
Juvenile Odd-Fellows
Guaranteed Excursion
DAY TICKET
AUG. 25th 1906
Available day of issue only

177 Peterboro'
TO
YARMOUTH BEACH

THIRD CLASS
Not transferable
See back.

Mid. & G.N. J'nt Com
..... DAYS EXCURSION
Available "As per Bill"

038 King's Cross G.N.
TO
CROMER BEACH

Via Peterboro' & Thorney

THIRD CLASS
Not transferable
See back.

EXCURSION RETURNS

Tickets in the Committee's later format, with conditions 3-120.

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Half-Day Excursion Half-Day Excursion
Available day of issue only Available day of issue only

CROMER BEACH **WISBECH**
TO
WISBECH **CROMER BEACH**

Third Class Third Class
See conditions on back. See conditions on back.

15c12

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Excursion Ticket Excursion Ticket
Available day of issue only Available day of issue only

YARMOUTH BEACH **HILLINGTON**
TO
CROMER BEACH **YARMOUTH BEACH**
Via Mundesley-on-Sea

Third Class Third Class
See conditions on back. See conditions on back.

8476 1723

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Excursion Ticket Excursion Ticket
Available 2 Days Available day of issue only

KING'S CROSS (G.N.) **WISBECH**
TO
WISBECH **KING'S CROSS (G.N.)**
Via Peterboro' & Thorne Via Thorne & Peterboro'

Third Class Third Class
See conditions on back. See conditions on back.

25c12

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Half-Day Excursion Half-Day Excursion
Available day of issue only Available day of issue only

CROMER **NORWICH (CITY)**
TO
NORWICH (CITY) **CROMER**
(Beach Station) (Beach Station)

Third Class Third Class
See conditions on back. See conditions on back.

25c14

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Excursion Ticket Excursion Ticket
Available day of issue only Available day of issue only

YARMOUTH BEACH **LONG SUTTON**
TO
LONG SUTTON **YARMOUTH BEACH**

Third Class Third Class
See conditions on back. See conditions on back.

0918 0918

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
DAYS EXCURSION SHORT DATE EXCURSION
Available "As per Bill" Available day of issue only

KING'S CROSS (G.N.) **WISBECH**
TO
WISBECH **KING'S CROSS (G.N.)**
Via Peterboro' & Thorne Via Thorne & Peterboro'

Third Class Third Class
See conditions on back. Fare 9/0 See conditions on back.

25c12

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
DAYS EXCURSION LONG DATE EXCURSION
Available "As per Bill" Available day of issue only

KING'S CROSS (G.N.) **Holbeach**
TO
WISBECH **KING'S CROSS**
Via Spalding & G. & R.

Third Class Third Class
See conditions on back. See conditions on back.

0316

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
DAYS EXCURSION LONG DATE EXCURSION
Available "As per Bill" Available day of issue only

SHERINGHAM **SHERINGHAM**
TO
SHERINGHAM **SHERINGHAM**
Via

Third Class Third Class
See conditions on back. See conditions on back.

25c12

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Excursion Ticket Excursion Ticket
RETURN only (A.B.) RETURN only (A.B.)
advertis for the Train. Available day of issue only

BIRMINGHAM (MID) **NORWICH (CITY)**
TO
NORWICH (CITY) **BIRMINGHAM (MID)**
Via Mid. Ry. & Bourne & Thorne

Third Class Third Class
See conditions on back. See conditions on back.

25c14

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Excursion Ticket Excursion Ticket
RETURN only (A.B.) RETURN only (A.B.)
advertis for the Train. Available day of issue only

NORWICH (CITY) **NORWICH (CITY)**
TO
NORWICH (CITY) **NORWICH (CITY)**
Via L. & N.W. Ry. & Bourne & Thorne

Third Class Third Class
See conditions on back. See conditions on back.

25c14

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
DAYS EXCURSION DAYS EXCURSION
Available "As per Bill" Available day of issue only

YARMOUTH BEACH **YARMOUTH BEACH**
TO
YARMOUTH BEACH **YARMOUTH BEACH**
Via Saxby & Bourne Via Bourne & Saxby

Third Class Third Class
See conditions on back. See conditions on back.

25c11

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Excursion Ticket Excursion Ticket
Available 8 or 15 Days Available day of issue only

YARMOUTH BEACH **PETERBORO'**
TO
PETERBORO' **YARMOUTH BEACH**

Third Class Third Class
See conditions on back. See conditions on back.

25c16

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Excursion Ticket Excursion Ticket
Available 8 or 15 Days Available day of issue only

YARMOUTH BEACH **PETERBORO' NORTH**
TO
PETERBORO' NORTH **YARMOUTH BEACH**

Third Class Third Class
See conditions on back. See conditions on back.

25c15

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Excursion Ticket Excursion Ticket
Available 8 or 15 Days Available day of issue only

PETERBORO' **LONG SUTTON**
TO
PETERBORO' **LONG SUTTON**
Via

Third Class Third Class
See conditions on back. See conditions on back.

0130

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Excursion Ticket Excursion Ticket
Available 8 or 15 Days Available day of issue only

LOWESTOFT (CENTRAL) **LOWESTOFT (CENTRAL)**
TO
LOWESTOFT (CENTRAL) **LOWESTOFT (CENTRAL)**
Via Saxby & Bourne Via Bourne & Saxby

Third Class Third Class
See conditions on back. See conditions on back.

25c15

Mid. & G.N.J'tCom. Mid. & G.N.J'tCom.
Excursion Ticket Excursion Ticket
Available 7, 8, 14 or 15 Days Available day of issue only

WISBECH **WISBECH**
TO
WISBECH **WISBECH**
Via G.N. & G. & R.

Third Class Third Class
See conditions on back. See conditions on back.

25c15

Mid. & G. N. Joint Committee.
HALF-DAY EXCURSION RETURN TICKET

PETERBORO' NORTH to
YARMOUTH BEACH
AND BACK
Via Thorne

THIRD CLASS FARE 5/0
SEE CONDITIONS ON BACK

25c16

Mid. & G. N. Joint Committee.
CHILD
HALF-DAY EXCURSION RETURN TICKET

PETERBORO' NORTH to
YARMOUTH BEACH
AND BACK
Via Thorne

THIRD CLASS FARE 2/6
SEE CONDITIONS ON BACK

25c16

FORCES ETC SINGLES

Not all of these may have been in use within the pre-grouping period.

Mid. & G.N. Joint Committee.
SOLDIER ON LEAVE.
SHERINGHAM to
NORWICH (THORPE)
Via Gunton & G. E. Ry.
FIRST CLASS
SEE CONDITIONS ON BACK.

25016

Mid. & G. N. Joint Committee.
SOLDIER'S TICKET.
HOLT to
NORWICH (CITY)
THIRD CLASS
SEE CONDITIONS ON BACK.

25016

Mid. & G. N. Joint Committee.
SOLDIER ON DUTY.
SHERINGHAM to
CAMBRIDGE
Via Gunton & G. E. Ry.
THIRD CLASS
SEE CONDITIONS ON BACK.

25017

Mid. & G. N. Joint Committee.
(LOCAL)
SOLDIER'S TICKET.
BOURNE to
Via
THIRD CLASS
SEE CONDITIONS ON BACK.

0000

Mid. & G. N. Joint Committee.
(FOREIGN)
SOLDIER'S TICKET.
BOURNE to
Via
THIRD CLASS
SEE CONDITIONS ON BACK.

0000

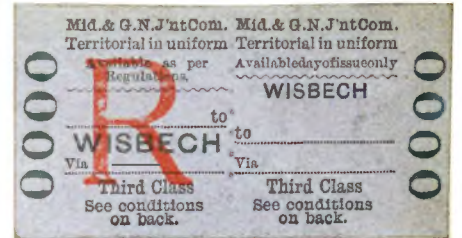
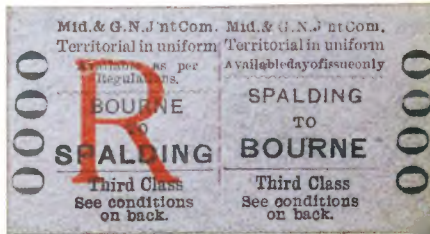
25017

FORCES ETC RETURNS

Tickets with conditions 3-110.



Tickets with conditions 3-120.

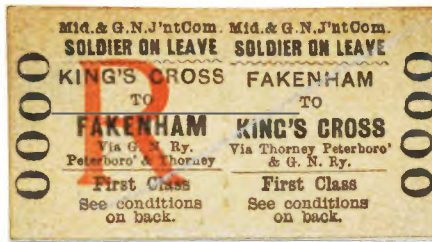


FORCES ETC RETURNS

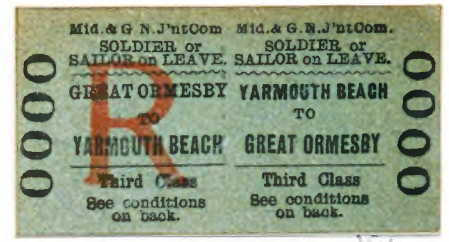
Tickets with conditions 2-220. Not all of these may have been in use prior to the grouping.



250/3



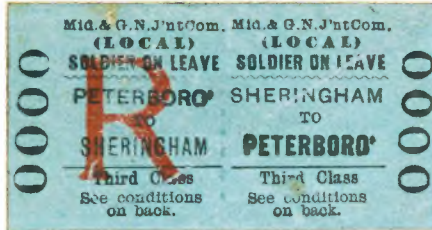
250/5



250/4



250/3



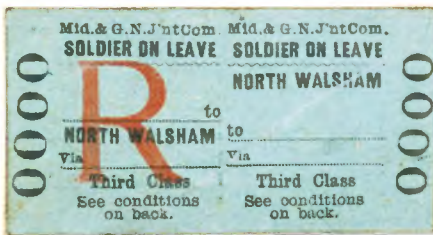
250/4



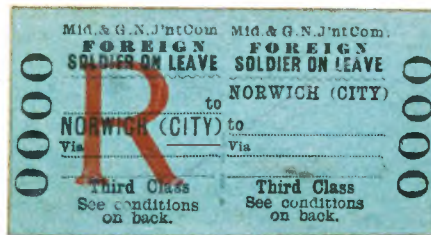
250/0



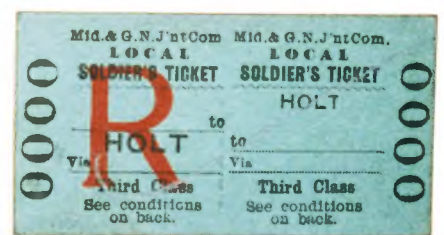
250/10



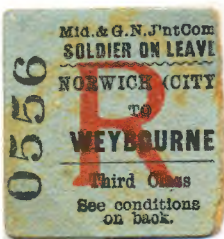
250/4



250/4



250/4



9208

MISCELLANEOUS SINGLES

Mid. & G. N. Joint Committee.
(FISHERPEOPLE) Not transferable.
YARMOUTH BEACH to
Yarmouth Beach Yarmouth Beach
LOSSIEMOUTH (G.N. of S.)
LOSSIEMOUTH (G.N. of S.) LOSSIEMOUTH (G.N. of S.)
Via Thorney Peterboro' Doncaster York Berwick
Forth & Tay B'dge Montrose Aberdeen & Craig Lachie
or Portsoy
FARE 30/0 THIRD CLASS FARE 30/0
Issued subject to Regulations & Time Tables &c

621-110 30-04

Mid. & G. N. Joint Committee.
"FISHWORKER"
YARMOUTH BEACH to
YARMOUTH BEACH YARMOUTH BEACH
FRASERBURGH (G.N. of S.)
FRASERBURGH (G.N. of S.) FRASERBURGH
Via Thorney Peterboro' York Berwick
Edinboro' Forth B'dge Tay B'dge & Aberdeen
FARE 51/9 THIRD CLASS FARE 51/9
SEE CONDITIONS ON BACK

1750 36-26

Mid. & G. N. Joint Committee.
"FISHWORKER"
YARMOUTH BEACH to
YARMOUTH BEACH YARMOUTH BEACH
PORT GORDON (G.N. of S.)
PORT GORDON (G.N. of S.) PORT GORDON
Via Thorney Peterboro' Grantham Doncaster
York Berwick Forth & Tay B'dges & Aberdeen
Revised Revised
FARE 44 THIRD CLASS FARE 44
SEE CONDITIONS ON BACK

1750 29-029

Mid. & G. N. Joint Committee.
BOURNE to
LINCOLN (G.N.)
Via Bourne Saxby & Mid. Ry.
THIRD CLASS
SEE CONDITIONS ON BACK

1103 26-36

Mid. & G. N. Rlys. J't Com.
Theatrical Co's Ticket. Issued at 2/3 Fare
NO BREAK OF JOURNEY ALLOWED.
YARMOUTH BEACH to
Yarmouth on Mid Ry
Via the Peterboro' & Berwick
ONE PASSENGER ONLY.
THIRD CLASS
SEE CONDITIONS ON BACK

4-120 26-26

Mid. & G. N. Joint Committee.
FOREIGN
THEATRICAL Co's Ticket. Issued at 2/3 Fare.
NO BREAK OF JOURNEY ALLOWED.
WISBECH to
..... on Ry
Via
ONE PASSENGER ONLY.
FIRST CLASS
SEE CONDITIONS ON BACK.

1-120 25-18

Mid. & G. N. Joint Committee.
FOREIGN
THEATRICAL Co's Ticket. Issued at 2/3 Fare.
NO BREAK OF JOURNEY ALLOWED.
WISBECH to
..... on Ry
Via
ONE PASSENGER ONLY.
THIRD CLASS
SEE CONDITIONS ON BACK.

1-120 25-18

Mid. & G. N. Joint Committee.
LOCAL
THEATRICAL Co's Ticket. Issued at 2/3 Fare.
NO BREAK OF JOURNEY ALLOWED.
KING'S LYNN (W.S.) to
..... on Ry
Via
ONE PASSENGER ONLY.
THIRD CLASS
SEE CONDITIONS ON BACK.

1-120 25-18

Mid. & G. N. Joint Committee.
EMIGRANT'S TICKET
WISBECH to
WISBECH WISBECH
LIVERPOOL (CENTRAL)
LIVERPOOL (CENTRAL) LIVERPOOL (CENTRAL)
Via Thorney Peterboro' (Mid.) & Chinley
THIRD CLASS
SEE CONDITIONS ON BACK.

1-120 25-18

Mid. & G. N. Joint Committee.
Issued at 2/3 Fare.
WISBECH to
WISBECH WISBECH
NORWICH CITY
NORWICH CITY NORWICH CITY
THIRD CLASS
SEE CONDITIONS ON BACK.

1-120 25-18

Mid. & G. N. Joint Committee.
EXTENSION OF TIME TICKET.
Day Excursion extended to
2, 3 or 4 Days. Available as per
bill up to & including
YARMOUTH (Beach St'n) to
BIRMINGHAM (MID.)
Via Bourne Saxby & Mid. Ry.
THIRD CLASS. Fare 5s. 0d.
SEE CONDITIONS ON BACK.

4-230 25-12

Mid. & G. N. Joint Committee.
For conditions see back hereof.
EXCESS FARE.
SHERINGHAM to CROMER (G.E.)
Junc.
Via Roughton Road
FARE 5d
[Sheringham]
THIRD CLASS.

4-230 25-12

Mid. & G. N. Joint Committee.
EXCESS FARE.
SHERINGHAM to CROMER JUNC.(G.E.)
Via Roughton Road
FARE 5d.
(Sheringham)
THIRD CLASS
SEE CONDITIONS ON BACK

4-230 25-12

Mid. & G. N. Joint Committee.
EXCESS FARE.
CROMER JUNC.(G.E.) to WEST RUNTON
FARE 3d.
Cromer Junc.(G.E.)
THIRD CLASS
SEE CONDITIONS ON BACK

4-230(2) 25-12

Mid. & G. N. Joint Committee.
EXCESS FARE.
CROMER JUNC.(G.E.) to SHERINGHAM
FARE 10d.
Cromer Junc.(G.E.)
FIRST CLASS
SEE CONDITIONS ON BACK

4-230(1) 25-12

Mid. & G. N. Joint Committee.
EXCESS FARE.
CROMER JUNC.(G.E.) to SHERINGHAM
FARE 5d.
Cromer Junc.(G.E.)
THIRD CLASS
SEE CONDITIONS ON BACK

4-230(1) 25-12

Mid. & G. N. Joint Committee.
FORTNIGHTLY TICKET EXTENDED TO TOURIST.
SHERINGHAM to LIVERPOOL ST.(G.E.)
Via Gorton
Available to
Exchanged for Ticket No.
THIRD CLASS. Fare 5s. 0d.
SEE CONDITIONS ON BACK.

1-120 25-11

MISCELLANEOUS RETURNS

153
Mid. & G.N. J't Com
Commercial Traveller's Week End
Available on Sunday or
Monday following date
of issue.
King's Cross 6 1/2
TO
WISBECH
Via Peterboro & Thorney
THIRD CLASS
Not transferable
See back.

3-110

349
Mid. & G.N. J't Com
Commercial Traveller's Week End
Available on Sunday or
Monday following date
of issue.
Spalding
TO
BIRMINGHAM
Via Peterboro & Thorney
THIRD CLASS
Not transferable
See back.

3-110

25012

0000
Mid. & G.N. J't Com. Commercial Traveller's Week-end. Available on Sunday or Monday following date of issue.
KING'S LYNN (W.S.)
to to
KING'S LYNN (W.S.) to
Via Via
First Class First Class
See conditions See conditions
(R) on back. on back. (R)

3-120

25011

0000
Mid. & G.N. J't Com. LOCAL Commercial Traveller's Week-end. Available on Sunday or Monday following date of issue.
PETERBORO'
to to
PETERBORO' to
Via Via
Third Class Third Class
See conditions See conditions
on back. on back.

3-130

25013

0290
Mid. & G.N. J't Com. Commercial Traveller's Week-end. Available on Sunday or Monday following date of issue.
BIRMINGHAM (MID)
TO
KING'S LYNN
Via Saxby & Bourne
Third Class
See conditions
on back.
Mid. & G.N. J't Com. Commercial Traveller's Week-end. Available day of issue only.
WISBECH
TO
KING'S CROSS (G.N)
Via Thorney & Peterboro'
Third Class
See conditions
on back.

3-120

25011

25013

0000
Mid. & G.N. J't Com. EXTRA JOURNEY TICKET
Tourist No. _____
LIVERPOOL ST. TO SHERINGHAM
Via G. E. Ry. & Gunton
First Class
See conditions
on back.
Mid. & G.N. J't Com. EXTRA JOURNEY TICKET
Tourist No. _____
SHERINGHAM TO LIVERPOOL ST.
Via Gunton & G. E. Ry.
First Class
See conditions
on back.

2-220

25010

0000
Mid. & G.N. J't Com. EXTRA JOURNEY TICKET
Tourist No. _____
LIVERPOOL ST. (G.E) TO SHERINGHAM
Via Gunton
Third Class
See conditions
on back.
Mid. & G.N. J't Com. EXTRA JOURNEY TICKET
Tourist No. _____
SHERINGHAM TO LIVERPOOL ST. (G.E)
Via Gunton
Third Class
Fare 12/0
See conditions
on back.

2-220

25010

785
Mid. & G.N. J't Com. Fortnightly Ticket
Available 15 days
including day of issue
Cromer Beach
To
PETERBORO
Third Class
See conditions
on back.
Mid. & G.N. J't Com. Fortnightly Ticket
Available 15 days
including day of issue
YARMOUTH BEACH
To
PETERBORO
Third Class
See conditions
on back.

2-210

250104

45704

155/15

0000
Mid. & G.N. J't Com. Fortnightly Ticket
Available 15 Days
Including day of issue.
WISBECH
to
WISBECH to
Via Via
First Class First Class
See conditions See conditions
on back. on back.

4-620

25118

0000
Mid. & G.N. J't Com. Fortnightly Ticket
Available 15 Days
Including day of issue.
WISBECH
to
WISBECH to
Via Via
Third Class Third Class
See conditions See conditions
on back. on back.

4-620

25118

0000
Mid. & G.N. J't Com. LOCAL Fortnightly Ticket
Available 15 Days
Including day of issue.
HOLT
to
HOLT to
Via Via
Third Class Third Class
See conditions See conditions
on back. on back.

4-620

25119

0000
Mid. & G.N. J't Com. Fortnightly Ticket
Available 15 Days
Including day of issue.
YARMOUTH BEACH
TO
WISBECH
TO
WISBECH YARMOUTH BEACH
Third Class
See conditions
on back.
Mid. & G.N. J't Com. Fortnightly Ticket
Available 15 Days
Including day of issue.
WISBECH
TO
YARMOUTH BEACH
TO
YARMOUTH BEACH
Third Class
See conditions
on back.

4-620

25118

MISCELLANEOUS RETURNS

8799
 Mid. & G.N. J'nt Com. Available day of issue only
 Peterboro' Eye Green
 A) To To B)
 WISBECH PETERBORO'
 Third Class MARKET
 See conditions on back
 3-110 1860 73726

4436
 Mid. & G.N. J'nt Com. Available day of issue only
 Thorney
 To
 PETERBORO'
 Third Class MARKET
 See conditions on back
 3-110 117204

5641 9740
 Mid. & G.N. J'nt Com. Available day of issue only
 NORWICH (CITY) FLEET
 B) TO TO
 DRAYTON for Costessey SPALDING
 Third Class MARKET
 See conditions on back
 2-220 1912 64917

0000 0000
 Mid. & G.N. J'nt Com. CHILD under 12 years
 Available day of issue only
 PETERBORO' THORNEY
 TO TO
 THORNEY PETERBORO'
 Third Class MARKET
 See conditions on back
 1-220 25019

1136
 Mid. & G.N. J'nt Com. SPECIAL FARE
 Available day of issue only
 Stalham
 TO
 THIRD CLASS
 Not transferable
 See back
 3-110 175204

4296
 Mid. & G.N. J'nt Com. PURE FISHING SOCIETY
 Available day of issue only
 Yarmouth Beach
 To
 POTTER HEIGHAM
 THIRD CLASS
 Not transferable
 See back
 3-110 1165 26125

0000 0000
 Mid. & G.N. J'nt Com. WORKMAN WORKMAN
 WALPOLE KING'S LYNN
 TO TO
 KING'S LYNN WALPOLE
 Third Class Fare 10d.
 See conditions on back
 6th 6260 25012

337
 Mid. & G.N. J'nt Com. ANGLER'S TICKET
 Available day of issue only
 Norwich (City)
 To
 THIRD CLASS
 Not transferable
 See back
 3-110 1165 26124

SEASON & WEEKLY TICKETS

Mid. & G. N. Joint Committee.
1st CLASS SEASON TICKET.
 Available from
LOWESTOFT (Central) to
 and **BACK**
 Via
 Name
 SEE CONDITIONS ON BACK.

4-420

25/26

Mid. & G. N. Joint Committee.
3rd CLASS SEASON TICKET.
 Available from
LOWESTOFT (Central) to
 and **BACK**
 Via
 Name
 SEE CONDITIONS ON BACK.

4-420

25/26

Mid. & G. N. Joint Committee.
FRUIT-PICKERS' WEEKLY TICKET.
FROM
PETERBORO', EYE GREEN or THORNEY
TO
WISBECH ST. MARY AND RETURN
JUNE 22nd to JUNE 27th 1914
INCLUSIVE.
 SEE CONDITIONS ON BACK.

4-520

25/27

Mid. & G. N. Joint Committee.
FRUIT-PICKERS' WEEKLY TICKET.
FROM
PETERBORO', EYE GREEN or THORNEY
TO
WISBECH ST. MARY AND RETURN
JUNE 29th to JULY 4th 1914
INCLUSIVE.
 SEE CONDITIONS ON BACK.

4-520

25/27

Mid. & G. N. Joint Committee.
FRUIT-PICKERS' WEEKLY TICKET.
FROM
PETERBORO', EYE GREEN or THORNEY
TO
WISBECH ST. MARY AND RETURN
JULY 6th to JULY 11th 1914
INCLUSIVE.
 SEE CONDITIONS ON BACK.

4-520

25/27

Mid. & G. N. Joint Committee.
FRUIT-PICKERS' WEEKLY TICKET.
FROM
PETERBORO', EYE GREEN or THORNEY
TO
WISBECH ST. MARY AND RETURN
 to **1914**
INCLUSIVE.
 SEE CONDITIONS ON BACK.

4-520

25/27

Mid. & G. N. Joint Committee.
FRUIT-PICKERS' WEEKLY TICKET.
FROM
PETERBORO', EYE GREEN or THORNEY
TO
WISBECH ST. MARY AND RETURN
 to **1914**
INCLUSIVE.
 SEE CONDITIONS ON BACK.

4-520

25/27

M Tu W Th F
 MIDLAND & GT. NORTHERN RYS. JOINT C'TEE.
WEEKLY WORKMAN 3rd CLASS
PETERBORO' to
WISBECH ST. MARY & BACK
 Available only for one journey each way per day for the five days from Monday to Friday of the week in which it is issued, by Trains appointed to carry workmen. See conditions on back.

CN 6-260

25/12

M Tu W Th F
 MIDLAND & GT. NORTHERN RYS. JOINT C'TEE.
WEEKLY WORKMAN 3rd CLASS
PETERBORO' to
WISBECH ST. MARY & BACK
 Available only for one journey each way per day for the five days from Monday to Friday of the week in which it is issued, by Trains appointed to carry workmen. See conditions on back.

CN 6-260

25/12

M Tu W Th F
 MIDLAND & GT. NORTHERN RYS. JOINT C'TEE.
WEEKLY WORKMAN 3rd CLASS
PETERBORO' to
WISBECH ST. MARY & BACK
 Available only for one journey each way per day for the five days from Monday to Friday of the week in which it is issued, by Trains appointed to carry workmen. See conditions on back.

CN 6-260

25/12

M Tu W Th F
 MIDLAND & GT. NORTHERN RYS. JOINT C'TEE.
WEEKLY WORKMAN 3rd CLASS
PETERBORO' to
WISBECH ST. MARY & BACK
 Available only for one journey each way per day for the five days from Monday to Friday of the week in which it is issued, by Trains appointed to carry workmen. See conditions on back.

CN 6-260

25/13

SPECIAL FARE RETURNS

Tickets with conditions 3-110.

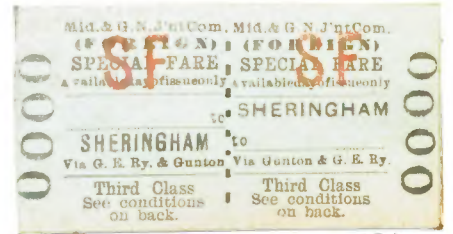
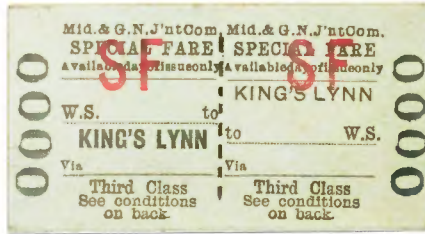
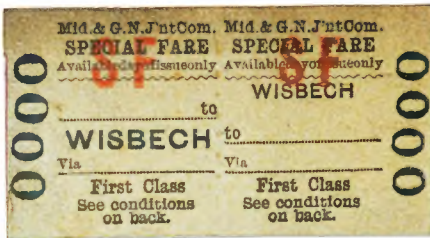


3-110 14826 26314

50634

26314

Tickets with conditions 3-120.

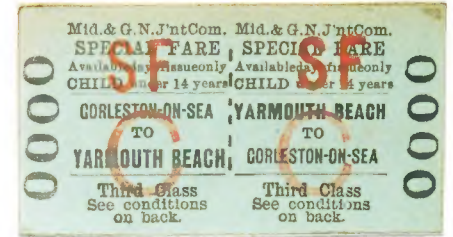
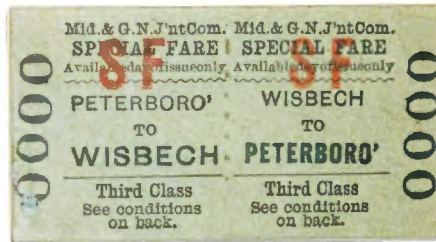


14826

25032

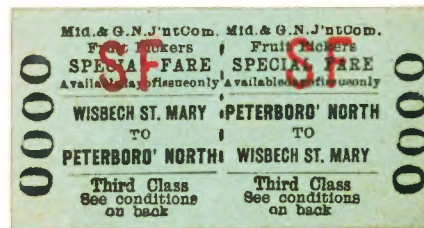
25035

25033



25037

25035



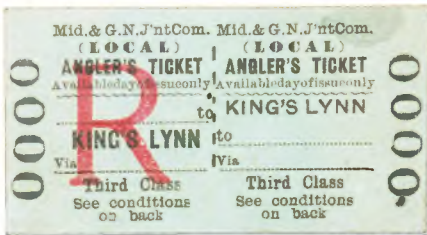
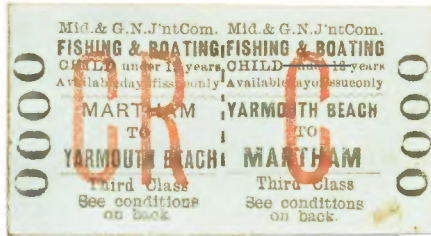
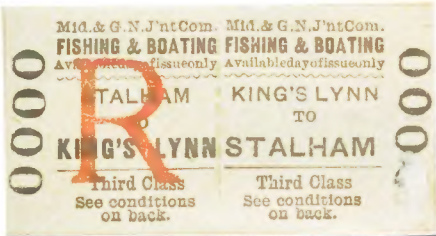
25035

SPORTING RETURNS

Tickets with conditions 3-110.

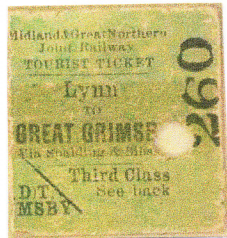
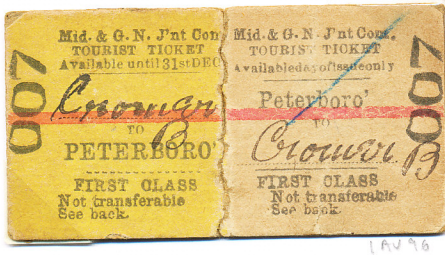


Tickets with conditions 3-120.

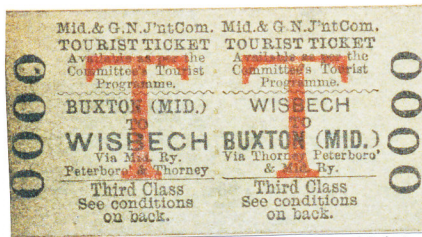
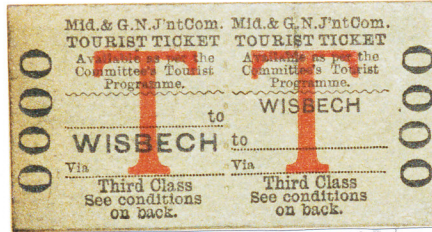
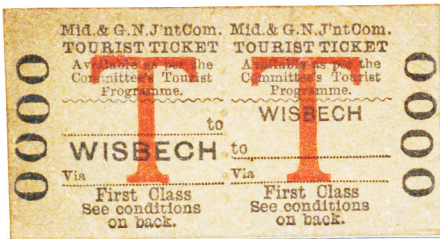


TOURIST RETURNS

Tickets with conditions 3-110.



Tickets with conditions 3-120.



TOUR & TRIP TICKETS

Mid. & G. N. Jnt Com.	Combined Rail & Boat Trip.	Mid. & G. N. Jnt Com.
Combined Rail & Boat Trip.	ONE TRIP ONLY.	Combined Rail & Boat Trip.
Rail Ticket.	POTTER HEIGHAM	Rail Ticket.
POTTER HEIGHAM		MARTHAM
	BROADS	POTTER HEIGHAM
MARTHAM	and BACK.	HEIGHAM
Third Class Combined Fare	Issued at MARTHAM	Third Class Combined Fare
1s. 9d.	M. & G. N. Jnt	1s. 9d.

Available on day of issue only.
SEE CONDITIONS ON BACK.

7-110

25/123

Mid. & G. N. Jnt Com.	Combined Rail & Boat Trip.	Mid. & G. N. Jnt Com.
Combined Rail & Boat Trip.	ONE TRIP ONLY.	Combined Rail & Boat Trip.
Rail Ticket.	POTTER HEIGHAM	Rail Ticket.
STALHAM or POTTER HEIGHAM		YARMOUTH
to YARMOUTH	BROADS	(Beach Stn) to POTTER HEIGHAM
(Beach Stn)		or STALHAM
Third Class Combined Fare	Issued at Yarmouth (Bech)	Third Class Combined Fare
3s. 3d.	M. & G. N. Jnt	3s. 3d.

Available on day of issue only.
SEE CONDITIONS ON BACK.

7-110

25/124

Mid. & G. N. Jnt Com.	Combined Rail & Drive Trip.	Mid. & G. N. Jnt Com.
Combined Rail & Drive Trip.	Drive Ticket.	Combined Rail & Drive Trip.
Rail Ticket.	KING'S LYNN	Rail Ticket.
HILLINGTON	TO SANDRINCHAM	YARMOUTH
	and on to HILLINGTON STN	(Beach Stn)
YARMOUTH		TO KING'S LYNN
(Beach Stn)	Issued at Yarmouth (Bech)	Third Class Combined Fare
Third Class	M. & G. N. Jnt	4s. 6d.

Available on day of issue only.
SEE CONDITIONS ON BACK.

7-210

25/124

0000

Mid. & G. N. Jnt Com.
Circular Tour-RAIL & BOAT
SHERINGHAM
RAIL to 3rd Class
WROXHAM (G.E.)
VIA GUNTON
ON TO
YARMOUTH
Steamboat BY Saloon.
"QUEEN OF THE BROADS"
Available day of issue only.
See conditions on back.

Mid. & G. N. Jnt Com.
Circular Tour-RAIL & BOAT
YARMOUTH (aux.)
TO
SHERINGHAM
RAIL VIA GUNTON
3rd Class
Available day of issue only.
See conditions on back.

0000

7-210

25/120

WEEKEND TICKETS

012
Mid. & G. N. J'nt Com
WEEK END TICKET
Available on Monday
following date of issue
King's Cross G.N.
To
SHERINGHAM
Via G. N. Ry Peterboro
and Thorne
THIRD CLASS
Not transferable
See back.

1-110 11/1

077
Mid. & G. N. J'nt Com
WEEK END TICKET
Available on Monday
following Sunday (where trains
are advertised) Monday
or Tuesday after date
of issue
Cromer Beach
TO
PETERBORO
THIRD CLASS
Not transferable
See back.

2-210 2-219

Mid. & G. N. J'nt Com
Issued at a Single Fare
& a Quarter
Available on Monday
following date of issue
SHERINGHAM
TO
PETERBORO
Via G. N. Ry & G. E. Ry
THIRD CLASS
Not transferable
See back.

116123

Mid. & G. N. J'nt Com
FOREIGN
Saturday to Monday
Available only on Monday
following date of issue
Lynn Town W.S.
TO
LONDON
Via G. N. Ry & G. E. Ry
THIRD CLASS
Not transferable
See back.

2-210 215-09

Mid. & G. N. J'nt Com. Mid. & G. N. J'nt Com.
Saturday to Monday. Saturday to Monday
Available only on Monday following date of issue.
PETERBORO' to PETERBORO'
Via to
First Class First Class
See conditions on back. See conditions on back.

1-110 250/9

Mid. & G. N. J'nt Com. Mid. & G. N. J'nt Com.
Saturday to Monday. Saturday to Monday
Available only on Monday following date of issue.
WISBECH to WISBECH
Via to
Third Class Third Class
See conditions on back. See conditions on back.

2-210 250/9

Mid. & G. N. J'nt Com. Mid. & G. N. J'nt Com.
Saturday to Monday. Saturday to Monday
Available only on Monday following date of issue.
WISBECH to WISBECH
Via to
Third Class Third Class
See conditions on back. See conditions on back.

2-210 250/11

Mid. & G. N. J'nt Com. Mid. & G. N. J'nt Com.
Saturday to Monday. Saturday to Monday
Available only on Monday following date of issue.
PETERBORO' to WISBECH
Via to
Third Class Third Class
See conditions on back. See conditions on back.

2-210 250/9

Mid. & G. N. J'nt Com. Mid. & G. N. J'nt Com.
Saturday to Monday. Saturday to Monday
Available only on Monday following date of issue.
SHERINGHAM to SHERINGHAM
Via G. E. Ry. & Gunton Via Gunton & G. E. Ry.
Third Class Third Class
See conditions on back. See conditions on back.

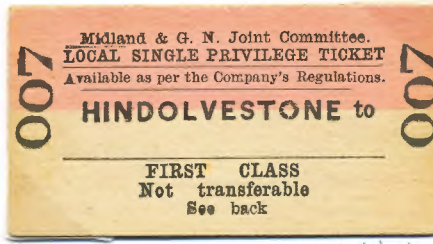
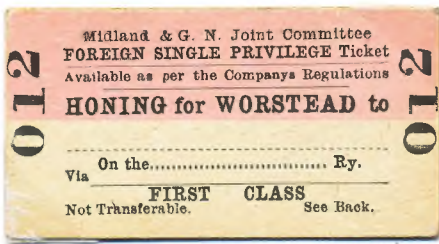
2-210 250/11

Mid. & G. N. J'nt Com. Mid. & G. N. J'nt Com.
Return only on the following day (where trains are advertised) MONDAY or TUESDAY after date of issue.
YARMOUTH BEACH to WISBECH
Via to
Third Class Third Class
See conditions on back. See conditions on back.

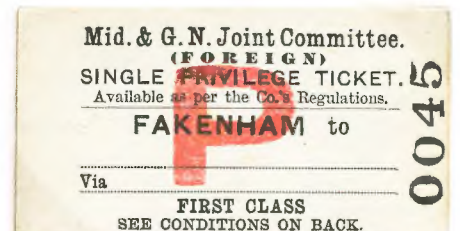
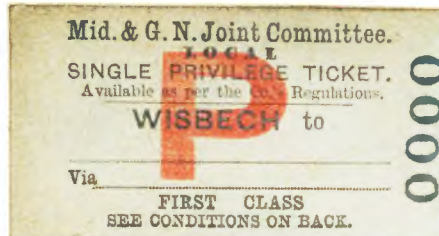
4-620 250/11

PRIVILEGE SINGLES

Tickets with conditions 5-110.

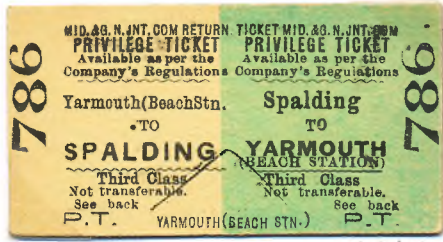
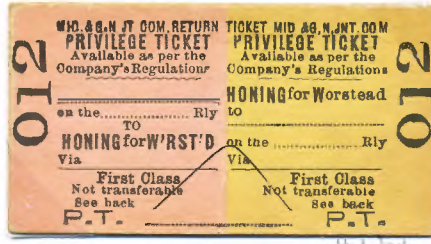
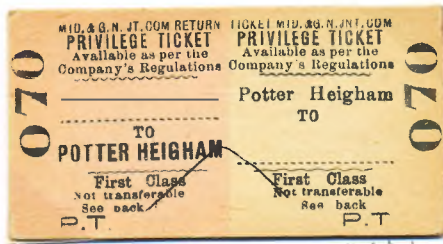


Tickets with conditions 5-120.

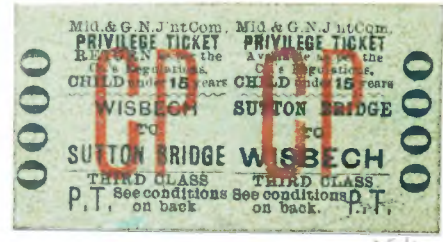
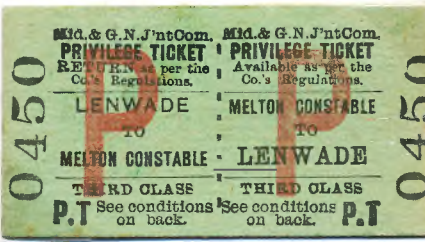
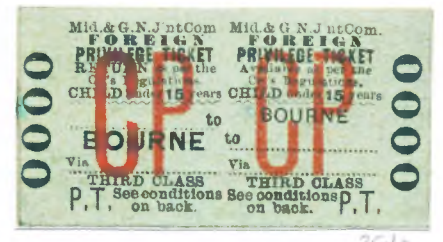
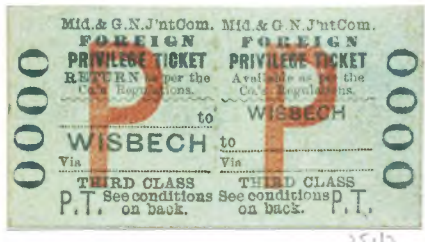
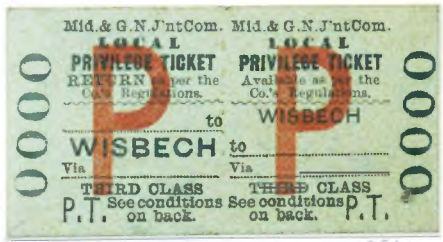
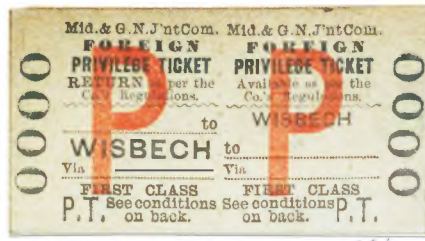


PRIVILEGE RETURNS

Tickets with conditions 5-210.



Tickets with conditions 5-220.



DOG TICKETS

Mid. & G. N. Joint Committee.
DOG ACCOMPANYING PASSENGER
RAYNHAM PARK to
Penryn 2/6-4
 This Ticket is issued subject to the conditions stated on the back hereof & must be given up at the end of the journey.

8-130

1125

Mid. & G. N. Joint Committee.
2/6 DOG TICKET.
SHERINGHAM to
LIVERPOOL ST. (G. E.)
 Via Gunton
 This Ticket is issued subject to the conditions stated on the back hereof & must be given up at the end of the journey.

8-130

13A206

Mid. & G. N. Joint Committee.
2/6 DOG TICKET.
HOLT to
KING'S CROSS G.N.
 VIA THORNEY & PETERBORO
 This Ticket is issued subject to the conditions stated on the back hereof & must be given up at the end of the journey.

8-130

15P18

Mid. & G. N. Joint Committee.
DOG TICKET.
YARMOUTH BEACH to
 This Ticket is issued subject to the conditions stated on the back hereof & must be given up at the end of the journey.

626

Mid. & G. N. Joint Committee.
ONE DOG (Accompanied by Passenger)
 Liability not exceeding £2.
 (See Conditions on back).
KING'S LYNN to
 Via
 Carriage paid s. / d.
 This Ticket, which is available for a Single Journey, must be given up at destination Station.

8-140

25H231

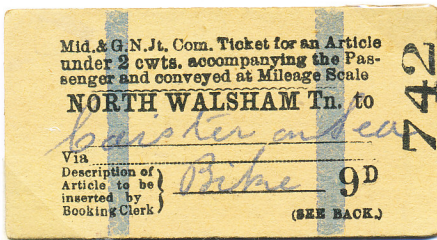
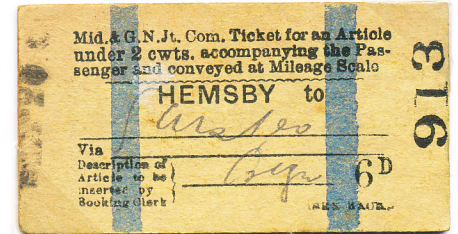
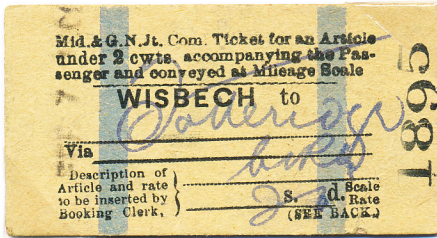
ARTICLE TICKETS

These will have been based on GN practice, which is very difficult to understand; possible modifications render the M&GN history even more obscure! The commentary given follows as far as possible that for the GN, but is clearly far from complete. Railway Clearing House Regulations contained scales of charges for bicycles, perambulators and other articles weighing less than 2 cwt when these were conveyed as passenger's luggage. The articles were carried at owner's risk and their conveyance was originally regulated by the use of waybills, the use of edmondsons for this traffic probably commenced in the early 1890s. The charges were based on distance and are shown as the base charge in the table below.

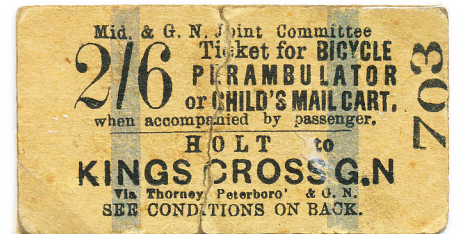
Prior to 1 March 1917 the rates were applicable to Owner's Risk carriage only, and timetables included the notice that Company's Risk carriage was available at a 25% surcharge. From that date this was codified and lists of specific charges (OR unchanged but some higher CR possibly altered) were given for both rates, these were subject to later increases at the dates shown in the table. OR indicates at Owner's Risk and CR at Company's Risk.

Maximum Mileage	Base Charge	From 1 Mar 1917		From 1 Mar 1919		From 15 Jan 1920		From 1 Sep 1920	
		OR	CR	OR	CR	OR	CR	OR	CR
12	6d	6d	8d					1/-	1/4d
25	9d	9d	1/-					1/8d	2/-
30				9d	1/-	1/2d	1/6d		
50	1/-	1/-	1/3d	1/3d	1/6d	1/11d	2/3d	2/-	2/8d
75	1/6d	1/6d	1/11d					3/-	4/-
100	2/-	2/-	2/6d	2/-	2/6d	3/-	3/9d	4/-	5/-

This was probably the first type used, with conditions with conditions 8-240 on the back. Most stations may have stocked blank card tickets with no rate shown, larger stations will have had similar tickets at a range of pre-printed rates following the base rates set out in the table. Earliest issue date seen:



After the last type had come into use it would appear that tickets limited to issue for a bicycle, perambulator or child's mail cart only were introduced and then used contemporaneously. These have only been seen in station-to-station format. The charge was by distance on the same zone scale, and featured prominently in the design of the ticket. Conditions GN8-250 are on the backs.



ARTICLE TICKETS

Specific tickets for the carriage of bicycles came into use from 1 May 1903. For a brief period modified station-to-station issues for a perambulator or child's mail cart only (i.e. omitting bicycle) were used. They have conditions GN8-250.



Prior to the 1903 revision folding mail carts were charged at parcels rates. From 1 October 1905 an exception was made for folding carts (including Gamage carts) weighing not more than 20 lbs and taken as passengers' luggage. A new scale of charges at Owner's Risk scale was introduced (the Base Charge in the table below) based on half the charge for an accompanied bicycle. Carriage at Company's Risk was available at a 25% surcharge. As with perambulators, specific scales for both Owner's Risk and Company's Risk carriage were given from 1 March 1917 and charges were increased in 1919 and 1920. The charge scales are as in the table below.

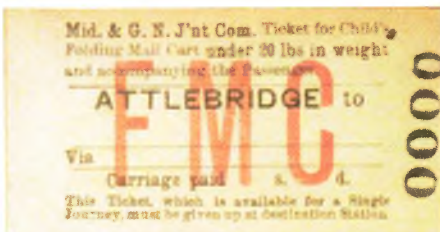
Maximum Mileage	Base Charge	From 1 Mar 1917		From 1 Mar 1919		From 15 Jan 1920		From 1 Sep 1920	
		OR	CR	OR	CR	OR	CR	OR	CR
12		3d	4d					6d	8d
25	3d	5d	6d					10d	1/-
30				4d	6d	6d	9d		
50	6d	6d	8d	6d	9d	9d	1/2d	1/-	1/4d
75	9d	9d	1/-					1/6d	2/-
100	1/-	1/-	1/3d	1/-	1/3d	1/6d	1/11d	2/-	2/6d

Following on from the perambulator or child's mail cart tickets shown above new tickets were introduced which also covered folding mail carts. Whether or not this occurred prior to 1 October 1905 is not known. Conditions GN8-240 are on the backs.



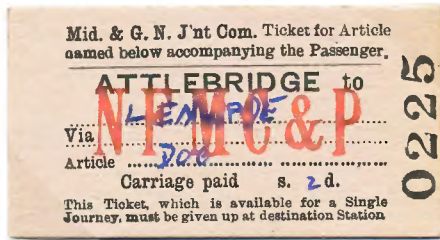
3(2)

Later tickets specific to folding mail carts were on pink card with a red FMC overprint.



ARTICLE TICKETS

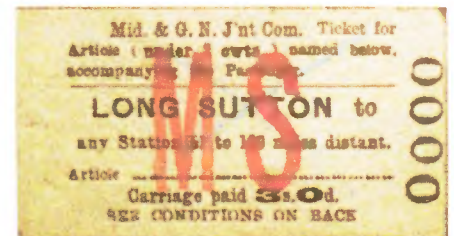
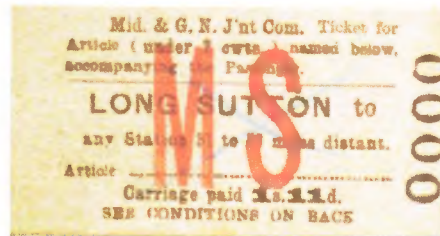
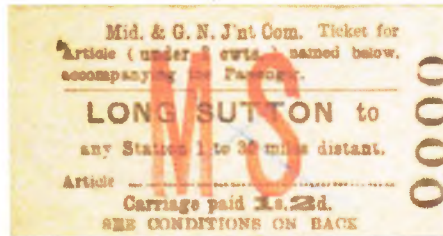
Non-folding mail carts and perambulators weighing less than 2 cwt continued to be charged at the ordinary mileage scale. Specific tickets for this traffic may not have been introduced until after implementation of the 1 September 1920 rates, they carried the overprint NFMC&P in red. This was also used on tickets for carriage at company's risk.



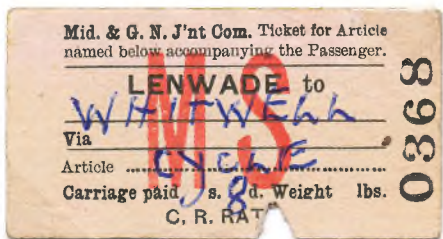
50658



General tickets for other articles also continued in use. At some date these were re-designed and were printed on pink-lilac cards with a red "MS" (mileage scale) overprint. These are known in blank card format with conditions GN8-260 on the backs and may also have existed in zone form from about 1904 until the grouping. The only examples known are specimens from the Harry Townley collection printed with the owner's risk rates applicable from 15 January 1920 until 1 September 1920.



Tickets with the MS overprint were also used for carriage at company's risk; the backs of these tickets were blank.



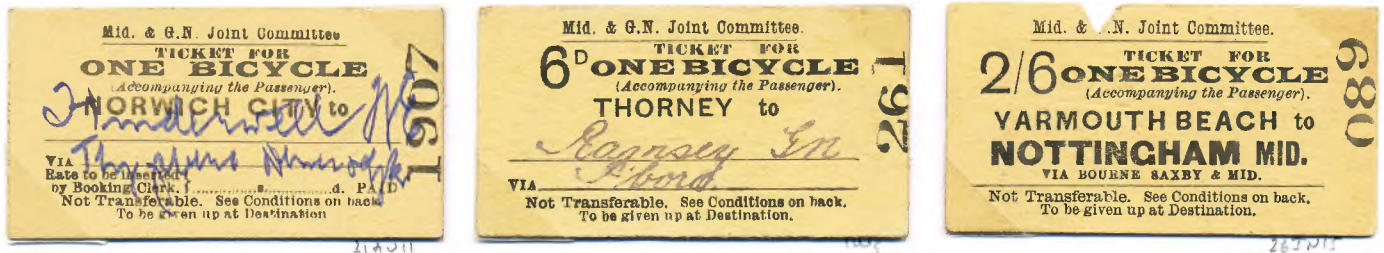
ARTICLE TICKETS - BICYCLES

In 1903 it was decided that accompanied bicycles with one seat, but not other articles, should be carried at the limited risk of the railway company which would bear liability for loss or damage exceeding 10/- but not for any lesser amount unless an extra insurance fee of 1d was paid. This applied from 1 May; from the same date the 6d charge zone for bicycles only was extended from 12 to 25 miles, no alteration being made in the rates for longer distances.

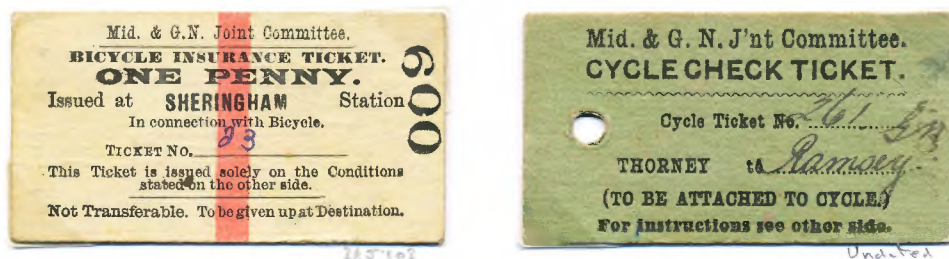
The new scale of charges then continued in force throughout the First World War despite the increase in ordinary passenger fares from 1 January 1917. It remained unchanged until 1 March 1919, when the 6d charge for up to 25 miles was replaced by a charge of 9d for distances up to 30 miles and the 50 mile charge was increased from 1/- to 1/3d and the longer distance structure was modified. Two more changes quickly followed, from 15 January 1920 and from 1 September 1920; the latter again modified the zone structure and both effected increases in the rates. All the scales are as set out in the table.

Maximum Mileage	Base Charge	From 1 May 1903	From 1 Mar 1919	From 15 Jan 1920	From 1 Sep 1920
12	6d				1/-
25	9d	6d			1/3d
30			9d	1/2d	
50	1/-	1/-	1/3d	1/11d	2/-
75	1/6d	1/6d			
100	2/-	2/-	2/-	3/-	3/6d

The change required the printing of new tickets specific to bicycles, and during the year a complete new series of bicycle tickets with the new limited risk conditions 8-320 was produced. There appear to have been three forms - unpriced blank cards, blank cards priced for a specific mileage band and fully printed tickets.



The new tickets were supplemented by 1d insurance tickets, which could be bought to cover the first 10/- of any loss, and by check tickets to be attached to the cycle. The former have conditions 8-440 and the latter conditions GN8-530.

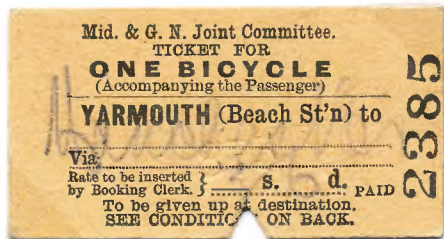


By 1906 GN bicycle tickets were designed to incorporate an integral check label. Some M&GN tickets in this format were used, but probably for a relatively short time.

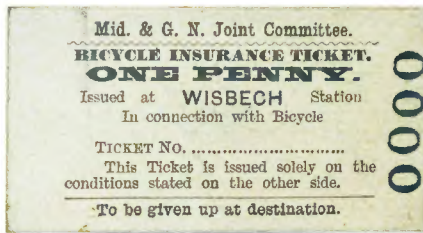


ARTICLE TICKETS - BICYCLES

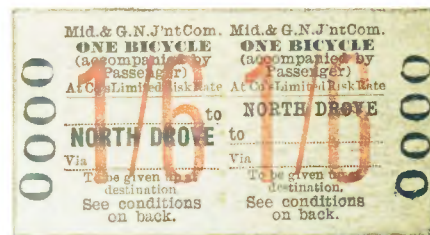
The format used from 1903 appears to have continued in use until after the grouping, except for the brief period with the integral check label. Later prints have conditions 8-330.



The format of insurance tickets was changed, probably only a year or two after their introduction. Conditions 8-450 are on the backs.



Bicycle return tickets at company's limited risk rate were issued for distances of up to 12 miles only. The charge was originally 9d, it was increased to 1/- (probably from 15 January 1920) and again to 1/6d from 1 September 1920. Conditions 8-520 are on the backs.



MIDLAND & GREAT NORTHERN RAILWAYS JOINT COMMITTEE

MIDLAND & GREAT NORTHERN RAILWAYS JOINT COMMITTEE.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors, and whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE, and if used in contravention of the Co.'s and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

Date _____

No. **228**

From _____

To _____

3rd Single

THROUGH SINGLE JOURNEY TICKET

Available for One Person for one Journey only.

(To be completed within _____ days of issue.)

No. **228** *July 7* 190

(Month to be written in full.)

THIRD CLASS

From **Edinburgh** STATION

To **Edinburgh** Station, *Ed* Rly.

Route via *One Sax Car & Carstairs*

Fare paid *2/6*

Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.

N.B.—This Ticket must be shown, and given up, when required.

MIDLAND & GREAT NORTHERN RAILWAYS JOINT COMMITTEE

MIDLAND & GREAT NORTHERN RAILWAYS JOINT COMMITTEE.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors, and whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE, and if used in contravention of the Co.'s and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

Date _____

No. **63** *Miss Lynn*

From _____

To _____

3rd Single

THROUGH SINGLE JOURNEY TICKET

Available for One Person for one Journey only.

(To be completed within _____ days of issue.)

No. **63** *September 10* 191

(Month to be written in full.)

THIRD CLASS

From **King's Lynn** STATION

To **Woodbridge** Station, *W* Rly.

Route via _____

Fare paid _____

Booking Clerk.

Through Tickets, in cases where the journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.

N.B.—This Ticket must be shown, and given up, when required.

MID. & G. N. RLYS. JOINT COMMITTEE.

Issued subject to the Regulations of the respective Companies over whose Lines this Ticket is available, and to the conditions stated in their Time Tables.

THROUGH RETURN TICKET.

For One Person only.
NOT TRANSFERABLE.

RETURN JOURNEY.

Can be used on any day up to and including

No. 87 December 1899
(Month to be written in full.)

THIRD CLASS.

From Leicester STATION,
To Spalding Station,
Route via London

Date issued 2/10 Booking Clerk. Red

Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.
N.B. - This Ticket must be shewn, and given up, when required.

Mid. & G. N. R. Lt. Committee.

Date

No. 87 INSON

From

To London
Return.

When the carrier's out of this Ticket Not exceeding 12 YEARS OF AGE.

When this ticket is put on this Ticket Not exceeding 12 YEARS OF AGE.

MID. & G. N. RLYS. JOINT COMMITTEE.

Issued subject to the Regulations of the respective Companies over whose Lines this Ticket is available, and to the conditions stated in their Time Tables.

THROUGH RETURN TICKET.

FOR ONE PERSON ONLY.
AND ONLY ON DAY OF ISSUE.

OUTWARD JOURNEY.

No. 9 May 15 1909
(Month to be written in full.)

THIRD CLASS.

From West Runton STATION,
To London Station,
Route via London

Fare paid 5/0 Booking Clerk. Red

Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.
N.B. - This Ticket must be shewn, and given up, when required.

2065

MIDLAND AND GREAT NORTHERN RAILWAYS JOINT COMMITTEE.

Date _____
No. **217**
From _____
To _____

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Trains or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention caused or arising off their respective Railways, Trains, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Trains, and Steamboats. Not Transferable, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

THROUGH* EXCURSION TICKET.

Available for One Person for One Journey only.

RETURN JOURNEY
(as per Bill advertising the train).

No. **217**
Date of Issue _____ 190____
(Month to be written in full.)

THIRD CLASS.

From **Lowestoft** STATION,
On the _____ Railway,
To **Lowestoft Central** Station,
Via **London**

Fare paid _____

Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steamboats.
N.B.—This Ticket must be shown, and given up, when required.
Not available by Irish or Limited Scotch Mail Trains unless stated in the Companies' Time Tables and Notices to be so.

MID. & G. N. RLYS. JT. COMMITTEE.

Date _____
No. **69**
From _____
To _____

This Ticket is issued subject to the conditions contained in the Committee's Time and Tourist Bills, and if used in contravention of such conditions it will be forfeited, and the full fare charged. IT IS NOT TRANSFERABLE, the only person entitled to use it being the person to whom it is issued. A Transfer is an indictable fraud.

THROUGH TOURIST TICKET.

FOR ONE PERSON ONLY.

RETURN JOURNEY.
Available as per the Committee's Tourist Programme.

No. **69** Issued **July 2nd** 190____
(Month to be written in full.)

THIRD CLASS.

From **Cheddar** STATION,
To **WISBECH** Station,
Route via **London**

Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.
N.B.—This Ticket must be shown, and given up, when required.

MID. & G. N. RLYS. JT. COMMITTEE.

Date _____
No. **11**
From _____
To _____

This Ticket is issued subject to the conditions contained in the Committee's Time and Tourist Bills, and if used in contravention of such conditions it will be forfeited, and the full fare charged. IT IS NOT TRANSFERABLE, the only person entitled to use it being the person to whom it is issued. A Transfer is an indictable fraud.

THROUGH TOURIST TICKET.

FOR ONE PERSON ONLY.

OUTWARD JOURNEY.

No. **11** Issued **Jan 15** 190____
(Month to be written in full.)

THIRD CLASS.

From **LYNN TOWN** STATION,
To **Weydon** Station,
Route via **London**

Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.
N.B.—This Ticket must be shown, and given up, when required.

Officers and Men of the Military and Naval Forces, and Policemen entitled to be booked at the Three-fourths and One-half Fares under the Cheap Trains' Act, 1883, and Shipwrecked Mariners @ 1/4d. per mile.

No. **66** (662a.) B 27-25 bks., 250 lvs.-11-04.

Date _____

From **GLENSHAWTON**

To _____

Via _____

	Class.	£	s.	d.
_____	Officer	_____	_____	_____
_____	Soldier	...	..	..
_____	Police	...	..	..
_____	Shipwrecked Mariner	_____	_____	1/4d.

No. of Warrant £ " "

(662a.) Midland & Great Northern Railways Joint Committee.

Officers and Men of the Military and Naval Forces, and Policemen entitled to be booked at the Three-fourths and One-half Fares under the Cheap Trains' Act, 1883, and Shipwrecked Mariners @ 1/4d. per mile.

No. **66** Date _____ 190

From **GLENSHAWTON** to _____

Via _____

	Class.	at	£	s.	d.
_____	Officer	_____	_____	_____	_____
_____	Soldier	...	..	..	..
_____	Police	...	..	..	..
_____	Shipwrecked Mariner	_____	_____	_____	1/4d.

No. of Warrant _____ Booking Clerk.

Waterlow & Sons Limited, Printers, Dunstable & London.

Midland & Gt. Northern Joint Rly.
Officers, Soldiers, Police, or Shipwrecked Mariners' Ticket.

(662) a.

No. **184**

Date _____

Train No. _____

From _____

To _____

	£	s.	d.
_____	Officer	..	at
_____	Soldier	..	..
_____	Police	..	..
_____	Shipwrecked Mariner	_____	1/4d.

Miles £ " "

Midland & Gt. Northern Joint Rly.
Officers, Soldiers, Police, or Shipwrecked Mariners' Ticket.

(662) a. TO BE SENT TO AUDIT DEPARTMENT.

No. **184**

Date _____

Train No. _____

From _____

To _____

	£	s.	d.
_____	Officer	..	at
_____	Soldier	..	..
_____	Police	..	..
_____	Shipwrecked Mariner	_____	1/4d.

Miles £ " "

Waterlow & Sons Limited, Printers, Dunstable & London.

Waterlow & Sons Limited, Printers, Dunstable & London.

Midland & Gt. Northern Joint Rly.

~~The Great Northern Railway~~

(662) a.

OFFICERS, SOLDIERS, POLICE, OR SHIPWRECKED MARINERS' TICKET.

No. **184** _____ Ticket.

WHEN TRAVELLING ON DUTY ONLY.

Train No _____ 188

From _____ to _____

	Miles	£	s.	d.
_____	Officer	...	..	at
_____	Soldier	...	..	..
_____	Police	...	..	..
_____	Shipwrecked Mariner	_____	_____	1/4d.

_____ Booking Clerk.

F 6-100 bks.-100 lbs.-4-10.
W. & S. Ltd.

84

3 MIDLAND & GREAT NORTHERN RAILWAYS JOINT COMMITTEE.

No. 41626

SPALDING

Station, May 25 1912

— Train 35 — Class Passenger

From *Spalding* To *London*

Via

Why collected *sp* Excess fare paid £ : : 11

Collector *2/200*

If this charge is considered to be incorrect, the passenger is requested to communicate with the Traffic Manager at King's Lynn.



Midland & Great Northern Joint Railway,
No. 39

FIRST CLASS FREE PASS.

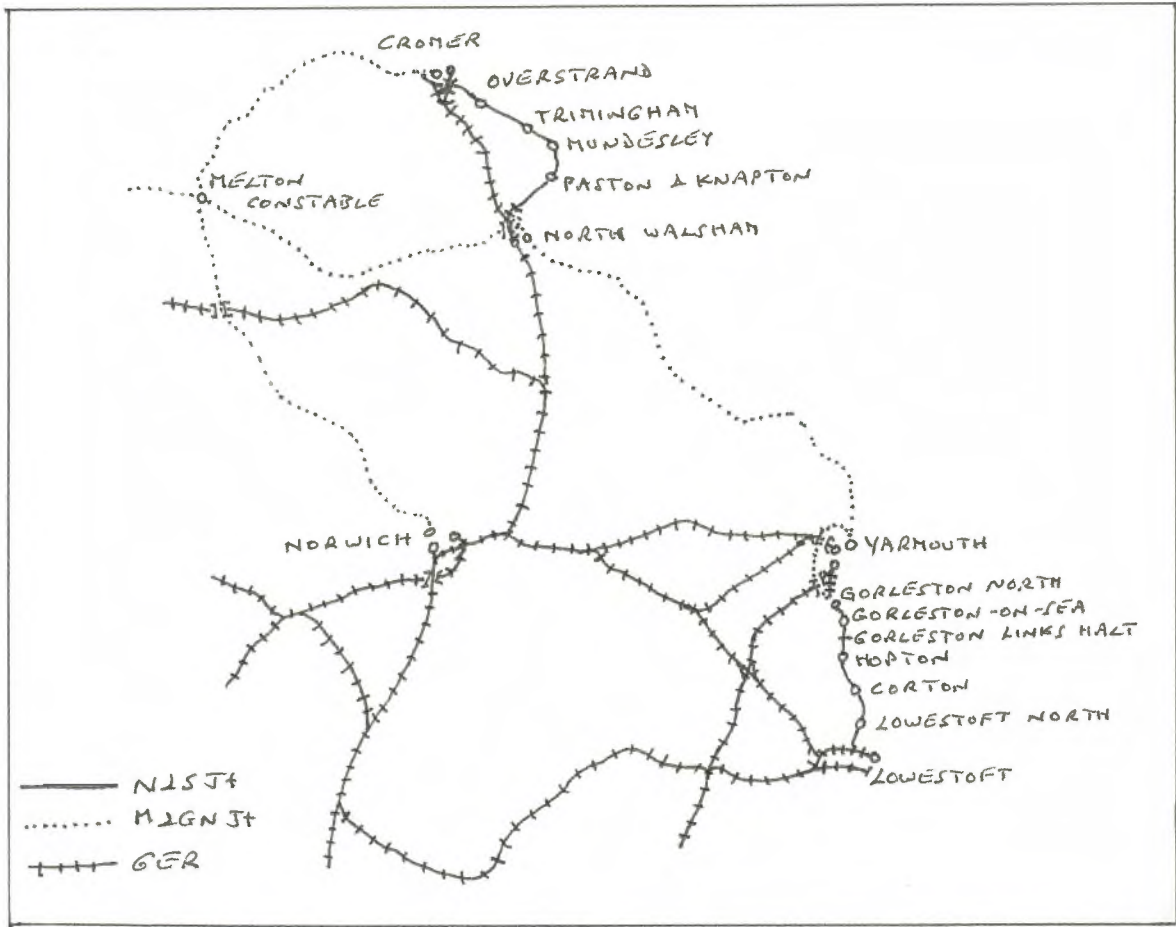
Messrs R. B. Walker
Traffic Manager
Between All Stations.

R. B. Walker
Traffic Manager.

This PASS is granted on condition that it is to be used only by the person or persons hereinafter referred to as the "Holder" in whose favour it is issued, and that the use of it shall be taken as conclusive evidence of an agreement with the Committee that the latter are relieved from all pecuniary or other responsibility to the Holder or to his representatives for personal injury (fatal or otherwise) or for delay or loss of, or damage to property, however caused, that may be sustained by the Holder using this Pass, or by his representatives. Any person other than the Holder using this Pass is liable to the penalties which a passenger incurs by travelling without paying his fare. This pass is to be exhibited when required, and the Holder is subject to the Bye-Laws and other general Regulations of the Committee.



NORFOLK & SUFFOLK JOINT RAILWAYS COMMITTEE



The N&SJR was a joint concern between the Midland & Great Northern Joint Committee and the Great Eastern Railway. It was incorporated as a statutory body by an Act dated 25 July 1898, and constituted in October that year. The Committee took over ownership of the M&GN branch from North Walsham Town to Mundesley, which had been opened for passenger traffic on 1 July 1898. This northern section of the Committee's lines was extended to Cromer, opening for passenger traffic taking place on 3 August 1906.

The southern section was a coast line between Yarmouth and Lowestoft, which opened on 13 July 1903.

Tickets were supplied by both the M&GN and the GE, in accordance with the notes on the following page.

As with the M&GN, the Committee retained its identity at the grouping on 1 January 1923, although ownership passed jointly to the London Midland & Scottish and the London & North Eastern Railways.

NORFOLK & SUFFOLK JOINT RAILWAYS COMMITTEE - TICKET SUPPLY

A Great Eastern Audit Office memo dated 23 July 1901 (*HT Collection*) records that tickets from Mundesley to Paston and vice versa were supplied by the parent companies alternately for three year periods, the M&GN providing the first supplies from 1 July 1898 until 30 June 1901 and the GE taking over from 1 July 1901. Each company supplied tickets from the joint line to its own stations.

A further Audit Office memo dated 2 July 1903 (*HT Collection*) shows that the GE provided the initial ticket supplies for local bookings on the southern section and from southern section to GE stations, while the M&GN supplied tickets to M&GN stations. At that time the GE supply for local northern section tickets was still in force and this continued until 1 July 1904.

Ticket supply after this date is dealt with in the copy correspondence which follows, and the whole subject is summarised in the following table.

Start Date	01/07/98	01/07/01	13/07/03	01/07/04	01/01/13
Finish Date	30/06/01	30/06/04	30/06/04	31/12/12	31/12/22
Northern Section					
Local	M&GN	GE		M&GN	M&GN
To & via M&GN	M&GN ¹	M&GN ¹		M&GN ¹	M&GN
To & via GE	GE ¹	GE ¹		GE ¹	M&GN ²
Southern Section					
Local			GE	GE	GE
To & via M&GN			M&GN ¹	M&GN ¹	GE ³
To & via GE			GE ¹	GE ¹	GE

¹ Private settlement was in force for traffic confined to the constituent companies' lines, with RCH settlement for bookings beyond. Two separate sets of blank tickets were therefore required, those for RCH accounting were probably paper only.

² Printed GE stock was retained and treated as M&GN. Blank GE stock was withdrawn and replaced by M&GN.

³ Printed M&GN stock was retained and treated as GE. Blank M&GN stock was withdrawn and replaced by GE.

CONDUCTOR-GUARD WORKING

Conductor-guard working was introduced on the North Walsham - Mundesley - Cromer line (the northern section) from 3 April 1922 and the booking offices at Overstrand, Trimingham and Paston & Knapton were closed. A report in *The Railway Gazette* (Vol 37 p 752) shortly after this date confirms that the guards were "equipped with ordinary card tickets and a book of paper tickets" and with a portable dating device. Tickets carried by the guards are thought to have been distinguished by the indication "Series A" or "Series B" printed vertically adjacent to the serial numbers. They were, of course, printed by the M&GN. Ordinary singles and returns printed as "Revised Fare" are known in specimen form, as well as an excursion and a market return.

PROPOSED DRAFT TO CLEARING HOUSE.

Mundesley Branch.
Norfolk & Suffolk Joint Railway Committee.

Will you please note that this Line belonging Jointly to the M.&G.N. Joint Committee and the Great Eastern Company was opened for Goods Traffic on June 20th, and for Passenger Traffic on July 1st.

The receipts local to the Line and the receipts on traffic with Great Eastern Co's Local Stations and with M.&G.N. Joint Committee's Local Stations will be settled privately between the G.E. Company and the M.& G.N. Railways Joint Committee, but traffic to and from the Norfolk & Suffolk Joint Line stations viz. Mundesley & Paston & Knapton, with Stations beyond the Great Eastern, travelling by Great Eastern route, and traffic to and from the before-mentioned Norfolk & Suffolk Joint Line Stations with Stations beyond the M.&G.N. Joint Committee's Stations, travelling by M.&G.N. Joint Committee's route will be returned to you for settlement.

The traffic passing over the Great Eastern Coys. route will be returned to you by the Great Eastern Coy. and the Station debits and credits falling at Mundesley & Paston & Knapton should be debited or credited by you to that Company. Similarly traffic passing over the M.& G.N. Joint Committee's route will be returned to you by the M.& G.N. Joint Committee, and the Station debits and credits falling at Mundesley & Paston & Knapton should be debited or credited by you to that Committee.

In dividing the traffic you will please allow to the Norfolk and Suffolk Joint Committee ordinary Clearing House Terminals and a mileage proportion as for a separate interest.

You will shew these Proportions in two separate accounts one containing the traffic returned to you by the Great Eastern Company and the other containing the traffic returned to you by the M.& G.N. Joint Committee, the total of each account to be credited in moieties to the Great Eastern Company. and the M.&G.N.

MEMORANDUM OF ARRANGEMENTS FOR THE WORKING AND
MANAGEMENT OF THE NORFOLK AND SUFFOLK JOINT LINES
AGREED TO AT VARIOUS TIMES SINCE THE OPENING
OF THE RAILWAYS.

<u>1. OPENING OF SECTIONS.</u>	<u>For Goods</u>	<u>For Passengers</u>	<u>Officers' Minute.</u>
North Walsham) and) Mundesley)	June 20th, 1898.	July 1st 1898	5
Yarmouth) and) Lowestoft)	July 13th. 1903	July 13th 1903	199a an 210a.
Cromer) and) Mundesley.)		August 3rd.1906.	340

18. PERCENTAGE ON COST OF STORES TO COVER
SUPERINTENDENCE ETC.

To cover the cost of superintendence, use	30
of tools, etc., the following allowances to be made	50
to the Great Eastern Company or Midland and Great	62
Northern Joint Committee when supplying stores etc,	210 (
to the Joint Line :-	

Five per cent. on cost of labour and materials and on tradesmen's accounts.

(No percentage to be added to such items as rates and taxes, gas and water, traffic wages and petty disbursements).

Coal for station use to be invoiced at the through rate, and after paying thereout the proportion due up to the Junction with the Norfolk and Suffolk Joint Committee's Line, and $33\frac{1}{3}\%$ of that Committee's mileage proportion to the Company hauling over the Joint Line, the remainder to be withdrawn and cleared as an overcharge.

In respect of locomotive coal for the use of either Company passing over the Joint Line, the Joint Committee to receive a mileage proportion of the

ordinary rates on the Joint Line.

The charge for superintendence in connection with new works to be 3 per cent.

The above allowances to cover all charges by the Parent Companies, including carriage on stores, other than permanent way materials. In the case of the latter, the Joint Committee to be charged for the carriage over the Parent Companies' Lines at the rate of 1d. per ton per mile, with a minimum of 1s/- per ton.

19. DIVISION OF WORKING EXPENSES.

The allowance of $33\frac{1}{3}$ per cent of the receipts on the traffic passing over the line to be made to the running Companies under the terms of the working agreement be credited to the Great Eastern Coy. and the Midland and Great Northern Joint Committee in ratio to the train mileage of goods and passenger trains, respectively, which they work over the line. The allowance of $16\frac{2}{3}$ % of the bonus mileage receipt at Lowestoft being similarly divided.

35

210 (23)

24. SUPPLY OF TICKETS, LOCAL AND THROUGH.

That each Company should supply the stations with its own through tickets.

21

210 (4)

That the local tickets at stations on the Yarmouth and Lowestoft Line be supplied by the Great Eastern Company and the local tickets on the North Walsham and Cromer Section be supplied by the Midland and Great Northern Joint Committee.

The cost of both local and through tickets to be borne by the Norfolk and Suffolk Joint Committee.

30. SCALES OF RATES FOR PARCELS ETC, BY PASSENGER TRAIN.

MIDLAND AND GREAT NORTHERN JOINT RAILWAY.

TRAFFIC MANAGER'S OFFICE,
KING'S LYNN.

T.M. 1988.

15th October, 1912.

Dear Sir,

Norfolk and Suffolk Joint Line.

System of Station Accounts.

Referring to subject No.8 on the Agenda for the Norfolk and Suffolk Joint Officers' Meeting on 21st inst.-

Under Minute 210(34) it was agreed that the System of Accounts to be adopted at N.&.S. Stations generally was to be the same as on the Mundesley Branch, which was that each Company's accounts were to be kept separately in respect of traffic to G.E. Stations and beyond, and to M.&.G.N.Stations and beyond. This involves keeping two sets of books and making up two sets of accounts and separate remittances of cash.

The Superintendent of the Great Eastern Company suggests, in order to facilitate the work, that only one system of accounts should be adopted and divide the work between the two owning companies viz :-

Cromer and North Walsham Section to adopt
M.&.G.N. Joint Committee's system.

Yarmouth and Lowestoft Section to adopt
G.E. Company's system.

This commends itself to me and our Accountant advises me there can be no objection to the arrangement, and I am sure it would be advantageous to the stations by reducing the amount of clerical work and simplifying matters generally. I would suggest the Accountants arrange this from January 1st, 1913.

Yours truly,

(Sgd) Jno. J. Petrie.

Sir Guy Granet,

NORFOLK AND SUFFOLK JT. RAILWAY.

JOINT INSTRUCTIONS TO STATIONS ON THE YARMOUTH
AND LOWESTOFT SECTION.REVISION OF ACCOUNTS.

On and from the 1st January, 1913, the instructions contained in Joint circular dated 11th July, 1903, relating to the booking, invoicing, and way-billing of traffic, keeping of the accounts, and the remittance of cash, will be superseded as follows :-

The Traffic accounts will be dealt with through, and all cash accounted for and remitted to the Great Eastern Company. Under this arrangement the Mid. & G.N. Joint Committee's system of accounts will be discontinued and the Great Eastern system adopted throughout, all abstracts and other returns being rendered to the Audit Office, Liverpool Street.

The method to be adopted in dealing with the several accounts under the altered system is set out below :-

N.B. - All references to forms, circulars etc., in this Circular apply to Great Eastern Company unless otherwise stated,

1. PASSENGER TRAFFIC.

The present stock of the printed series of card tickets supplied by the Mid. & G.N. Joint Committee will be treated as Great Eastern stock and renewed by Great Eastern Company as required. The closing numbers of these tickets in tubes on 31st December, 1912, after the Passenger bookings for that day are completed, must be copied into the Great Eastern Ticket Issue book (381) representing therein the commencing numbers on 1st January, 1913.

The Blank Card and Paper Tickets which have been supplied by the Mid. & G.N. Joint Committee are not to be issued after 31st December, 1912, and are to be returned immediately to the Accountant, King's Lynn, with particulars of commencing and closing numbers, Great Eastern Blank Card and Paper Tickets being issued in lieu thereof.

The two series of tickets in use for bookings to Lowestoft Central by the trains of the Mid. & G.N. Joint Railways' Committee and Great Eastern Company respectively will continue to be issued as heretofore.

All future supplies of Passenger tickets are to be obtained from the Great Eastern Company, upon requisition to the Audit Office, Liverpool Street, on Form 165.

Passenger Bookings of all descriptions are to be recorded in the Great Eastern train book (63) and accounted for to Great Eastern Company. Certain revisions have been made - which come into operation on 1st January 1913 - in the Great Eastern Company's Passenger accounts. Particulars concerning these are set out in Circular A.O.1041, copy of which has been sent you.

All applications for Passenger fares are to be made to the Superintendent of the Line, Liverpool Street.

All collected tickets must be sent to the Audit Office, Liverpool Street daily.

All applications for Season Tickets to N.&S. Joint, and G.E. stations, or stations via G.E., are to be sent to the Secretary, Liverpool Street, and for Traders' tickets to the Goods Manager. Applications for such tickets to Mid. & G.N. Joint stations or stations via Mid. & G.N., to be sent to the Traffic Manager, King's Lynn.

2. WAY-BILLING OF PARCELS, &C., TRAFFIC, INVOICING OF GOODS, MINERALS (OTHER THAN COAL CLASS), COAL CLASS, AND LIVE STOCK TRAFFIC, AND ABSTRACTING OR SUMMARISING OF WAY-BILLS AND INVOICES.

The Great Eastern Company's forms of way-bill or invoice are to be headed "Norfolk and Suffolk Joint Railways' Committee," and used for the whole of the traffic (Local, Through, and Foreign), both Outwards and Inwards being abstracted through the Great Eastern Company's accounts as follows :-

1. To or from Norfolk and Suffolk Joint Line stations on the Yarmouth and Lowestoft section.
2. To or from Norfolk and Suffolk Joint Line stations on the North Walsham and Cromer section via Great Eastern route.
3. To or from Norfolk and Suffolk Joint Line stations on the North Walsham and Cromer section via Mid.&G.N. route.
4. To or from Norfolk and Suffolk Joint Line stations and Lowestoft Central. Traffic way-billed or invoiced and conveyed by G.E. trains to be separately abstracted from that way-billed or invoiced and conveyed by M.&G.N. trains.
5. To or from Great Eastern stations.
6. To or from stations on Lines beyond Great Eastern for which Great Eastern is intermediate.
7. To or from Mid.& G.N. Joint Committee's stations.
8. To or from stations on Lines beyond Mid.&G.N. for which Mid. & G.N. is intermediate.

Railway Clearing House Abstracts will only be required for traffic under Nos. 6 and 8.

In regard to Coal Class traffic without charges, it will be necessary to render to Audit Office, Liverpool Street, separate Audit Office Abstracts of the traffic via G.E. from that via Mid.& G.N. route.

3 WEEKLY TRAFFIC RETURNS.

Passenger Traffic (1047)

Parcels Traffic (1182)

Goods, &c., Traffic (1184).

These returns are to be despatched to the Great Eastern Audit Office, Liverpool Street - those relating to Passenger and Parcels Traffic being due on Monday afternoon, and those for Goods, Coal, and Live Stock traffic at 1.0 p.m., on Tuesday.

The returns now forwarded to the Accountant's Office, King's

S.F.348A.

NORFOLK & SUFFOLK JOINT RAILWAY.

Joint instructions to stations on the North Walsham
and Cromer Section.

REVISION OF ACCOUNTS.

On and from the 1st January, 1913, the instructions contained in Joint circular dated August, 1906, relating to the booking, invoicing and waybilling of traffic, keeping of the accounts, and the remittance of cash, will be superseded as follows :-

The Traffic Accounts will be dealt with through, and all cash accounted for and remitted to, the Midland and Great Northern Joint Committee. Under this arrangement the Great Eastern system of accounts will be discontinued, and the Midland and Great Northern Joint Committee's system adopted throughout, all abstracts and other returns being rendered to the Audit Office at King's Lynn.

The method to be adopted in dealing with the several accounts under the altered system is set out below :-

1. PASSENGER TRAFFIC.

The present stock of the printed series of card tickets supplied by the Great Eastern Company will be treated as Mid. & G.N. Joint stock, and renewed by Mid. & G.N. Joint Committee as required. The closing numbers of these tickets in tubes on 31st December, 1912, after the Passenger Bookings for that day are completed, must be copied into the Mid. & G.N. Joint Passenger Classification book (92), representing therein the commencing numbers on 1st January, 1913.

The blank card and paper tickets which have been supplied by the Great Eastern Company are not to be issued after 31st December, 1912, and are to be returned immediately to the Audit Office, Liverpool Street, with particulars entered on Great Eastern form (50), Mid. & G.N. Joint blank card and paper tickets being issued in lieu thereof.

All future supplies of Passenger tickets are to be obtained from the Mid. & G.N. Joint Committee, upon requisition to the Audit Office, King's Lynn, on form (105).

Passenger bookings of all descriptions are to be recorded in the Mid. & G.N. Joint train book (98) and accounted for to the Mid. & G.N. Joint Committee.

All applications for Passenger fares are to be made to the Traffic Manager, King's Lynn.

All collected tickets, together with ticket return (52) must be sent to the Audit Office, King's Lynn daily.

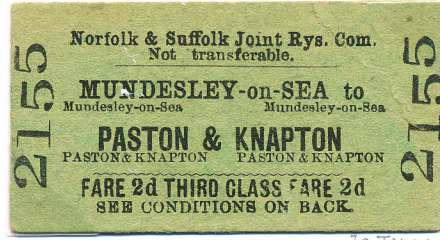
All applications for Season Tickets to Norfolk & Suffolk Joint, and Mid. & G.N. Joint, or stations via Mid. & G.N. Joint, are to be sent to the Traffic Manager, King's Lynn.

Applications for such tickets to Great Eastern stations, or stations via Great Eastern, to be sent to the Secretary, Liverpool Street, and for Traders' Tickets to the Goods Manager, Liverpool Street.

ORDINARY SINGLES - M&GN PRINTS

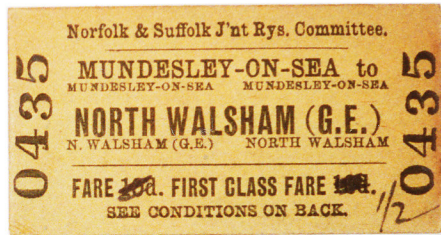
M&GN tickets printed by the Great Northern Railway were used for local bookings on the northern section from opening on 1 July 1898 until 30 June 1901 and again from 1 July 1904 onwards, for all bookings from northern section stations to and via the M&GN and for bookings from southern section stations to and via the M&GN until 31 December 1912.

The earliest tickets had conditions 1-120 on the backs, it is noteworthy that the conditions notice on the front differed from that used on contemporary M&GN tickets.



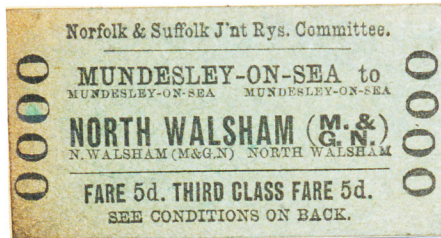
30 Jy 00

Later tickets with conditions 1-130 on the backs.



60C34

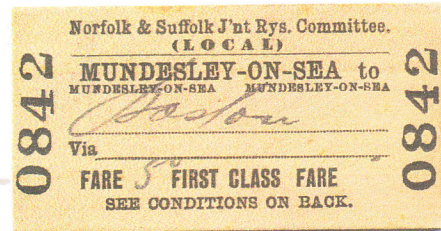
267/26



250/14

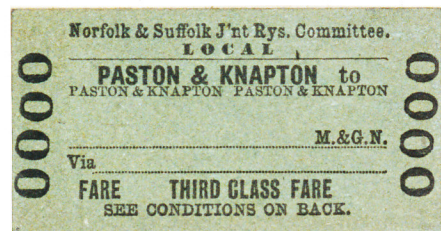


249/31



7JN23

n65



250/12

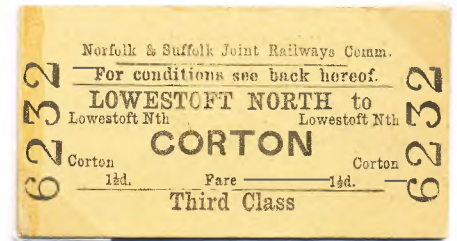
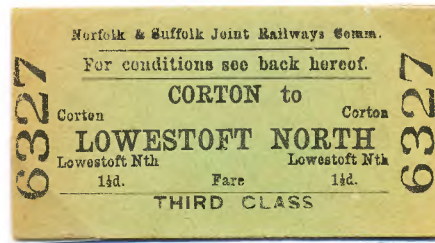
ORDINARY SINGLES - GE PRINTS

Tickets printed by the Great Eastern Railway were used for local bookings on the northern section from 1 July 1901 until 30 June 1904, for all local bookings between southern section stations from its opening on 13 July 1903 and for all bookings from southern section stations to and via the GE. Until 31 December 1912 they were also used for all bookings from northern section stations to and via the GE and for all bookings from southern section stations to and via the M&GN.

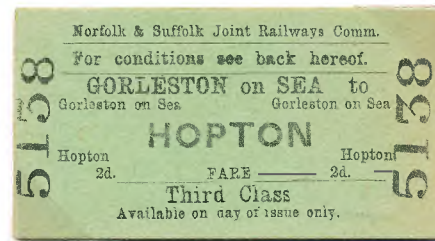
Early tickets between northern section stations, with conditions 1-310.



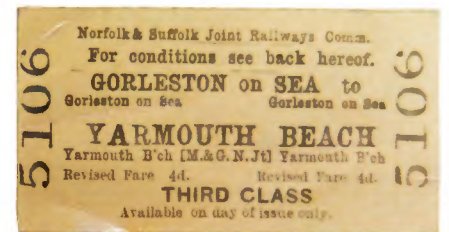
Tickets between southern section stations, and from those to M&GN stations carried conditions 1-320. These are in the first format used.



Availability added at the foot of the ticket. Conditions 1-320 continued.

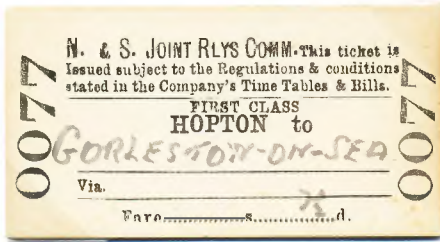
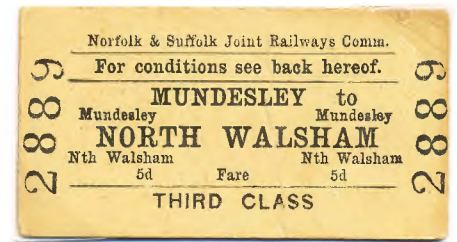


Actual and Revised Fare tickets and other prints with conditions 1-320.

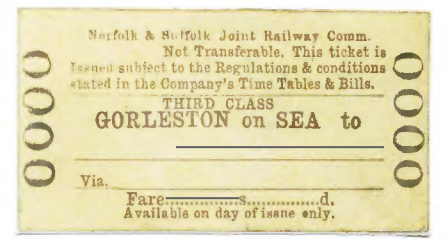
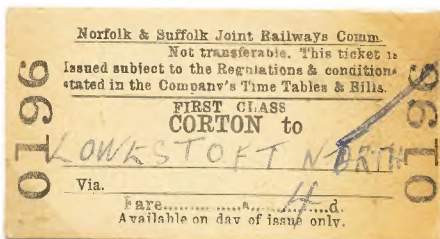
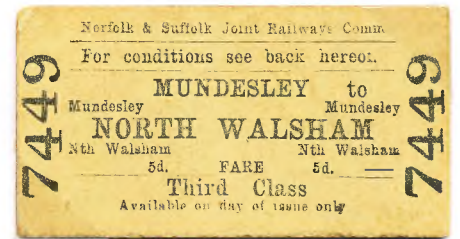


ORDINARY SINGLES - GE PRINTS

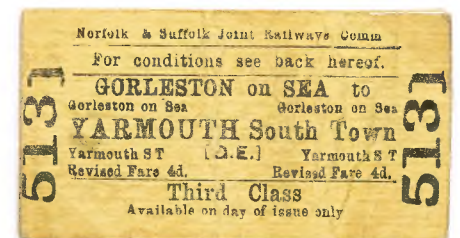
All tickets to and via the GE carried conditions 1-220. These are the earliest formats used.



Availability added at the foot of the ticket, with more radical change in the format of blank cards. Conditions 1-220 continued.



Actual and Revised Fare tickets. Conditions 1-220 continued.



ORDINARY RETURNS

Tickets supplied by the M&GN.

<p>Norfolk & Suffolk Jnt Rys Com. Available 2 Days Including day of issue</p> <p>YARMOUTH BEACH M. & G. N.</p> <p>To</p> <p>GORLESTON NORTH</p> <p>First Class See conditions on back</p>	<p>Norfolk & Suffolk Jnt Rys Com. Available day of issue only</p> <p>GORLESTON NORTH To YARMOUTH BEACH M. & G. N.</p> <p>First Class Fare 5d See conditions on back.</p>
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<p>Norfolk & Suffolk Jnt Rys Com. Available 2 days Including day of issue</p> <p>Cromer Beach M. & G. N.</p> <p>To</p> <p>MUNDESLY-ON-SEA Via Overstrand</p> <p>Third Class See conditions on back</p>	<p>Norfolk & Suffolk Jnt Rys Com. Available day of issue only</p> <p>MUNDESLY-ON-SEA TO SHERINGHAM</p> <p>Third Class Fare 1/10 See conditions on back</p>
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<p>Norfolk & Suffolk Jnt Rys Committee Available 6 Cal. Months</p> <p>LIVERPOOL ST. (G.E) TO MUNDESLY-ON-SEA Via North Walsham</p> <p>First Class See conditions on back.</p>	<p>Norfolk & Suffolk Jnt Rys Committee Available day of issue only</p> <p>MUNDESLY-ON-SEA TO LIVERPOOL ST. (G.E) Via North Walsham</p> <p>First Class Fare 35/11 See conditions on back.</p>
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<p>Norfolk & Suffolk Jnt Rys Committee Available DAYS MONTHS</p> <p>MUNDESLY-ON-SEA to</p> <p>Via</p> <p>First Class Fare See conditions on back.</p>	<p>Norfolk & Suffolk Jnt Rys Committee Available day of issue only</p> <p>MUNDESLY-ON-SEA</p> <p>to</p> <p>Via</p> <p>First Class Fare See conditions on back.</p>
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<p>Norfolk & Suffolk Jnt Rys Committee (LOCAL) Available 3 DAYS MONTHS</p> <p>MUNDESLY-ON-SEA to</p> <p>Via</p> <p>First Class Fare See conditions on back.</p>	<p>Norfolk & Suffolk Jnt Rys Committee (LOCAL) Available day of issue only</p> <p>MUNDESLY-ON-SEA to</p> <p>Via</p> <p>First Class Fare 1/5 See conditions on back.</p>
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<p>Norfolk & Suffolk Jnt Rys Committee Available 2 Days Including day of issue</p> <p>NORTH WALSHAM (G.E) TO MUNDESLY-ON-SEA</p> <p>Third Class See conditions on back.</p>	<p>Norfolk & Suffolk Jnt Rys Committee Available day of issue only</p> <p>MUNDESLY-ON-SEA TO NORTH WALSHAM (G.E)</p> <p>Third Class Fare 10d. See conditions on back.</p>
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<p>Norfolk & Suffolk Jnt Rys Committee Available 3 Cal. Months</p> <p>NORWICH (THORPE) TO OVERSTRAND Via G. E. Ry. & North Walsham</p> <p>Third Class See conditions on back</p>	<p>Norfolk & Suffolk Jnt Rys Committee Available day of issue only</p> <p>OVERSTRAND TO NORWICH (THORPE) Via North Walsham & G. E. Ry.</p> <p>Third Class Revised Fare 5/5 See conditions on back</p>
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GE prints.

<p>N. & S. Joint Rlys Comm Fare 2s 8d. Lowestoft Nth to MARTHAM Via Yarmouth Beach & M. & G. N. Jt Ry.</p> <p>Lowestoft Nth THIRD [See Back] Available for forward journey on day of issue only.</p>	<p>N. & S. Joint Rlys Comm Lowestoft Nth MARTHAM TO LOWESTOFT Via M. & G. N. J Yarmouth Beach</p> <p>Martham Fare 2s 8d. THIRD [See Back]</p>
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<p>N. & S. Joint Rlys Comm Lowestoft Nth Fare 5s 0d. For conditions see back hereof.)</p> <p>Mundesley TO LOWESTOFT CENT. Via N Walsham & G. E. Route.</p> <p>THIRD</p>	<p>N. & S. Joint Rlys Comm Mundesley r conditions see back hereof)</p> <p>Norwich Thp TO MUNDESLY Via G. E. Ry. & Nth Walsham.</p> <p>Norwich Thp Fare 2s 11d THIRD</p>
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<p>N. & S. Joint Rlys Comm Yarmouth Bch Fare 1s 2d</p> <p>Corton TO YARMOUTH BEACH</p> <p>Corton THIRD [See Back] Available for forward journey on day of issue only.</p>	<p>N. & S. Joint Rlys Comm Corton</p> <p>YARMOUTH BEACH TO CORTON</p> <p>Yarmouth Bch Fare 1s 2d. THIRD [See Back]</p>
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<p>Fare s d. Gorleston-on-Sea LOWESTOFT NORTH TO GORLESTON ON SEA Available on day of issue or following day from Saturday to Monday.</p> <p>Lowestoft Nth FIRST [See Back] N. & S. Joint Rlys Comm</p>	<p>Lowestoft Nth GORLESTON ON SEA TO LOWESTOFT NTH Available on day of issue only.</p> <p>Gorleston-on-Sea Fare s d. FIRST N. & S. Joint Rlys Comm</p>
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<p>Fare 3s 3d. Gorleston Nth NTH WALSHAM TOWN TO Gorleston Nth Via Yarmouth Beach</p> <p>Available within Six Months after date of issue.</p> <p>N Walsham Th THIRD [See Back] N. & S. Joint Rlys Comm</p>	<p>N Walsham Th Gorleston Nth TO NTH WALSHAM TOWN Via Yarmouth Beach</p> <p>Available on day of issue only</p> <p>Gorleston Nth Fare 3s 3d. THIRD N. & S. Joint Rlys Comm</p>
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<p>N. & S. Joint Rlys Comm Third Class [See Back] Available on day of issue only</p> <p>Mundesley TO MUNDESLY Via Nth Walsham & G. E. Ry.</p> <p>Fare s d. Available on day of issue only</p>	<p>N. & S. Joint Rlys Comm Third Class [See Back]</p> <p>MUNDESLY TO MUNDESLY Via G. E. Ry. & Nth Walsham</p> <p>Fare s d.</p>
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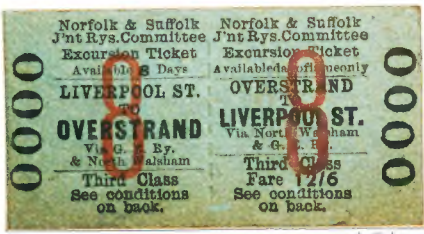
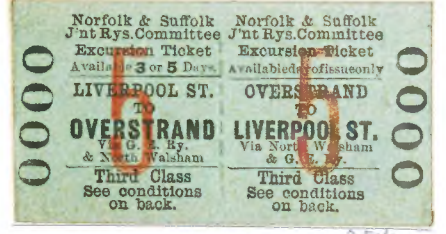
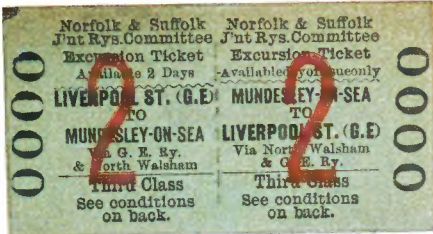
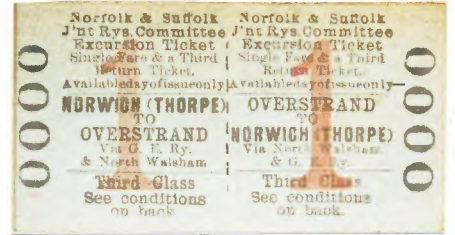
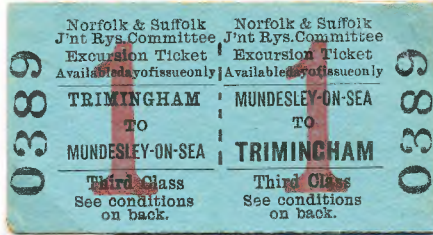
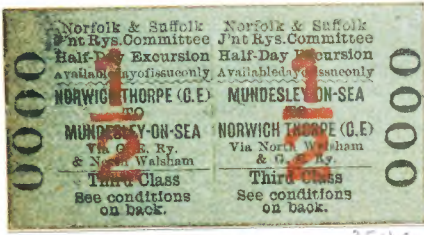
<p>First Class [See Back] CORTON TO HOPTON Via</p> <p>Available for forward journey on day of issue only</p> <p>Fare s d. N. & S. Joint Rlys Comm</p>	<p>First Class [See Back] HOPTON TO CORTON Via</p> <p>Available for forward journey on day of issue only</p> <p>Fare s d. N. & S. Joint Rlys Comm</p>
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<p>Third Class [See Back] GORLESTON ON SEA TO GORLESTON ON SEA Via</p> <p>Fare s d. Available for forward journey on day of issue only</p> <p>N. & S. Joint Rlys Comm</p>	<p>Third Class [See Back] GORLESTON ON SEA TO GORLESTON ON SEA Via</p> <p>Fare s d. Available for forward journey on day of issue only</p> <p>N. & S. Joint Rlys Comm</p>
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<p>N. & S. Joint Rlys Comm Lowestoft N For conditions see back hereof.)</p> <p>Gorleston Nth TO LOWESTOFT NTH Gorleston N</p> <p>Fare 1s 2d. THIRD</p>	<p>N. & S. Joint Rlys Comm Lowestoft N For conditions see back hereof.)</p> <p>Gorleston Nth TO LOWESTOFT NTH Gorleston N</p> <p>Fare 1s 2d. THIRD</p>
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EXCURSION RETURNS

Tickets with conditions 3-120.



Tickets with other conditions.

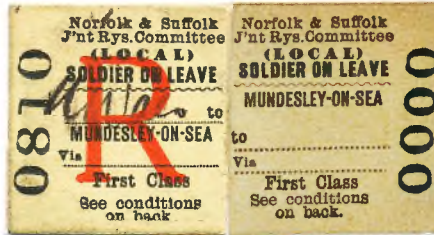


FORCES ETC RETURNS

Not all of these types may have been in use in pre-grouping days. The tickets printed by the GN have conditions 2-130 unless otherwise indicated.

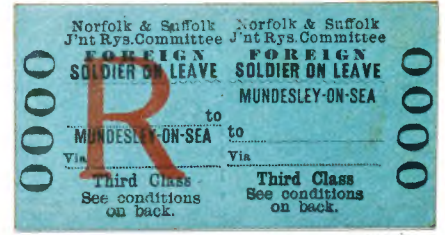


250/16



245/18

250/15



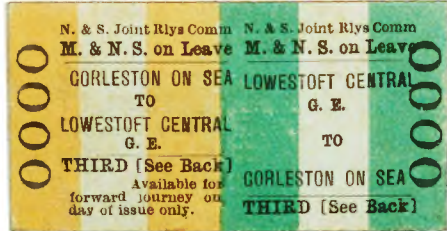
250/15



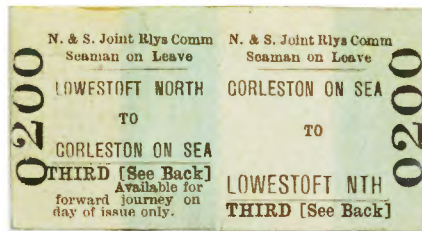
250/35



250/75



279/3



279/5



279/5

MISCELLANEOUS SINGLES

Norfolk & Suffolk J'nt Rys. Committee.
(LOCAL)
SOLDIER ON LEAVE.
MUNDESLEY-ON-SEA to

Via

FIRST CLASS
SEE CONDITIONS ON BACK.

1-230

250/14

Norfolk & Suffolk J'nt Rys. Committee.
(LOCAL)
SOLDIER ON LEAVE.
MUNDESLEY-ON-SEA to

Via

THIRD CLASS
SEE CONDITIONS ON BACK.

1-230

250/13

Norfolk & Suffolk J'nt Rys. Committee.
SOLDIER ON LEAVE.
MUNDESLEY-ON-SEA to
NORTH-WALSHAM

THIRD CLASS
SEE CONDITIONS ON BACK.

1-230

250/12

Norfolk & Suffolk J'nt Rys. Committee.
WEEK-END TICKET EXTENDED TO FORTNIGHTLY.
MUNDESLEY-ON-SEA to LIVERPOOL ST.
(G. E.)
Via North Walsham

Available to

Exchanged for Ticket No.

THIRD CLASS. Fare 4s. 0d.
SEE CONDITIONS ON BACK.

2-130

250/17

Norfolk & Suffolk J'nt Rys. Committee.
FORTNIGHTLY TICKET EXTENDED TO TOURIST.
OVERSTRAND to LIVERPOOL ST.
Via North Walsham & G. E. Ry.

Available to

Exchanged for Ticket No.

THIRD CLASS. Fare 5s. 0d.
SEE CONDITIONS ON BACK.

2-130

250/17

Norfolk & Suffolk Joint Railways Comm.
Issued subject to Regulations in the
Company's Time Tables.
Fortnightly Ticket Extended to Tourist.
GORLESTON ON SEA TO

Available to

Exchanged for Ticket No.

THIRD CLASS Fare s. d.

87/19

Norfolk & Suffolk Joint Railways Comm.
For conditions see back hereof.
Fortnightly Ticket Extended to Tourist
GORLESTON ON SEA TO

Available to

Exchanged for Ticket No.

THIRD CLASS Fare s. d.

1-220

1670/13

Norfolk & Suffolk Joint Railways Comm.
For conditions see back hereof.
Fortnightly Ticket Extended to Tourist.
Mundesley to LIVERPOOL ST
Via Nth Walsham & G. E. Ry.

Available to

Exchanged for Ticket No.

FIRST CLASS Fare 6s 6d.

238/33

Norfolk & Suffolk Joint Railways Comm.
For conditions see back hereof.
Fortnightly Ticket Extended to Tourist.
GORLESTON ON SEA TO

Extended to December 31st.

Exchanged for Ticket No.

THIRD CLASS Fare s. d.

1165

Norfolk & Suffolk Joint Railways Comm.
For conditions see back hereof.
MUNDESLEY TO

Issued in exchange for Return Half of a

.....Extended to.....

Available to

THIRD CLASS

1-220

232/31

Norfolk & Suffolk Joint Railways Comm.
For conditions see back hereof.
GORLESTON on SEA to
LIVERPOOL ST

Issued in Exchange for return half
of the BELLE Coy's Boat Ticket.

THIRD CLASS

232/25

Norfolk & Suffolk Joint Railways Comm.
Supplemental Ticket for One..... Class.
RESERVED SEAT.
GORLESTON-ON-SEA TO

Date

NOT VALID EXCEPT ON PRODUCTION OF
RAIL TICKET COVERING THE JOURNEY
TO BE MADE.

Fee 1s. 0d.
conditions at back)

9-560

2954/24

MISCELLANEOUS RETURNS - GE PRINTS

N. & S. Joint Rlys Comm
CHEAP DAY RETURN
Third Class (See Back)
PASTON & KNAPTON
TO
Via. Overstrand

1-220 114/31

N. & S. Joint Rlys Comm
CHEAP DAY RETURN
For conditions see back
hereof.
Overstrand
TO
LOWESTOFT CENTRAL
Via Mundesley &
Nth Walsham
Overstrand
THIRD

1-220 114/31

N. & S. Joint Rlys Comm
CHEAP DAY RETURN
Third Class (See Back)
LOWESTOFT NORTH
TO
Overstrand
Via. Overstrand
Available for
forward journey
day of issue only.
N. & S. Joint Rlys Comm
CHEAP DAY RETURN
Third Class (See Back)
TO
LOWESTOFT NTH
Via. Overstrand
For return Train See
Excursion Bill.

1-220 114/31 114/31

N. & S. Joint Rlys Comm
CHEAP DAY RETURN
Mundesley
Norwich Thp
TO
MUNDLESLEY
Via G. B. Ry. &
Nth Walsham
For return Train see
Excursion Bill.
Norwich Thp
THIRD (See Back)

1-220 114/31

N. & S. Joint Rlys Comm
Saturday to Monday Ticket
For conditions see back
hereof.
Overstrand
TO
Overstrand
THIRD

1-220 114/31

N. & S. Joint Rlys Comm
Fishing & Yachting
Wroxham
Fare 1s. 3d.
For conditions see back
Mundesley
TO
WROXHAM
Via North Walsham
Mundesley
THIRD

1-220 114/31

N. & S. Jt. Rlys Excursion
Fishing & Yachting
Catfield
For conditions see back
LOWESTOFT NORTH
TO
CATFIELD
Lowestoft Nth
THIRD Available
for forward journey on
day of issue only.
N. & S. Jt. Rlys Excursion
Fishing & Yachting
Lowestoft Nth
For conditions see back
Lowestoft Nth
TO
Catfield
Available by any train
on day of issue only.
THIRD

239/6

N. & S. Jt. Rlys Excursion
Cromer B'ch
For conditions see back
Lowestoft Nth to
CROMER BEACH
Via Yarmouth B'h M & G N
& Melton Constable.
Lowestoft Nth
THIRD Available
for forward journey on
day of issue only.
N. & S. Jt. Rlys Excursion
Lowestoft Nth
For conditions see back
Cromer Beach to
LOWESTOFT NTH
Via Melton Constable
M & G N & Yarmouth B'h.
For return Train See
Excursion Bill.
Cromer B'ch -
THIRD

1-220 277/6

Fare s. d.
N. & S. Joint Rlys Comm
Extra Journey Ticket
Tourist No.
Corton
TO
TO
CORTON
Fare s. d.
THIRD (See Back)
Available for
forward journey on
day of issue only.
N. & S. Joint Rlys Comm
Extra Journey Ticket
Tourist No.
TO
TO
THIRD (See Back)

211/37

N. & S. Joint Rlys Comm
Deep Sea Fisherman
Gorleston on Sea
TO
LIVERPOOL St
Via Yarmouth
THIRD (See Back)
Available for
forward journey on
day of issue only.
N. & S. Joint Rlys Comm
Deep Sea Fisherman
Liverpool St
TO
GORLESTON ON SEA
Via Yarmouth
THIRD (See Back)

239/3

MISCELLANEOUS RETURNS - M&GN PRINTS

Norfolk & Suffolk Jnt Rys. Committee
Single Fare & a Third Return Ticket.
Available day of issue only

0000

NORWICH (THORPE) G.E. TO MUNDESEY-ON-SEA
Via North Walsham

Third Class
See conditions on back.

0000

2-130

Norfolk & Suffolk Jnt Rys. Committee
Single Fare & a Third Return Ticket.
Available day of issue only

0000

MUNDESEY-ON-SEA TO NORWICH (THORPE) G.E.
Via North Walsham

Third Class
See conditions on back.

0000

250/15

N. & S. Jnt Rys. Com. Cheap Day Return For Return Train see Excursion Bill.

0126

FELIXSTOWE or HARWICH to MUNDESEY-ON-SEA
Via G. E. Ry. & N. Walsham (BOAT & RAIL) THIRD CLASS

MUNDESEY-ON-SEA to HARWICH or FELIXSTOWE
Via N. Walsham & G. E. Ry. (RAIL & BOAT) THIRD CLASS

Issued only on condition that the Company will not be liable for any loss, damage, injury or delay to the passenger arising from any cause. For other conditions see back.

0126

2-130

Undated

Norfolk & Suffolk Jnt Rys. Committee
EXTRA JOURNEY TICKET

0000

Tourist No. Available day of issue only

LIVERPOOL ST. TO MUNDESEY-ON-SEA
Via G. E. Ry. & North Walsham

First Class
See conditions on back.

0000

2-130

250/17

Norfolk & Suffolk Jnt Rys. Committee
EXTRA JOURNEY TICKET

0000

Tourist No. Available day of issue only

LIVERPOOL ST. TO OVERSTRAND
Via G. E. Ry. & North Walsham

Third Class
See conditions on back.

0000

2-130

250/17

Norfolk & Suffolk Jnt Rys. Com. SPECIAL FARE
Available day of issue only

0118

GORRESTON-ON-SEA To *West Runton*

THIRD CLASS
Not transferable
See back

4-250

113906

Norfolk & Suffolk Jnt Rys. Committee
SPECIAL FARE
Available day of issue only

0000

NORWICH THORPE (G.E.) TO PASTON & KNAPTON
Via North Walsham

Third Class
See conditions on back.

0000

3-120

Norfolk & Suffolk Jnt Rys. Committee
LOCAL SPECIAL FARE
Available day of issue only

0000

TRIMINGHAM to TRIMINGHAM
Via

Third Class
See conditions on back.

0000

250/33

Norfolk & Suffolk Jnt Rys. Committee
LOCAL SPECIAL FARE
Available day of issue only

0070

Paston Rk. to MUNDESEY-ON-SEA
Via

First Class
See conditions on back.

0070

1186W 3-120

60274

26327

Norfolk & Suffolk Joint Rys. Com. FISHING & BOATING
Available day of issue only

408

Potter Heigham to MUNDESEY-ON-SEA
Via North Walsham & Town

THIRD CLASS
Not transferable
See back.

1186W 3-120

31AV08

Norfolk & Suffolk Jnt Rys. Committee
LOCAL FISHING & BOATING
Available day of issue only

0000

MUNDESEY-ON-SEA to MUNDESEY-ON-SEA
Via

Third Class
See conditions on back.

0000

1186W 3-120

250/28

Norfolk & Suffolk Jnt Rys. Committee
Saturday to Monday
Available day of issue only

1018

MUNDESEY-ON-SEA TO NORWICH (THORPE) G.E.
Via North Walsham

Third Class
See conditions on back.

2-130

31DE21

Norfolk & Suffolk Jnt Rys. Committee
Available day of issue only

0000

NORWICH (THORPE) TO TRIMINGHAM
Via G. E. Ry. & North Walsham

Third Class
See conditions on back.

0000

2-130

250/9

TOURS AND TRIPS

0000 N.&S.J.Rys.C. Combined Rail & Drive Trip. Rail Ticket. HILLINGTON TO MUNDLESLEY-ON-SEA Via Nth Walsham Third Class 4s. 6d. 0000

Combined Rail & Drive Trip. Drive Ticket. KING'S LYNN TO SANDRINGHAM and on to HILLINGTON STN Issued at Mundsley-on-S. N. & S. Jnt

N.&S.J.Rys.C. Combined Rail & Drive Trip. Rail Ticket. MUNDLESLEY-ON-SEA to KING'S LYNN Via Nth Walsham Third Class Combined Fare 4s. 6d.

Available on day of issue only. SEE CONDITIONS ON BACK.

new 7-20

25/124

0299 N.&S.J.Rys.C. Combined Rail & Boat Trip. Rail Ticket. STALHAM or POTTER HEIGHAM to MUNDLESLEY-ON-SEA Via Nth Walsham Third Class 3s. 3d. 0299

Combined Rail & Boat Trip. Boat Ticket. ONE TRIP ONLY. POTTER HEIGHAM or STALHAM TO BROADS Issued at Mundsley-on-S. N. & S. Jnt

N.&S.J.Rys.C. Combined Rail & Boat Trip. Rail Ticket. MUNDLESLEY-ON-SEA to POTTER HEIGHAM or STALHAM Via Nth Walsham Third Class Combined Fare 3s. 3d.

Available on day of issue only. SEE CONDITIONS ON BACK.

new 7-110

0000 N.&S.J.Rys.C. YARMOUTH (V.A. & G. Ry.) TO OVERSTRAND BY RAIL Via Nth Walsham First Class 0000

Y. & G. S. Co. Ld. WROXHAM BRIDGE TO YARMOUTH BRIDGE By the Y. & G. S. Co.'s BOAT First Class

N.&S.J.Rys.C. OVERSTRAND TO WROXHAM BY RAIL Via Nth Walsham Third Class

Available on day of issue. SEE CONDITIONS ON BACK.

7-120

25/122

0000 N.&S.J.Rys.C. YARMOUTH (V.A. & G. Ry.) TO OVERSTRAND BY RAIL Via Nth Walsham Third Class 0000

Y. & G. S. Co. Ld. WROXHAM BRIDGE TO YARMOUTH BRIDGE By the Y. & G. S. Co.'s BOAT Third Class

N.&S.J.Rys.C. OVERSTRAND TO WROXHAM BY RAIL Via Nth Walsham & G. E. Ry. Third Class

Available on day of issue. SEE CONDITIONS ON BACK.

7-120

25/122

0270 Norfolk & Suffolk Jt. Ctee. Combined Rail and Boat Trip. Rail Ticket. OVERSTRAND TO POTTER HEIGHAM 3rd Class. Combined Fare 3/0 0270

Norfolk & Suffolk Jt. Ctee. Rail and Boat Trip. Boat Ticket. ONE TRIP ONLY. POTTER HEIGHAM TO BROADS and back. Issued at Overstrand N. & S. Jnt

Norfolk & Suffolk Jt. Ctee. Trip. Rail & Boat. Rail Ticket. POTTER HEIGHAM TO OVERSTRAND 3rd Class. Combined Fare 3/0

Available on day of issue only. For conditions of issue see back.

4-160

unseen

1396 The Gt. Yarmouth S. S. & Tug Co. Ltd. & The Gt. Yarmouth S. S. & Tug Co. Ltd. CIRCULAR TOUR YARMOUTH BEACH TO LOWESTOFT ON SEA VIA MUNDLESLEY-ON-SEA

THIR ASS RAPS

7-230

1165

060 Norfolk & Suffolk Jt. Rlys. Com. & Gt. Yarmouth Steam T. Co. Ld. Circular Tour—RAIL AND SEA. MUNDESLEY ON SEA RAIL to 3rd Class YARMOUTH (Beach) Via Mundsley on to LOWESTOFT By Gt. Yarmouth Steam Tug Co.'s Boat

Available day of issue only. Not transferable. SEE BACK

Norfolk & Suffolk Jt. Rlys. Com. & Gt. Yarmouth Steam T. Co. Ld. Circular Tour—RAIL AND SEA. LOWESTOFT NORTH to MUNDESLEY ON SEA Via Yarmouth Beach and North Walsham Town RAIL. 3rd Class

Available day of issue only. Not transferable. SEE BACK.

060

7-230

unseen

PRIVILEGE TICKETS

Tickets supplied by the M&GN.

040
 N. & S. J.T.R.V. COM. RETURN
PRIVILEGE TICKET
 This Ticket is issued by
 the Mtd. & G.N. Jnt. Com.
 & is Available as per the
 Committee's Regulations
 M. & G. N.
GORLESTON-ON
 Via M. & G. N.
 and Yarmouth
 Third Class
 Not transferable
 P.T. See back

Norfolk & Suffolk Jnt Rys. Committee.
LOCAL
SINGLE PRIVILEGE TICKET.
 Available as per the Regulations.
MUNDESLEY-ON-SEA to
 Via
FIRST CLASS
 SEE CONDITIONS ON BACK. 0000

M&GN 5-225

25112

Norfolk & Suffolk Jnt Rys. Committee.
LOCAL
SINGLE PRIVILEGE TICKET.
 Available as per the Regulations.
MUNDESLEY-ON-SEA to
 Via
THIRD CLASS
 SEE CONDITIONS ON BACK. 0000

M&GN 5-225

25112

Norfolk & Suffolk Jnt Rys. Committee.
(FOREIGN)
SINGLE PRIVILEGE TICKET.
 Available as per the Regulations.
MUNDESLEY-ON-SEA to
 Via
FIRST CLASS
 SEE CONDITIONS ON BACK. 0037

0143
 Norfolk & Suffolk Jnt Rys. Committee
(FOREIGN)
PRIVILEGE TICKET
 RETURN as per the
 Co.'s Regulations.
MUNDESLEY-ON-SEA to
 Via
FIRST CLASS
 P.T. See conditions on back
 Norfolk & Suffolk Jnt Rys. Committee
(FOREIGN)
PRIVILEGE TICKET
 Available as per the
 Co.'s Regulations.
MUNDESLEY-ON-SEA to
 Via
FIRST CLASS
 P.T. See conditions on back

0000
 Norfolk & Suffolk Jnt Rys. Committee
LOCAL
PRIVILEGE TICKET
 RETURN as per the
 Co.'s Regulations.
PASTON & KNAPTON to
 Via
THIRD CLASS
 P.T. See conditions on back.
 Norfolk & Suffolk Jnt Rys. Committee
LOCAL
PRIVILEGE TICKET
 Available as per the
 Co.'s Regulations.
PASTON & KNAPTON to
 Via
THIRD CLASS
 See conditions on back. P.T.

M&GN 5-225

25117

0245
 Norfolk & Suffolk Jnt Rys. Committee
PRIVILEGE TICKET
 RETURN as per the
 Co.'s Regulations.
WROXHAM to
 Via G. E. Ry.
MUNDESLEY-ON-SEA to
 Via G. E. Ry.
THIRD CLASS
 P.T. See conditions on back
 Norfolk & Suffolk Jnt Rys. Committee
PRIVILEGE TICKET
 Available as per the
 Co.'s Regulations.
MUNDESLEY-ON-SEA to
 Via North Walsham
 & G. E. Ry.
THIRD CLASS
 See conditions on back. P.T.

M&GN 5-225

undated

PRIVILEGE TICKETS

Tickets printed by the GER.

Norfolk & Suffolk Joint Railways Comm.
ADULT Privilege Ticket.
 For conditions see back hereof.
HOPTON to
GORLESTON - LINKS HALT
 Via. **FIRST CLASS** *3d*

1-220

227064

Norfolk & Suffolk Joint Railways Comm.
ADULT Privilege Ticket.
 For conditions see back hereof.
CORTON to
 Via. **THIRD CLASS**

22916

Norfolk & Suffolk Joint Railways Comm.
Privilege Ticket.
 For conditions see back hereof.
CORTON to **CORTON**
LOWESTOFT
 Lowestoft (CENTRAL) Lowestoft
 Actual Fare 1s. Actual Fare 1s.
THIRD CLASS

22913

Norfolk & Suffolk Joint Railways Comm.
Privilege Ticket.
 For conditions see back hereof.
GORLESTON on SEA to **GORLESTON on SEA**
LOWESTOFT
 Lowestoft (CENTRAL) Lowestoft
 [M. & G.N. Jt.]
 Revised Fare 3d. Revised Fare 3d.
THIRD CLASS

1-220

2-2201

N. & S. Joint Rlys Comm.
ADULT Privilege Ticket
Hopton
 TO
GORLESTON
LINKS HALT
 Via. **FIRST [See Back]**

1-220

227064

N. & S. Joint Rlys Comm.
ADULT Privilege Ticket
Mundesley
 TO
CORTON
 Via. **THIRD [See Back]**

1-220

11/30

N. & S. Joint Rlys Comm.
CHILD Privilege Ticket
GORLESTON ON SEA
 TO
GORLESTON ON SEA
 Via. **THIRD [See Back]**

22016

N. & S. Joint Rlys Comm.
Privilege Ticket.
 GORLESTON-on-Sea
 Fare 2d. Issued subject to Regu-
 lations of the Company
Hopton
 TO
GORLESTON ON SEA
THIRD

238/36

N. & S. Joint Rlys Comm.
Privilege Ticket
 Nth. Walsham
 Issued subject to Regu-
 lations of the Company.
Mundesley
 TO
Nth Walsham
MUNDESLEY
 Nth Walsham
 Fare 3d. **THIRD [PT]**

22016

~~Privilege Ticket.~~
~~Gorleston-on-Sea~~
~~Issued subject to Regu-~~
~~lations of the company~~
~~LOWESTOFT CENTRAL~~
~~TO~~
~~GORLESTON ON SEA~~
~~Lowestoft~~
~~G. E.~~
~~Gorleston-on-Sea~~
~~Fare 4d.~~
~~THIRD [See Back]~~
~~N. & S. Joint Rlys Comm.~~

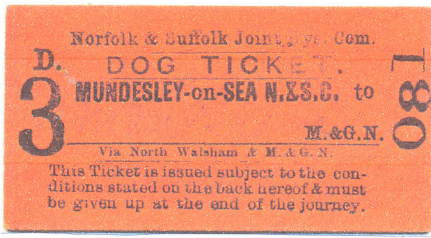
22014

~~ADULT Privilege Ticket~~
~~GORLESTON ON SEA~~
~~TO~~
~~GORLESTON ON SEA~~
~~Via.~~
~~THIRD [See Back]~~
~~N. & S. Joint Rlys Comm.~~

22914

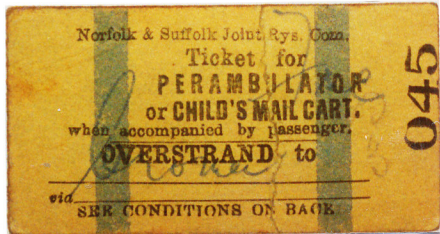
DOG & ARTICLE TICKETS - G.N. PRINTS

Practice is likely to have followed that of the M&GN, to which reference should be made. There are insufficient specimens to present a coherent picture.



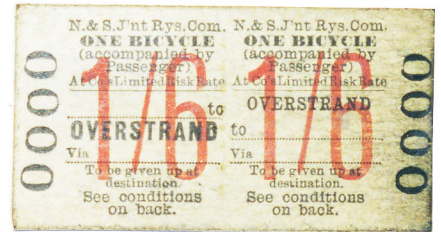
M&GN 8-130 208804

1165



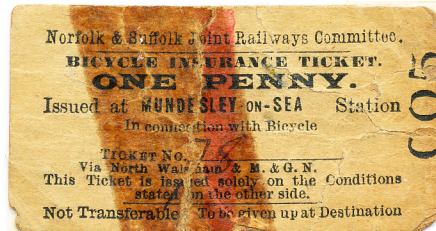
275108 M&GN 8-240

263/27



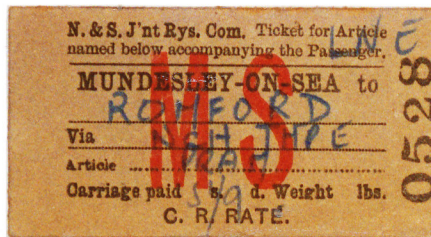
M&GN 8-520

251/10



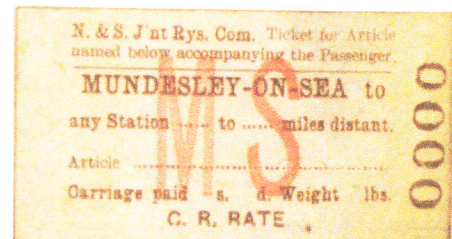
8-420

298704



16AP45 Blank

263/27



DOG & ARTICLE TICKETS - G.E. PRINTS

Only blank card and fully printed dog tickets have been seen, although zone tickets may also have been used.



These will have been the first types of bicycle tickets to be used on the joint line, also covering perambulators and other articles. They are in blank card and fully printed form only.



The RCH decided that as from 1 May 1903 accompanied bicycles with one seat, but not other articles, should be carried at the limited risk of the railway company which would bear liability for loss or damage exceeding 10/- but not for any lesser amount unless an extra insurance fee of 1d was paid. Later in the year the GE decided on a full revision of tickets for this traffic, an Audit Office memo dated 7 August 1903 (HT Collection) states that on and from 1 September a new series of bicycle tickets will be used and the existing ones discontinued. Those for foreign bookings, obviously applicable to the joint line, were printed on orange card with limited risk conditions 8-230 on the backs. Again, only blank card and fully printed forms were used.



From 1 September 1903 if a passenger wished to insure a bicycle for loss or damage below 10/- an insurance fee of 1d was payable. For this an insurance ticket was issued, with conditions 8-320 on the back.

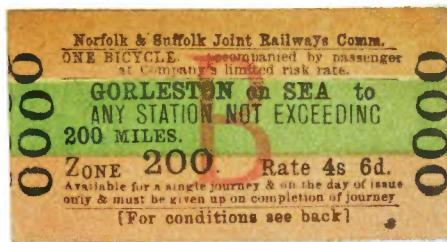
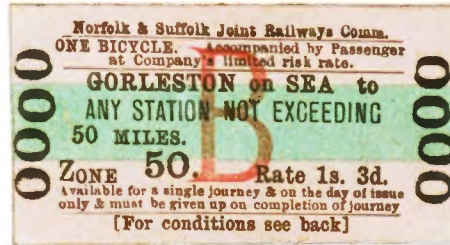
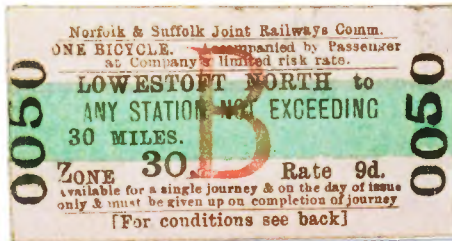
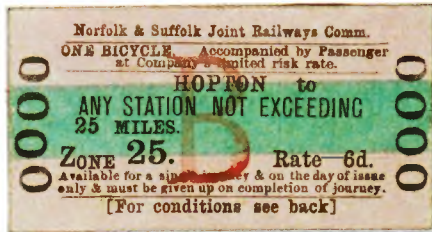


ARTICLE TICKETS - G.E. PRINTS

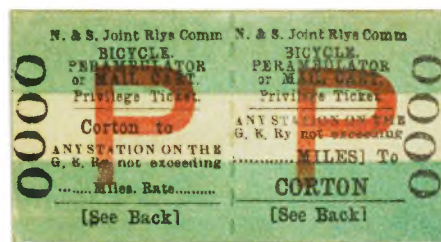
The G.E. originally printed zone bicycle tickets for use to local stations only but at some date prior to 1919 extended them to foreign stations, so introducing them to the joint line. Charges were in accordance with the scale laid down by the RCH and are shown as the base charge in the following table. There were later increases, as also shown in the table.

Maximum Mileage	Base Charge	From 1 May 1903	From 1 Mar 1919	From 15 Jan 1920	From 1 Sep 1920
12	6d				1/-
25	9d	6d			1/3d
30			9d	1/2d	
50	1/-	1/-	1/3d	1/11d	2/-
75	1/6d	1/6d			
100	2/-	2/-	2/-	3/-	3/6d
150	2/6d	2/6d			
200	3/-	3/-	3/-	4/6d	5/3d
250	3/6d	3/6d			6/-
300	4/-	4/-	4/-	6/-	6/9d

Tickets have conditions 8-230 on the backs. Examples from the 1 May 1903, 1 March 1919 and 15 January 1920 scales are shown.



An Audit Office memo dated 8 June 1910 (HT Collection) instructed the ticket printers that from 1 July the G.E. was to issue local privilege tickets for bicycles. This may have applied *ab initio* to the joint line, tickets have GE privilege conditions 5-210.



ARTICLE TICKETS - MAIL CART & PERAMBULATOR

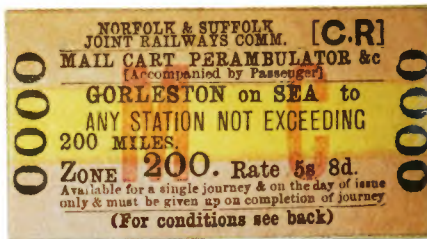
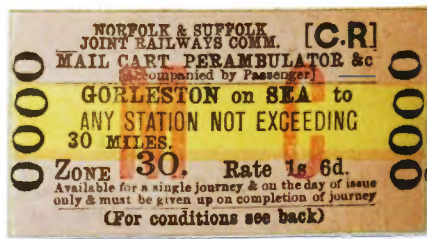
Following the 1903 revision introducing new arrangements for bicycles the old rates continued in force for accompanied perambulators and children's mail carts (not capable of being folded) and tickets limited to this group came into use from 1 September 1903. Conditions 8-410 are on the back.



Prior to 1 March 1917 the rates were applicable to Owner's Risk carriage only, and timetables included the notice that Company's Risk carriage was available at a 25% surcharge. From that date this was codified and lists of specific charges (OR unchanged but some higher CR possibly altered) were given for both rates, these were subject to later increases at the same time as those to charges for bicycles. The charge scales are as in the table below, OR indicates at Owner's Risk and CR at Company's Risk.

Maximum Mileage	Base Charge	From 1 Mar 1917		From 1 Mar 1919		From 15 Jan 1920		From 1 Sep 1920	
		OR	CR	OR	CR	OR	CR	OR	CR
12	6d	6d	8d					1/-	1/4d
25	9d	9d	1/-					1/8d	2/-
30				9d	1/-	1/2d	1/6d		
50	1/-	1/-	1/3d	1/3d	1/6d	1/11d	2/3d	2/-	2/8d
75	1/6d	1/6d	1/11d					3/-	4/-
100	2/-	2/-	2/6d	2/-	2/6d	3/-	3/9d	4/-	5/-
150	2/6d	2/6d	3/2d					5/-	6/4d
200	3/-	3/-	3/9d	3/-	3/9d	4/6d	5/8d	6/-	7/8d

From 1 March 1917 the use of edmondsons was changed from Owner's Risk to Company's Risk, probably due to the new requirement that for the former rate to apply the passenger was required to sign the Owner's Risk conditions and it would thus be more logical to use paper tickets or waybills. Zone tickets may not have been introduced until after this change, those shown here are at the 1 September 1920 scale, none are known at the earlier rates. Conditions 8-450 are on the backs.



ARTICLE TICKETS - FOLDING MAIL CARTS

Prior to the 1903 rates revision most railway companies charged for folding mail carts at parcels rates. Following that revision the GE appear to have departed from this practice as an Audit Office memo dated 9 September 1903 (*HT Collection*) requests the immediate supply of folding mail cart tickets for zones up to 30 miles and 30 miles and over. It is likely that conditions 8-510 were used. The GE may have been the only company to use edmondsons for this traffic at such an early date and it is may not have applied to the N&S Joint until later. Thus, an Audit Office memo dated 17 June 1904 (*HT Collection*) requests supply of tickets as shown below.



215/6

From 1 October 1905 the RCH laid down new charges for folding mail carts (including Gamage carts) weighing not more than 20 lbs and taken as passengers' luggage. The revised rates at Owner's Risk were based on half the charge for an accompanied bicycle and are shown as the Base Charge in the table below. Carriage at Company's Risk was available at a 25% surcharge. As with perambulators, specific scales for both Owner's Risk and Company's Risk carriage were given from 1 March 1917 and charges were increased in 1919 and 1920. The charge scales are as follows:

Maximum Mileage	Base Charge	From 1 Mar 1917		From 1 Mar 1919		From 15 Jan 1920		From 1 Sep 1920	
		OR	CR	OR	CR	OR	CR	OR	CR
12		3d	4d					6d	8d
25	3d	5d	6d					10d	1/-
30				4d	6d	6d	9d		
50	6d	6d	8d	6d	9d	9d	1/2d	1/-	1/4d
75	9d	9d	1/-					1/6d	2/-
100	1/-	1/-	1/3d	1/-	1/3d	1/6d	1/11d	2/-	2/6d
150	1/3d	1/3d	1/7d					2/6d	3/2d
200	1/6d	1/6d	1/11d	1/6d	2/-	2/3d	3/-	3/-	3/10d

From 1 March 1917 most companies changed their use of edmondsons from Owner's Risk to Company's Risk traffic, probably due to the new requirement that for the former rate to apply the passenger was required to sign the Owner's Risk conditions and it would thus be more logical to use paper tickets or waybills.

Company's risk zone tickets at the 15 January 1920 rates are the only ones known.



239/8



239/8

PASS

Norfolk
Suffolk
Joint Ry.

THIRD CLASS

Norfolk & Suffolk Joint Railways Committee.
Great Eastern Railway Company and Midland and Great Northern Railways Joint Committee.

No. **1193**

THIRD CLASS SEASON TICKET.
NOT TRANSFERABLE.

This Ticket is issued subject to the provisions of the Company's Bye-laws, Rules and Regulations in force during its term. It is to be produced by the holder on presentation by the Company's servants when required. It is also issued on the condition that the Company shall not be liable in respect of any alteration of time or any delay in the receipt or arrival of trains arising from any cause whatsoever during its term. The Ticket shall be no good for use or travelling after the date of expiry stated hereon and is to be returned to the
on the day following such date of expiry.

H. W. THORNTON.
JNO. J. PETRIE.