

# TICKETS OF THE MIDLAND RAILWAY JOINT LINES

By David G Geldard

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

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

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

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

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

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

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

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

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## VOLUME 4

### S.& D.R.J.C. AND CONSTITUENT COMPANIES

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David G Geldard

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**TICKETS OF THE MIDLAND RAILWAY  
JOINT LINES**

**VOLUME 4**

**S.& D.J.R.C. CONSTITUENT COMPANIES**

**Somerset Central Railway  
Somerset & Dorset Railway**

**SOMERSET & DORSET RAILWAYS JOINT 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.

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## PAGE FORMS

### Company introduction pages

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

### Background information pages

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

### Conditions of issue (ticket backs) pages

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

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

### Ticket pages

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

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

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

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

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



SOMERSET CENTRAL RAILWAY  
DORSET CENTRAL RAILWAY  
SOMERSET & DORSET RAILWAY  
SOMERSET & DORSET JOINT RAILWAY

The **Somerset Central Rly** was opened from a junction with the Bristol & Exeter Rly at Highbridge to Glastonbury on 28 August 1854 with an intermediate station at Shapwick. Ashcot, Bason Bridge and Edington Road first appeared in the timetable in April 1856, but in describing the formal opening the *Bridgwater Mercury* for 24 August 1854 says "there are halting places where the turnpike roads are crossed, at which we understand tickets will be issued"; they may thus have been there from the start. Operated as a separate branch, the Burnham line was opened on 3 May 1858, in which month the Cardiff Steam Navigation Co began to sail between Cardiff and Burnham. Opening from Glastonbury to Wells took place on 16 March 1859; Polsham first appeared in the December 1861 timetable although a description of the formal opening refers to a 'neat station' there.

The SCR was worked by the B&ER from opening, but the company took over its own working on opening a further section from Glastonbury to Cole on 3 February 1862, with stations at West Pennard, Pylle and Evercreech. On the same day the **Dorset Central Rly** opened its line from Cole to Templecombe, with an intermediate station at Wincanton. At Templecombe there was a spur up to the Salisbury & Yeovil Rly (worked by the London & South Western Rly) from where reversal into that company's station was effected. The two stations later became known as Lower and Upper respectively. The SCR's own station at Highbridge, independent of the B&ER, was opened in May 1862.

The first section of the DCR had opened from Wimborne to a temporary station at Blandford St. Mary on 1 November 1860, with intermediate stations at Spettisbury and Sturminster Marshall. This was worked by the L&SWR and it is possible that tickets carried the DCR title. The Cole - Templecombe line was worked by the SCR as part of its own system and evidence indicates that tickets for this section carried the SCR title. SCR (and S&DR) tickets were printed by the Great Western Rly which, at the time, also printed for the Bristol & Exeter.

The SCR and DCR amalgamated on 1 September 1862 to form the **Somerset & Dorset Railway**. The gap between Templecombe and Blandford was bridged on 10 September 1863 (formal opening 31 August), a new station opening at Blandford to replace the temporary one. Henstridge, Stalbridge, Sturminster Newton and Shillingstone opened on the same date and the S&DR began to work its own trains south of Blandford with through running reversing at Wimborne) over the L&SWR to Poole (Hamworthy). Possibly in the same year Spettisbury was renamed Spetisbury and Sturminster Marshall became Bailey Gate. The original spur from Templecombe Lower to the L&SWR was closed in March 1870 and replaced by a longer one to the west of the S&DR and entering directly into the Upper station. The line from Evercreech to Bath opened on 20 July 1874, with intermediate stations at Evercreech New, Shepton Mallet, Masbury, Binegar, Chilcompton, Midsomer Norton, Radstock, Wellow and Midford. On the same day Evercreech became Evercreech Junction.

An agreement for the line to be leased by the Midland and the L&SW was signed on 1 November 1875, and ratified by an Act dated 13 July 1876. Between those dates the line was worked by the lessees under a provisional arrangement, and it was probably not until after the Act that the **Somerset & Dorset Joint Rly** title came into use. From 1884 to 1888 the S&DJR operated their own Burnham - Cardiff ferry service, using the wooden paddle steamer *Sherbro*. Glastonbury first appeared as Glastonbury & Street in the July 1886 timetable, the cut-off from Corfe Mullen to Broadstone was opened for passengers on 1 November 1886. Templecombe Lower station was closed on 17 January 1887, on which date a low level platform forming part of the Upper station was opened; this saw only intermittent use until closure on 8 July 1919. The nominally independent Bridgwater Railway was opened on 21 July 1890 with an intermediate station at Cossington; on the same day Edington Road was renamed Edington Junction. The line was worked from opening by the S&DJR as part of its own system. Second class accommodation was abolished on 1 July 1893. Midsomer Norton gained the "& Welton" suffix on 16 October 1898.

The Joint Committee retained its identity at the grouping on 1 January 1923, ownership passing to the LM&S and Southern Railways on 1 July 1923. The Bridgwater Railway was absorbed by the Southern although it continued to be worked by the Joint Committee.



MIDLAND RAILWAY CONDITIONS ON JOINT LINE TICKETS

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

R1

NOV 29

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

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

R4a

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

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

R4b

2

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

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

2

1. 88. 3. 81

R5

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

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

R6a

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

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.

X3a

SEP. 25. 90

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.

X3b

3

Not transferable. 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 to the extent that they are varied subject to such variation) and can only be used in accordance therewith.

Not transferable. 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 to the extent that they are varied subject to such variation) and can only be used in accordance therewith.

3

X4a

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 to the extent that they are varied subject to such variation) and can only be used in accordance therewith.

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 to the extent that they are varied subject to such variation) and can only be used in accordance therewith.

X6

2

This Ticket is not transferable, and if used by any other than the person to whom it was issued will be forfeited, and the holder will be liable to pay the fare for the journey covered by the ticket and in addition may be prosecuted.

This Ticket is not transferable, and if used by any other than the person to whom it was issued will be forfeited, and the holder will be liable to pay the fare for the journey covered by the ticket and in addition may be prosecuted.

2

CT2

Only available on date of issue & by the stated trains under Market Ticket arrangements & subject to the conditions stated in the Co.'s time tables.

Only available on date of issue & by the stated trains under Market Ticket arrangements & subject to the conditions stated in the Co.'s time tables.

M3

This Ticket will be forfeited if transferred. It is issued on the conditions named in the Co.'s Tourist Programmes & Bills. If used for any other Station will be forfeited and the full fare charged.

This Ticket will be forfeited if transferred. It is issued on the conditions named in the Co.'s Tourist Programmes & Bills. If used for any other Station will be forfeited and the full fare charged.

T5a

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.

This Ticket is only available to the Station for which it is issued, and if used for an intermediate Station the passenger will have to pay the difference between the amount paid for this ticket and the fare to such Station. The return half of the ticket will also be forfeited.

WE2a

MIDLAND RAILWAY CONDITIONS ON JOINT LINE TICKETS

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 produced when required.

W55

This Ticket is available for a servant of a Railway Company, his Wife, or Child under 16 years of age only, and is issued subject to the general rules and regulations of the Company over whose line the holder is travelling, and to the conditions that the Midland Company and all other Companies over whose railways it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever. And the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P4

This Ticket is available for a servant of a Railway Company, his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Company over whose line the holder is travelling, and to the conditions that the Midland Company and all other Companies over whose railways it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever. And the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P5a

This Ticket is available for a servant of a Railway Company, his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Company over whose line the holder is travelling, and to the conditions that the Midland Company and all other Companies over whose railways it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever. And the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P5b

This Ticket is available for a servant of a Railway Company, his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Company over whose line the holder is travelling, and to the conditions that the Midland Company and all other Companies over whose railways it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever. And the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P6

1  
This Ticket is available for a servant of a Railway Co. his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Co. over whose line he is travelling, and to the conditions that the Midland Co. and all other Cos. over whose railways it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever. And the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P7

7  
This Ticket is available for a servant of a Railway Co. his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Co. over whose line he is travelling, and to the conditions that the Midland Co. and all other Cos. over whose railways it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever. And the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P8

This Ticket is issued at the reduced rate and of the Co.'s Bye-Laws, Notices & General Regulations and on the express condition that the holder shall not be entitled to claim compensation to a greater amount than £100.

w2

This Ticket is issued subject to the Published Conditions & Arrangements of the Co. and on the Conditions that they incur no liability in respect of any loss whatever that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Act for any loss whatever caused by perils of the sea or weather.

B11

This Ticket is issued subject to the Published Conditions & Arrangements of the Co. and on the Conditions that they incur no liability in respect of any loss whatever that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Act for any loss whatever caused by perils of the sea or weather, or arising off the Company's own line.

B12

**Not Transferable**  
This through Ticket is issued subject to the conditions & regulations referred to in the First Table Bills & Notices of the respective Companies on whose Railways Coaches or Steamboats it is available, & a holder by accepting it agrees that the respective Companies 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 & liability of each Company are limited to its own Railways Coaches & Steamboats.

B31

**NOTICE.**  
This Ticket is issued at a reduced rate below the ordinary rate, on the condition that the Co. & all other Cos. over whose lines the passenger may pass, are relieved from all liability for loss, damage, delay, or detention, from whatever cause arising, and on the understanding that the acceptance of a ticket is evidence of an agreement to this effect.

A3

**NOTICE.**  
This Ticket is issued at a reduced rate below the ordinary rate, on the condition that the Co. & all other Cos. over whose lines the passenger may pass, are relieved from all liability for loss, damage, delay, or detention, from whatever cause arising, and on the understanding that the acceptance of the ticket is evidence of an agreement to this effect.

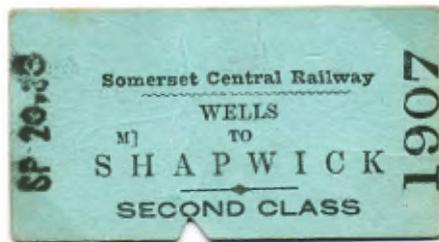
A1

**DOG.**  
The Company are not, and will not be, Common Carriers of Dogs nor will they receive Dog or other animals on their Coaches or Steamboats, and they are not responsible for any loss or injury sustained by any dog or other animal on their Coaches or Steamboats, except upon proof of negligence on the part of their servants, nor in any case for any greater amount of damage beyond the sum of £25, unless at the time of booking the Dog be declared of a higher value and a reference at £25 per cent. be paid upon the higher value so declared.

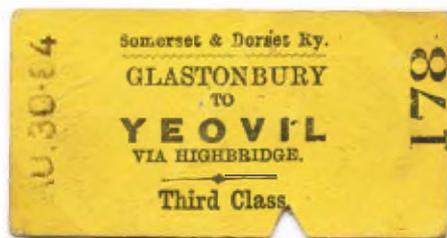
B21

ORDINARY SINGLES

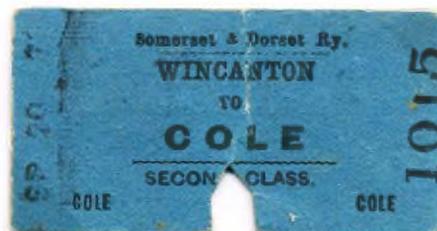
Tickets of the original companies. Those for the SCR were printed by the GWR and presumably supplied via the Bristol & Exeter Rly as the line operators.



The first style of S&DR single, printing by the GWR continued. The backs are blank.

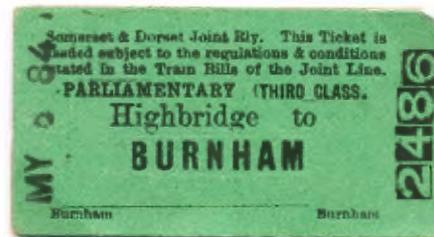
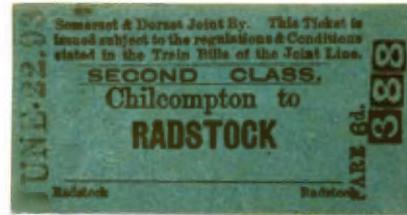
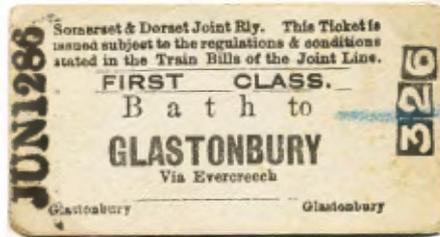


Miniature repeats of the destination added at the foot of the ticket and conditions 1-140 printed on the back. The two changes may have been simultaneous and had occurred by the time the first tickets for the Bath line (opened 20 July 1874) were printed.

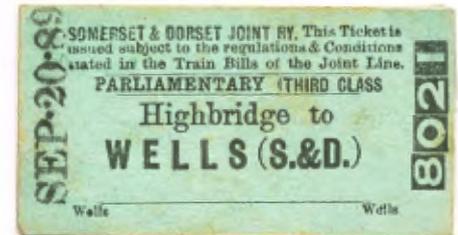


ORDINARY SINGLES

It is not known when the first tickets with the Joint title were printed, although it is unlikely to have been until after ratification of the lease under the Act of 13 July 1876. Supply by the GW of S&D tickets may have continued for some time although GW printed tickets with the Joint title could have been used. Eventually the Midland took over ticket supply. This is the first known Midland type, the format was in use by that company by June 1878 and there is thus also the possibility that Joint tickets could have been printed in the earlier Midland format. The backs are blank. *Earliest issue date: 13 July 1876.*



Title shown in capital letters throughout. The backs are blank. Earliest issue date seen: *Jan 1887.*



The Regulation of Railways Act 1889 required that the fare be shown on all ordinary (and some other) tickets, the compliance date being originally set at 1 July 1890. Some years prior to this the Midland had started to print the fare on some of their tickets, centrally below the class, and this may also have happened on the Joint line. The backs are blank. Earliest issue date seen:

Fare shown at each side of the ticket. This is the last type in which 2nd class tickets could have been printed. The backs are blank. Earliest issue date seen:



ORDINARY SINGLES

Conditions changed to refer to the "Time Tables & Bills" of the Joint Line. The backs are blank. Earliest issue date seen: 1871  
 In about 1901 the Midland omitted the thin line between the fare and the miniature repeats from their tickets, which then appeared with a fancy or plain line between the destination station and the fare or with no line at all. The omission also occurred on Joint line tickets but later examples of this type are known with a fancy line only.



Serial number added at the left hand end of the ticket. The Midland had used double serial numbers since the early 1870s and it is surprising that the practice was not adopted sooner on the Joint line. The tickets are known in two versions, one with a fancy line between the destination station and the fare and one with no line. The backs are blank. Earliest issue date seen: 8 Oct 1903



Serial number at the right hand side of the ticket shown in positive numerals. From mid-1892 the right hand serial number on Midland tickets had been shown in either negative or positive numerals, there was no pattern to this and it was simply a result of which machine was used for the particular print run. However, care does seem to have been taken with S&D Joint tickets, with negative numerals used consistently until about 1905/6 and positive numerals used consistently thereafter. The backs are blank. Earliest issue date seen:



ORDINARY SINGLES

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 First World War, and tickets continued to show the earlier fares. This situation was finally accepted as being unsatisfactory and it was decreed that as from 1 April 1920 the higher fares should be printed on tickets. As these represented the amounts that the passenger actually had to pay, tickets printed with the new fare were inscribed "Actual Fare". The backs are blank.



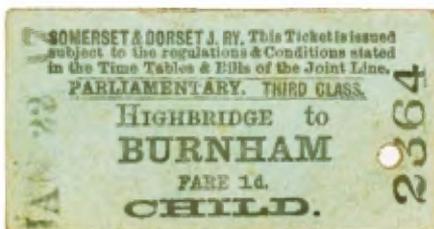
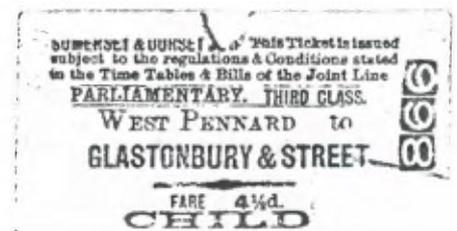
From 6 August 1920 there was a further fare increase of 16%, to 75% above the pre-War levels. Rather than delay as before, the new fares immediately appeared on all new tickets, showing the notation "Revised Fare". The new fares remained in force until 31 December 1922. The backs are blank.



Tickets printed with fares that came into force on 1 January 1923. All later tickets showed the title as Somerset & Dorset Joint Line. The backs are blank.



Child tickets. The backs are blank.

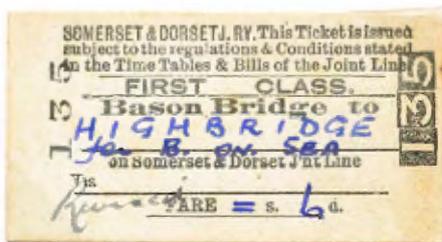


ORDINARY SINGLES - BLANK CARD

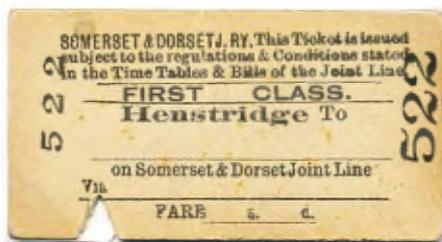
Conditions changed to refer to the "Time Tables & Bills" of the Joint Line. The backs are blank. Earliest issue date seen:



Serial number added at the left hand end of the ticket. The backs are blank. Earliest issue date seen:



Serial number at the right hand side of the ticket shown in positive numerals. The backs are blank. Earliest issue date seen:



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

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



ORDINARY RETURNS

Tickets of the original companies. The GWR printed their return tickets in vertical format until about 1869, showing the serial numbers either at the upper and lower ends or together in the centre of the ticket. A diagonal red stripe was printed centrally to mark the line along which a cut was made to bisect the ticket for child issue. The backs are blank.



The first style of S&DR return, printing by the GWR continued. The backs are blank.



It is not known when the first tickets with the Joint title were printed, although it is unlikely to have been until after ratification of the lease under the Act of 13 July 1876. These are early Midland prints, with negative serial numbers at both ends. The earliest such format had been used by that company from the early 1870s. Conditions 2-120 or 2-125 are on the backs. Earliest issue date seen:



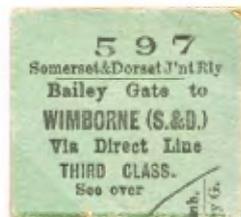
ORDINARY RETURNS

From 15 July 1892 new tickets printed by the Midland had a small serial number on the return half. Possibly from the same date Joint line tickets showed both stations in the audit snip rather than only the destination, so making them consistent with Midland practice. Some such tickets may have had conditions 2-120 or 2-125 but by 1897 conditions 2-130 were in use.

By the end of 1897 the Midland had changed the legend (*over*) on the return half to *See back*. It could be expected that Joint line tickets followed suit but in fact the words *See over* were used! On later prints the letter 'R' indicating Return was added in the audit snip. Some tickets were printed without an audit snip, presumably there were separate print runs of Child tickets for these journeys. Conditions 2-130 are on the backs.



217001



260002 285002



160000



26000

ORDINARY RETURNS

By mid-1902 the Midland were printing their return tickets on single colour card with a skeleton 'R' overprint on the return half. Several changes occurred later, the sequence of which has not yet been established. The size of the 'R' overprint was reduced, the word RETURN was added to the return half, See over was changed to See back and the 'R' in the audit snip was changed to 'O' for Ordinary return. Different abbreviations appeared on the title line of the return half although this is unlikely to have had date significance. Conditions 2-130 continued.



24 Dec 06



13 Jul

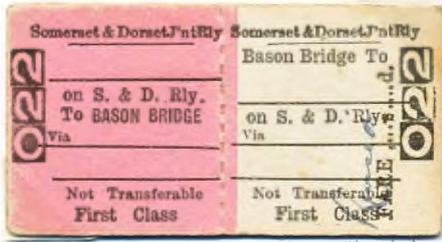


Actual and Revised Fare tickets introduced from 1 April and 6 August 1920 respectively. Conditions 2-130 continued.



ORDINARY RETURNS - BLANK CARDS

Although fully printed Midland returns were always in vertical format blank cards were horizontally printed until about the mid-1890s. Note that blank cards never had an audit snip; for child issue they were rubber stamped CHILD rather than have a snip removed.



2025      Un. 2025

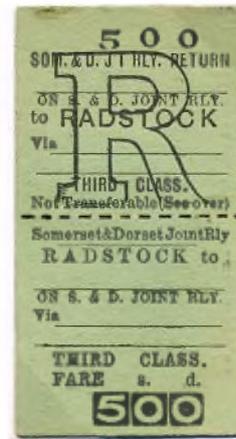
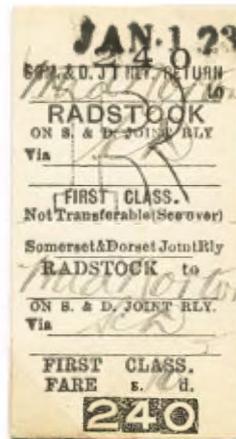


2025      13690

Later blank cards were printed vertically. These have conditions 2-130 unless otherwise indicated.



102742



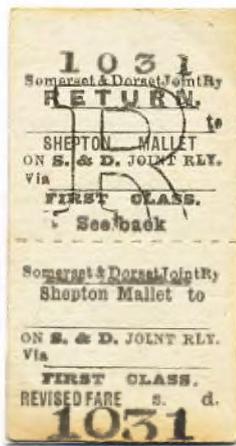
Un. 2025



13502



102742 / 11255



Un. 2025

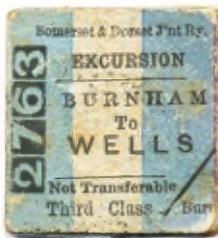
EXCURSION TICKETS

Tickets pre-dating the joint ownership. Ticket 1088 was allegedly recovered from the Radstock disaster. Conditions 2-110 unless otherwise indicated.



74976

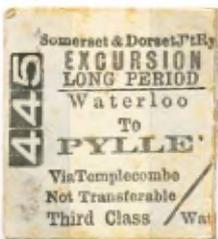
Joint tickets supplied by the Midland and in the horizontal format used by that company for all excursion tickets until 1892/3. Thereafter, the Midland itself continued to use horizontal prints for pre-dated excursions only, but the format was continued for all S&DJ excursion tickets. These tickets have a negatively printed serial number at each end and conditions 2-120 or 2-125.



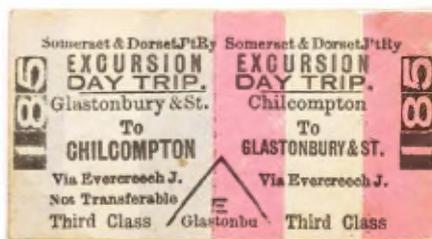
154979



2-125 15986



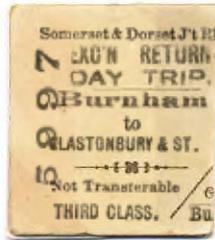
2711498



undated

EXCURSION TICKETS

Tickets with the left hand serial number appearing in small numerals, the change took place on Midland tickets from 15 July 1892. Possibly at the same time the conditions were changed to 2-130.

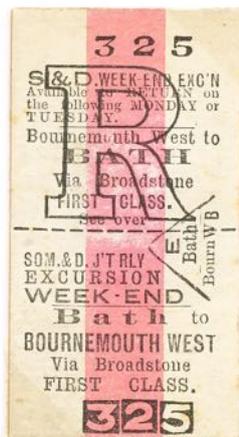
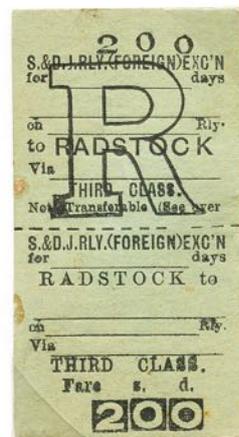
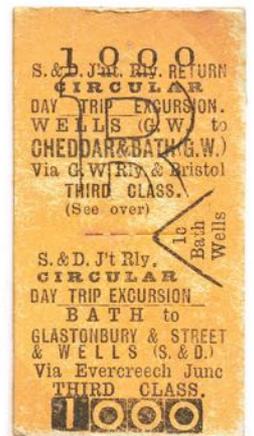
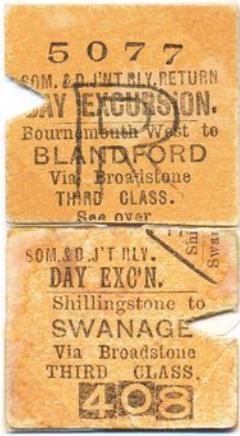
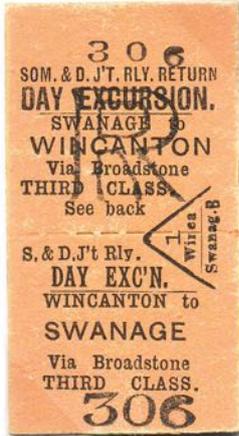
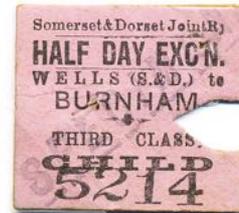


Probably around the turn of the century a vertical format was adopted for excursion tickets. Conditions 2-130 continued.



EXCURSION TICKETS

In 1902 the Midland simplified their ticket colours, changes in the colours of S&D excursion tickets may have occurred at the same time. The new tickets carried a skeleton letter 'R' on the return half, on some later tickets this was in a smaller and more pointed version. Conditions 2-130 continued, these were referred to on the return half by either "See back" or "See over", the two forms appear to have been contemporary.



EXCURSION TICKETS

Continued from previous page; tickets in later colours with a skeleton 'R' on the return half and conditions 2-130.

**3800**  
 S. & D. J. Rly. EXTENDED  
 LONG DATE EXCURSION.  
 Available to RETURN as per  
 bill advertising the Train.  
 Bournemouth West to  
**BATH**  
 Via Broadstone  
 THIRD CLASS.  
 (See over)

SOM. & D. J. RLY.  
 EXTENDED  
 LONG DATE EXC'N.  
**Bath** to  
**BOURNEMOUTH WEST**  
 Via Broadstone  
 THIRD CLASS.  
**3800**

**000**  
 S. & D. J. Rly. EXTENDED  
 LONG DATE EXCURSION  
 Available to RETURN as per  
 bill advertising the Train.  
**BATH** to  
 ON S. & D. JOINT RLY.  
 Via  
**THIRD CLASS**  
 See back

Som. & Dor. Jnt Rly.  
 EXTENDED LONG DATE EXC  
**BATH** to  
 ON S. & D. JOINT RLY.  
 Via  
**THIRD CLASS**  
**000**

**250**  
 S. & D. J. Rly. EXTENDED  
 LONG DATE EXCURSION.  
 Available to RETURN as per  
 bill advertising the Train.  
**BATH** to  
 to **RADSTOCK**  
 ON L. & S. W. RLY.  
 Via  
**THIRD CLASS**  
 Not Transferable (See over)

Somerset & Dorset Jnt Rly  
 EXTENDED LONG DATE EXC  
**RADSTOCK** to  
 ON L. & S. W. RLY.  
 Via  
**THIRD CLASS**  
**250**

**300**  
 S. & D. J. Rly. EXTENDED  
 LONG DATE EXCURSION.  
 Available to RETURN as per  
 bill advertising the Train.  
**BATH** to  
 to **BLANDFORD**  
 ON L. & S. W. RLY.  
 Via  
**THIRD CLASS. (FOREIGN)**  
 Not Transferable (See over)

S. & D. J. Rly. (FOREIGN)  
 EXTENDED LONG DATE EXC  
**BLANDFORD** to  
 ON L. & S. W. RLY.  
 Via  
**THIRD CL. Fare s. d.**  
**300**

**500**  
 SOM. & D. J. RLY. RETURN  
 BOAT EXCURSION  
 DAY TRIP.  
 Wells (S. & D.) to  
**BURNHAM**  
 THIRD CLASS.  
 (See over)

SOM. & D. J. RLY.  
 BOAT EXC'N  
 DAY TRIP  
**BURNHAM** to  
**WELLS (S. & D.)**  
 THIRD CLASS.  
 FARE 1s. 0d.  
**500**

**3350**  
 S. & D. J. Rly. EXCURSION  
 LONG PERIOD.  
 Available to RETURN as per  
 bill advertising the Train.  
**BATH** to  
**WATERLOO**  
 Via Templecombe  
 THIRD CLASS.  
 (See over)

SOM. & D. J. RLY.  
 EXCURSION  
 LONG PERIOD.  
**Bath** to  
**WATERLOO**  
 Via Templecombe  
 THIRD CLASS.  
**3350**

CHEAP RETURNS

The backs have conditions 2-130 unless otherwise indicated.

6 SEP 9-2  
5 4 8  
Somerset & Dorset Jnt Rly  
CHEAP RETURN  
HALF DAY.  
Shepton Mallet Everceech  
New or Everceech Junc. To  
**BATH**  
THIRD CLASS.  
(See over)

OCT 31 908  
3 0 3 5  
Somerset & Dorset Jnt Rly  
CHEAP RETURN  
HALF DAY.  
Mashbury or Binegar to  
**BATH**  
THIRD CLASS.  
(See over)

SOM. & D. J'T RLY  
CHEAP RETURN  
HALF DAY.  
**Bath**  
BINEGAR OR MASBURY  
THIRD CLASS.  
3035

MA 0 3 4  
Son. & Dor. Jnt Rly.  
CHEAP RETURN.  
Available on day of issue only  
**POLSHAM** to  
**GLASTONBURY & ST.**  
THIRD CLASS  
See back

S. & D. J't Rly  
CHEAP RETURN  
Available on day of issue only  
**Glastonbury & St. to  
POLSHAM**  
THIRD CLASS  
034

5 JAN 1911  
2 2 5 2  
Som. & Dor. Jnt Rly  
CHEAP RETURN  
Available on day of issue only  
**RADSTOCK** to  
**BATH**  
THIRD CLASS  
See back

S. & D. J't Rly.  
CHEAP RETURN  
Available on day of issue only  
**BATH** to  
**MIDSOMER NOR. & WELTON**  
THIRD CLASS  
795

1 0 0  
S&D.J.Ry CHEAP RETURN  
SATURDAY TO MONDAY.  
Available to RETURN only on  
the following **MONDAY**.  
Shepton Mallet (S&D) to  
**BATH**  
THIRD CLASS.  
See back

S. & D. J. Ry.  
CHEAP RETURN  
SATURDAY TO MONDAY  
**BATH** to  
**SHEPTON MALLET S & D**  
THIRD CLASS.  
FARE 2s. 6d.  
100

S&D.J.Ry CHEAP RETURN  
SATURDAY TO MONDAY.  
Available to RETURN only on  
the following **MONDAY**.  
**TEMPLECOMBE** to  
ON S. & D. JOINT RLY.  
Via  
THIRD CLASS.  
Not Transferable (See over)

S&D.J.Ry CHEAP RETURN  
SATURDAY TO MONDAY  
Templecombe to  
ON S. & D. JOINT RLY.  
Via  
THIRD CLASS.  
FARE s. d.  
150

S&D.J.Ry CHEAP RETURN  
SATURDAY TO MONDAY.  
Available to RETURN only on  
the following **MONDAY**.  
**FOREIGN**.  
Rly to  
**WINCANTON**  
Via  
THIRD CLASS  
See back

**FOREIGN**.  
Somerset & Dorset Joint Ry  
CHEAP RETURN  
SATURDAY TO MONDAY  
**WINCANTON** to  
Rly  
Via  
THIRD CLASS  
000

S&D.J.Ry CHEAP RETURN  
SATURDAY TO MONDAY.  
to  
**BATH**  
ON S. & D. JOINT RLY  
Via  
THIRD CLASS.  
Not Transferable (See over)

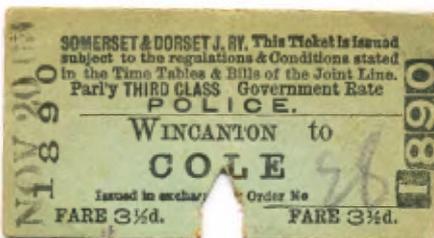
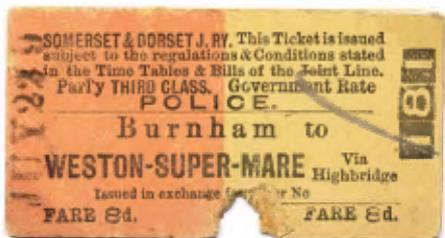
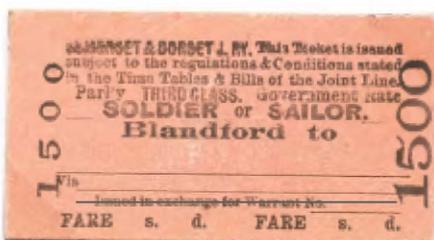
S&D.J. Ry CHEAP RETURN  
SATURDAY TO MONDAY.  
**BATH** to  
ON S. & D. JOINT RLY  
Via  
THIRD CLASS.  
FARE s. d.  
100

S&D.J.Ry CHEAP RETURN  
SATURDAY TO MONDAY.  
to  
**BATH**  
Via  
THIRD CLASS.  
Not Transferable (See over)

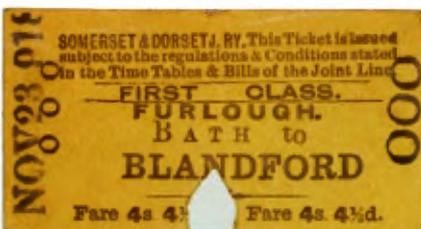
**FOREIGN**.  
S&D.J. Ry CHEAP RETURN  
SATURDAY TO MONDAY.  
**BATH** to  
Via  
THIRD CLASS.  
FARE s. d.  
100

FORCES ETC SINGLES

The backs are blank unless otherwise indicated.



29/29



29/29

FORCES ETC RETURNS

The backs have conditions 2-130 unless otherwise indicated.

2181  
Somerset & Dorset Joint Rly  
**Volunteer.**  
Bath to  
MIDSOMER NORTON  
& WELTON  
THIRD CLASS.  
(See over)

Somerset & Dorset Joint Rly  
**Volunteer.**  
Midsomer N. & Welton to  
**BATH**  
THIRD CLASS.  
FARE 1s. 6d.  
**2181**

26003

S. & D. J. RLY. RETURN  
GOVERNMENT RATE  
**SOLDIER.**  
to  
**BATH**  
Via  
Issued in exchange for  
Warrant No.  
THIRD CLASS.  
Not Transferable (See over)

Somerset & Dorset J't Rly  
GOVERNMENT RATE  
**SOLDIER.**  
BATH to  
Via  
Issued in exchange for  
Warrant No.  
THIRD CL. Fare s. d.  
**1000**

Unaltered

S. & D. RETURN N.  
**FURLOUGH**  
to  
TEMPLECOMBE  
ON S. & D. JOINT RLY  
Via  
THIRD CLASS  
Not Transferable (See over)

Somerset & Dorset Joint Rly  
**FURLOUGH**  
Templecombe to  
ON S. & D. JOINT RLY  
Via  
THIRD CLASS  
FARE s. d.  
**200**

Unaltered

Somerset & Dorset J't Rly  
**FURLOUGH.**  
BURNHAM (S.&D.) to  
BRISTOL (G. W.)  
Via Highbridge  
THIRD CLASS.  
FARE 2s. 4d.  
**305**

43715

14 JAN 20  
4 8 3 9  
Somerset & Dorset Joint Rly  
RETURN  
FURLOUGH  
OFFICER  
to  
BLANDFORD  
Via Templecombe  
FIRST CLASS.  
See back

1100  
Somerset & Dorset J't Rly  
**VOLUNTEER.**  
WELLOW to  
MIDSOMER NORTON  
& WELTON  
THIRD CLASS.  
See over

Somerset & Dorset  
Joint Railway  
**VOLUNTEER.**  
Midsomer N. & Welton to  
**WELLOW**  
THIRD CLASS.  
FARE 6d.  
**1100**

100  
S. & D. J. RLY. RETURN  
GOVERNMENT RATE  
**SOLDIER OR SAILOR**  
BATH (S. & D.) to  
BLANDFORD  
Issued in exchange for  
Warrant No.  
THIRD CLASS.  
Not Transferable (See over)

Somerset & Dorset J't Rly  
GOVERNMENT RATE  
**SOLDIER OR SAILOR**  
BLANDFORD to  
BATH (S. & D.)  
Issued in exchange for  
Warrant No.  
THIRD CL. Fare s. d.  
**100**

Unaltered

500  
Somerset & Dorset Joint Rly,  
to RETURN Aug 6th 1904.  
1st. Vol. Batt. Somer. L.I.  
LYNDHURST Rd. to  
**BATH**  
Via Wimborne  
THIRD CLASS.  
Not Transferable (See over)

Somerset & Dorset Joint Rly  
1st. Vol. Batt. Somer. L.I.  
BATH to  
LYNDHURST ROAD  
Via Wimborne  
THIRD CLASS.  
**500**

1400  
SOM. & D. J. RLY. RETURN  
**TERRITORIAL.**  
BLANDFORD to  
STURMINSTER NEWTON  
THIRD CLASS  
See over

Somerset & Dorset  
Joint Railway.  
**TERRITORIAL.**  
Sturminster Newton to  
BLANDFORD  
THIRD CLASS.  
FARE 3d.  
**1400**

030  
Somerset & Dorset Joint Rly,  
to RETURN Aug. 12th 1905  
1st. Vol. Batt. Somer. L.I.  
SWANAGE to  
**BATH**  
Via Broadstone  
(OFFICER.) First Class  
Not Transferable (See over)

Somerset & Dorset Joint Rly  
1st. Vol. Batt. Somer. L.I.  
BATH to  
SWANAGE  
Via Broadstone  
(OFFICER.) First Class  
**030**

125  
Somerset & Dorset Joint Rly.  
RETURN Aug. 9th 1907.  
Church LADS Brigade. LAD  
above 14 to 18 years of age  
LYME REGIS to  
**BATH**  
Via Templecombe  
THIRD CLASS.  
Not Transferable (See over)

Somerset & Dorset Joint Rly  
Aug. 2nd. 1907.  
Church LADS Brigade. LAD  
above 14 & up to 18 Years of age  
BATH to  
LYME REGIS  
Via Templecombe  
THIRD CLASS.  
**125**

050  
Somerset & Dorset Joint Rly.  
RETURN Aug. 9th 1907.  
Church LADS Brigade. LAD  
not exceeding 14 years of age  
LYME REGIS to  
**BATH**  
Via Templecombe  
THIRD CLASS.  
Not Transferable (See over)

Somerset & Dorset Joint Rly  
Aug. 2nd. 1907.  
Church LADS Brigade. LAD  
not exceeding 14 Years of age  
BATH to  
LYME REGIS  
Via Templecombe  
THIRD CLASS.  
**050**

75/13

025  
Somerset & Dorset Joint Rly.  
RETURN Aug. 9th 1907.  
Church LADS Brigade.  
**OFFICER.**  
LYME REGIS to  
**BATH**  
Via Templecombe  
THIRD CLASS.  
Not Transferable (See over)

Somerset & Dorset Joint Rly  
Aug. 2nd. 1907.  
Church LADS Brigade.  
**OFFICER.**  
BATH to  
LYME REGIS  
Via Templecombe  
THIRD CLASS.  
**025**

MARKET RETURNS

The backs have conditions 2-130 unless otherwise indicated.

**1091**  
Somerset & Dorset  
MARKET TRAIN  
Wells  
TO  
GLASTONBURY  
Third Class

Somerset & Dorset  
MARKET TRAIN  
EVERDREECH, NEW  
TO  
WINCANTON  
Third Class  
**000**

2-110. 7N074/5874

**169**  
Somerset & Dorset  
MARKET RETURN  
Wells  
TO  
HIGHBORNE  
Third Class

Somerset & Dorset  
MARKET TICKET  
Wimborne  
TO  
BLANDFORD  
Third Class  
**217**

16JA74 / 5874

**3154**  
Somerset & Dorset Joint Ry  
MARKET TRAIN  
BRISTOL (MID) to  
GLASTONBURY & ST.  
Via Bath  
THIRD CLASS.  
(over)

2-120 15P92

**1888**  
Somerset & Dorset Joint Ry  
MARKET TRAIN.  
Bristol G.W.  
To  
EDINGTON ROAD  
Via Highbridge  
THIRD CLASS.  
(over)

2-120 16J74

Somerset & Dorset Joint Ry  
MARKET TRAIN  
TEMPLECOMBE  
To  
BRISTOL (MID)  
Via Bath  
FIRST CLASS.  
**053**

2-120 147.082

**3470**  
S&D MARKET RETURN  
Available only on day of issue  
& by specified Trains.  
Bath to  
RADSTOCK  
FIRST CLASS.  
See over

Somerset & Dorset  
Joint Railway  
MARKET TRAIN.  
RADSTOCK to  
BATH  
FIRST CLASS.  
FARE 2s. 6d.  
**3470**

15A03

**6593**  
S&D MARKET RETURN  
Available only on day of issue  
& by specified Trains.  
Sturminster N' ton to  
TEMPLECOMBE  
THIRD CLASS.  
See over

20A100

Somerset & Dorset  
Joint Railway.  
MARKET TRAIN  
COLE to  
BRISTOL (M)  
Via Bath  
THIRD CLASS.  
**575**

15JA14

**NOV 17 1881**  
S&D MARKET RETURN  
Available only on day of issue  
& by specified Trains.  
SHERBORNE to  
STURMINSTER NEWTON  
Via Templecombe  
THIRD CLASS.  
See back

Somerset & Dorset  
Joint Railway  
MARKET TRAIN.  
Sturminster Newton to  
SHERBORNE  
Via Templecombe  
THIRD CLASS.  
**768**

29J29

**3162**  
S&D MARKET RETURN  
Available only on day of issue  
& by specified Trains.  
BATH to  
MIDSMER NORTON  
& WELTON (S & D.)  
THIRD CLASS.  
See over

15JA10

MISCELLANEOUS - SINGLE COUPON

The backs are blank unless otherwise stated.

SOMERSET & DORSET J. RY. This Ticket is issued subject to the regulations & Conditions stated in the Time Tables & Bills of the Joint Line.  
**(LOCAL) SINGLE THIRD CLASS.**  
 Issued at **THREE QUARTER** Single Fare  
**Bath to**  
 on Somerset & Dorset Joint Line  
 Via \_\_\_\_\_  
 REVISED FARE s. d.

0  
5  
2  
250

Unissued

SOMERSET & DORSET J. RY. This Ticket is issued subject to the regulations & Conditions stated in the Time Tables & Bills of the Joint Line.  
**(FOREIGN) SINGLE THIRD CLASS.**  
 Issued at **THREE QUARTER** Single Fare  
**Bath to**  
 Via \_\_\_\_\_  
 FARE s. d.

0  
5  
2  
000

Unissued

SOMERSET & DORSET JOINT RAILWAY.  
**EXCESS FARE RECEIPT EXCURSION EXTENDED**  
**THIRD CLASS.**  
 Available on date of issue only.  
**Bath to**  
 Via \_\_\_\_\_  
 FARE 2s. 0d.

4  
0  
0  
400

Unissued

SO. WEST. & MID RLY COS. SOM. & DORSET J'T LINE.  
 Available for **ONE WEEK.**  
 From 190  
 To 190  
 Once per day in each direction between  
**HIGHBRIDGE & BURNHAM**  
 3rd. Class Scholar's Weekly Ticket 2d.  
 (For Gov. Servant's Child only)  
 NAME \_\_\_\_\_  
 (For Conditions see over)

0  
5  
0  
000

6-150

Unissued

SO. WEST. & MID RLY COS. SOM. & DORSET J'T LINE.  
 Available for **ONE WEEK.**  
 From 190  
 To 190  
 Once per day in one direction  
**HIGHBRIDGE TO BASON BRIDGE**  
 Third Cl. Committee's Workman's Tkt.  
 NAME \_\_\_\_\_  
 3d. (For Conditions see over)

0  
5  
0  
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6-140

Unissued

SO. WEST. & MID RLY COS. SOM. & DORSET J'T LINE.  
 Available for **ONE WEEK.**  
 From 190  
 To 190  
 Once per day in each direction between  
**STALBRIDGE & SHILLINGSTONE**  
 Third Class **ADULT WEEKLY** Ticket.  
 NAME \_\_\_\_\_  
 3s. 6d. (For Conditions see over)

0  
5  
0  
000

6-240

Unissued

SO. WEST. & MID RLY COS. SOM. & DORSET J'T LINE.  
 Available for **ONE WEEK.**  
 From 192  
 To 192  
 Once per day in each direction between  
**(L) HIGHBRIDGE & BURNHAM ON-SEA**  
 Third Cl. Committee's Workman's Tkt.  
 Name \_\_\_\_\_  
 1/0 (For Conditions see over)

0  
5  
0  
000

6-150

Unissued

SO. WEST. & MID RLY COS. SOM. & DORSET J'T LINE.  
 Available for **ONE WEEK.**  
 From 190  
 To 190  
 Once per day in each direction between  
**HIGHBRIDGE & BURNHAM**  
 Third Cl. Committee's Workman's Tkt. 6d.  
 NAME \_\_\_\_\_  
 (For Conditions see over)

0  
5  
0  
000

6-140

Unissued

SO. WEST. & MID RLY COS. SOM. & DORSET J'T LINE.  
 Available for **ONE WEEK.**  
 From 190  
 To 190  
 Once per day in each direction between  
**HIGHBRIDGE & BURNHAM**  
 3rd. Class Scholar's Weekly Ticket 6d.  
 NAME \_\_\_\_\_  
 (For Conditions see over)

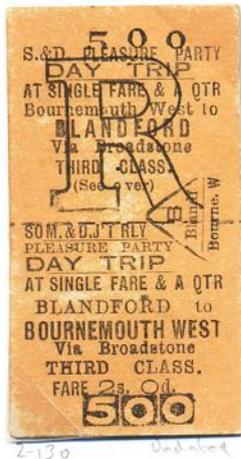
0  
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6-240

Unissued

MISCELLANEOUS RETURNS

Tickets with Joint Line conditions.



MISCELLANEOUS RETURNS

Tickets with Midland Railway conditions.

SOM. & D. J. RLY.  
TOURIST  
TICKET.  
BATH to  
BOURNEMOUTH WES  
Via Broadstone  
THIRD CLASS.  
FARE 11s. Od.  
**6460**

T5a

12c3

13/6/12  
300  
S. & D. J. RLY. TOURIST  
Available for RETURN as shown  
in the TOURIST Programme.  
BATH to  
ON L. & S. W. RLY.  
Via  
BATH  
FIRST CLASS.  
(SEE BACK)  
S. & D. J. RLY.  
TOURIST  
TICKET.  
BATH to  
ON L. & S. W. RLY.  
Via  
FIRST CL. Fare. s. d.  
**300**

T5a

AUG 20 1908  
2185  
S. & D. J. RLY. TOURIST RETURN  
Available for 3 Months  
after date of issue.  
BURNHAM  
to  
BATH  
Via Evereseach Junction  
THIRD CLASS.  
(See over)  
SOM. & D. J. RLY.  
TOURIST  
TICKET.  
Bath to  
BURNHAM  
Via Evereseach Junction  
THIRD CLASS.  
FARE 5s. Od.  
**2185**

T5a

20Aug08

PRIVILEGE TICKETS

Tickets with Joint Line conditions, in form 5-230 unless otherwise stated.



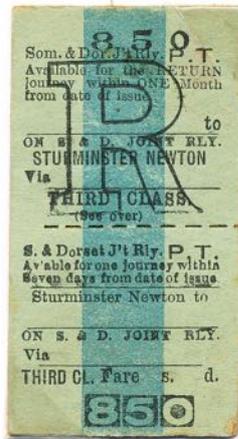
282003



197504



117004



Tickets with Midland Railway conditions, in form P5a unless otherwise stated. These appear to be later prints.



Unlabel



29/28



29/28



45008



80632

SPECIAL FARE RETURNS

The backs have conditions 2-130 unless otherwise indicated.



2-110

Undated



2-120

Undated



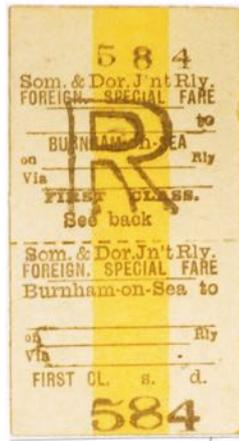
213/21



23 SE 98



Undated



213/20



213/20



217/02



18 JN 02

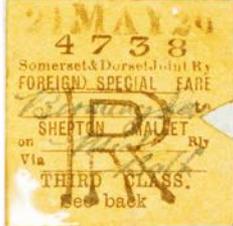
15/2



5 FEB 09



Undated

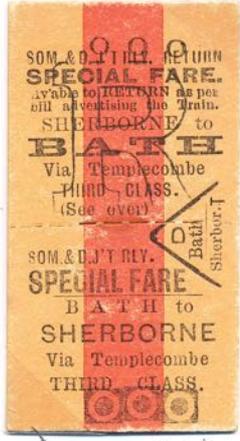


11/20

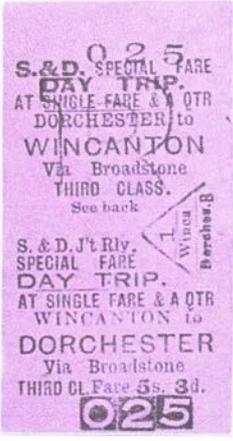
42714



29 DEC 02



Undated

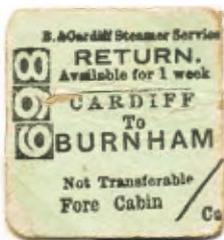


025

STEAMER AND RAIL & STEAMER TICKETS

When the Somerset Central Railway opened its extension from Highbridge to Burnham on 3 May 1858 it also brought into use a line running some 900 ft. beyond the station on a stone landing slip. On the opening day the *Iron Duke* sailed from Cardiff to Burnham and later in the month the Cardiff Steam Navigation Company's *Taliesin* commenced a regular but short-lived service across the Bristol Channel. Between then and 1884 various vessels in different ownership plied between the two ports but in 1884, using powers granted to the SCR in 1860, the Somerset & Dorset Joint Railway bought the wooden paddle steamer *Sherbro* and started to operate the service on its own account. According to Robin Atthill in *The Somerset & Dorset Railway* (David & Charles 2<sup>nd</sup> edition 1985) this was maintained "on and off" until 1888. Passengers were required to walk along the slip to transfer between the train and the steamer.

As an edmondson, it must be assumed that ticket 869 was issued at the station booking office at Burnham. There will have been no similar facility at Cardiff, but thin card tickets were issued on board. The vestige of perforation at the left hand side only of ticket 8 indicates detachment from a counterfoil in what was probably a stitched or stapled pad. The back is blank.



11/1/85



11/1/84



Tickets for rail and steamer bookings on other routes.



1-130 Undated



11/1/81 Undated



11/1/82 Undated

DOG & ARTICLE TICKETS

**DOG 2/6**  
 S. & D. JT. RY. ONE DOG, CARRIAGE PAID.  
 TO BE GIVEN UP AT THE DESTINATION STATION.  
 BLANDFORD to  
**WATERLOO** Via Templecombe  
 LIABILITY NOT EXCEEDING **£2.**  
 Issued solely on, and subject to the Conditions stated on the back hereof.

143  
 29/30

**DOG** s. 3 d.  
 S. & D. JT. RY. LOCAL ONE DOG CARRIAGE PAID  
 TO BE GIVEN UP AT THE DESTINATION STATION.  
 (Up) Spettisbury to (Up)  
**LIABILITY NOT EXCEEDING £2.**  
 Issued solely on, and subject to the Conditions stated on the back hereof.

165

**DOG** s. 0 d.  
 S. & D. JT. RY. ONE DOG CARRIAGE PAID  
 TO BE GIVEN UP AT THE DESTINATION STATION.  
 BATH to  
**LIABILITY NOT EXCEEDING £2.**  
 Issued solely on, and subject to the Conditions stated on the back hereof.

160

SOMERSET & DORSET JOINT RAILWAY.  
**LOCAL Ticket for ONE BICYCLE, PERAMBULATOR, or GO-CART.**  
 IN CHARGE OF PASSENGER.  
 TO BE GIVEN UP AT THE DESTINATION STATION.  
**Bath to SHEPTON MALLET**  
**CARRIAGE PAID. 9d.**  
 Issued solely on, & subject to the conditions stated on the back hereof.

1096  
 JUN 4 30

SOMERSET & DORSET JOINT RAILWAY.  
**ONE BICYCLE**  
 (ACCOMPANIED BY PASSENGER.)  
 Issued at BAILEY GATE  
 with bicycle ticket No. **663**  
**EXTRA (INSURANCE) CHARGE ONE PENNY.**  
 To be surrendered with the bicycle ticket.  
**SEE CONDITION ON BACK.**

1096

**JUN 25 03**  
 SOMERSET & DORSET JT. RY.  
**LOCAL Ticket for BICYCLES PERAMBULATORS &c.**  
 in charge of Passenger  
 To be given up at Destination Station  
**Wells to**  
 Via **Barnham**  
 Via  
 BICYCLE.  
 PERAMBULATOR.  
 MAIL CART.  
 Carriage Paid. **s. 1 d.**  
 Issued solely on, & subject to the Conditions stated on the back hereof.

2369  
 113/35

**JUN 16 10**  
**3181**  
 LABEL for **ONE BICYCLE**  
 (accompanied by Passenger)  
**SHEPTON MALLET**  
 to **Blandford**  
 Via  
 SOMERSET & DORSET JT. RY.  
**ONE BICYCLE**  
 (accompanied by Passenger)  
 AT CO.'S LTD. RISK RATE.  
 SEE CONDITIONS ON BACK  
 Shepton Mallet to  
 Via **Blandford**  
**CARRIAGE PAID. 1 s. 4d.**  
 This ticket, which is available for a single journey only, must be given up at destination.

3181  
 8-430

**1256**  
 LABEL for **ONE BICYCLE**  
 (accompanied by Passenger)  
**BLANDFORD** to  
**POOLE (L.S.W.)**  
 Via Broadstone  
 SOMERSET & DORSET JT. RY.  
**ONE BICYCLE**  
 (accompanied by Passenger)  
 AT CO.'S LTD. RISK RATE.  
 SEE CONDITIONS ON BACK  
**BLANDFORD**  
 TO  
**POOLE (L.S.W.)**  
 Via Broadstone  
**CARRIAGE PAID. 6d.**  
 This ticket, which is available for a single journey only, must be given up at destination.

1256  
 8-430

**JULY 30 27**  
 S. & D. Ticket for  
**PERAMBULATOR.**  
 &c. in charge of Passenger  
**RADSTOCK** to  
**Gloucester**  
 Via  
**PERAMBULATOR.**  
**MAIL CART.**  
 Carriage Paid. **s. 7 d.**  
 Issued solely on, & subject to the Conditions stated on the back hereof.

984  
 112 A3

**JAN 13 22**  
 S. & D. Ticket for  
**PERAMBULATOR &c.**  
 in charge of Passenger.  
**BATH** to  
**RADSTOCK**  
**ONE OF ARTICLE**  
**110**  
 Carriage Paid **1s. 4d.**

014  
 29/30

So. West. and Mid. Rly. Cos.  
Somerset and Dorset Joint Line.

No. <sup>T</sup> 950  
From

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, 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 Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

1st Sgl.

**THROUGH SINGLE JOURNEY TICKET.**

Available for One Person only, and only on day of issue

No. <sup>T</sup> 950 (Month to be written in full.) 19  
**FIRST CLASS.**

From \_\_\_\_\_ Station

To \_\_\_\_\_ Station,

on \_\_\_\_\_ Railway,

Via \_\_\_\_\_

Fare paid \_\_\_\_\_  
Booking Clerk.

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

Benrose & Sons Limited, Printers, Derby and London.

When this Ticket is cut off the Ticket is only valid for a Child and according to the printed conditions.

Rec'd 2/1/05

2001

So. West. and Mid. Rly. Cos.  
Somerset and Dorset Joint Line.

No. <sup>C</sup> 529  
From

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, 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 Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

**RADSTOCK**

3rd Sgl.

**THROUGH SINGLE JOURNEY TICKET.**

Available for One Person only, and only on day of issue.

No. <sup>C</sup> 529 (Month to be written in full.) November 24 1905  
**THIRD CLASS.**

From **RADSTOCK** Station

To *Highford* Station,

on *Lea & St* Railway,

Via *Weymouth*

Fare paid *8/8* *Pa*  
Booking Clerk.

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

Benrose & Sons, Limited, Printers, Derby, London and Walsford.

When this Ticket is cut off the Ticket is only valid for a Child and according to the printed conditions.

SO. WEST. & MIDLAND RY. CO.'S  
SOM. & DORSET JOINT LINE.

No. 106

From  
Radstock

S.&D.J.L.

3rd Cl

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 SINGLE JOURNEY TICKET.

Available for One Person only, and only on day of issue.

No. 106

Nov 15 1888

THIRD CLASS.

From RADSTOCK STATION.

To Burton Station.

on Midland Railway.

Via Bath

Fare paid 11/3<sup>2</sup>

[Signature]  
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

**SOMERSET & DORSET RAILWAY.**

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

No. **182** **OUTWARD JOURNEY**, 1942  
May 21

**FIRST CLASS.**  
From Heston North STATION.

To Newford Station.

On 21/5 By

Route via Bath

Fare paid 2/8 187

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.

S.&D.R. No. **182**

From  
1st Return.

When this Corner is cut off this Ticket is only available for a CHILD.

**SOMERSET & DORSET RAILWAY.**

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.**  
AVAILABLE FOR ONE PERSON ONLY.  
NOT TRANSFERABLE.

**RETURN JOURNEY.**

No. **182** Can be used only on  
May 21-18-1942  
Or on one of the following days.

**FIRST CLASS.**  
To Newford STATION.

From Heston North Station.

On 21/5 (Englander)

Route via Bath

Fare paid 2/8 187

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.

**South Western & Midland Rly. Cos.' Somerset and Dorset Joint Line.**

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, 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. Nor Transferable, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. **99**

**THROUGH RETURN TICKET.**  
Available for one Person for one Journey only.  
**RETURN JOURNEY.**

(To be completed within \_\_\_\_\_ of issue.)

Date of issue 1942  
(Month to be written in full.)

**FIRST CLASS.**

From \_\_\_\_\_ Station,

On the \_\_\_\_\_ Railway,

TO UQ STATION.

Via CANCELLED

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.

No. **99** Date

From  
To  
1 R.

When this corner is cut off this Ticket is only available for a CHILD and extending 14 days of use.

**South Western & Midland Rly. Cos. Somerset and Dorset Joint Line.**

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, 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. Nor Transferable, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. **99**

**THROUGH RETURN TICKET.**  
Available for one Person for one Journey only.  
**OUTWARD JOURNEY.**

(To be completed within \_\_\_\_\_ days of issue.)

Date of issue 1942  
(Month to be written in full.)

**FIRST CLASS.**

From \_\_\_\_\_ Station,

TO \_\_\_\_\_ STATION,

On the \_\_\_\_\_ Railway.

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

White, no slip

6865

South Western & Midland Rly. Cos.  
Somerset and Dorset Joint Line.

S. & D. J. A

No. 24

Date

From BATH

3rd Tourist.

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, 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, injury, delay, or detention, caused or arising off the respective Railways, Coaches, or Steamboats. The contract and liability of each of said Proprietors are limited to their own Railways, Coaches, and Steamboats. Not Transferrable, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 24

THROUGH **TOURIST** TICKET  
Available for one Person for one Journey only.

RETURN JOURNEY.

(To be completed within Two Calendar Months from date of issue.)

Date of issue Oct 9 1899

(Month to be written in full.)

THIRD CLASS.

From Weymouth Station,

On Weymouth Railway.

TO BATH (C.O.) STATION.

Route via Weymouth

Weymouth

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.

South Western & Midland Rly. Cos.  
Somerset and Dorset Joint Line.

3rd Tourist.

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, 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, injury, delay, or detention, caused or arising off the respective Railways, Coaches, or Steamboats. The contract and liability of each of said Proprietors are limited to their own Railways, Coaches, and Steamboats. Not Transferrable, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 721

THROUGH **TOURIST** TICKET  
Available for one Person for one Journey only.

OUTWARD JOURNEY.

Date of issue 1 SEP 1932

(Month to be written in full.)

From Weymouth Station,

TO Lymington STATION,

On Weymouth Railway,

Route via Weymouth

Weymouth

FARE PAID £ 1.5.0

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.

SOUTH WESTERN AND MIDLAND RAILWAY COMPANIES' (6)  
SOMERSET & DORSET JOINT RAILWAY. S. & D. J. A.

TICKET FOR OFFICERS, SOLDIERS, SAILORS, POLICE, &c.

No. E 8579 Date 1934

From Weymouth

To Bath on S.W. Ry

Via

No. of Passengers.	Description.	Class.	Rate.	£	s.	d.
	Officers, Naval, &c. ...	1st				
	"    Military ...	"				
	"    Wives ...	"				
	"    Childn. above 12 years ...	"				
	"    "    under 12 years ...	"				
	Soldiers ...	3rd				
	"    Wives ...	"				
	"    Childn. above 12 years ...	"				
	"    "    under 12 years ...	"				
	Sailors ...	"				
	Police ...	"				
	Theatricals ...	"				
	1. Liberty Ticket					6.
	TOTAL...					

No. of Warrant

No. of Order 2935

Booking Clerk.

This Ticket is issued subject to the Regulations and Conditions stated in the Time-tables and Bills of the Joint Line.

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 or given up when required.

SOM. & DORSET JOINT LINE.

(395.)  
F 3-10 B., 50 L.-9/06.

THROUGH SINGLE JOURNEY TICKET.  
AVAILABLE FOR ONE PERSON ONLY.

COUNTERFOIL.

No. J  
777 July 31 1906  
FIRST CLASS.  
From Bristol Station  
To Winton, S. Mass. Station,  
on \_\_\_\_\_ Railway,  
Via Worcester  
Fare Paid 7/-

Booking Clerk.

The Clerk must write the Initial of the Co. and route small, but the Destination Station LARGE.

SOUTH WESTERN AND MIDLAND RAILWAY COMPANIES'  
SOMERSET & DORSET JOINT LINE. (6)

TICKET FOR OFFICERS, SOLDIERS, SAILORS, POLICE, &c.

No. B 5542 Date May 1st 1915  
(Month to be written in full.)

From BLANDFORD  
To Salisbury on \_\_\_\_\_ Ry.  
Via Teignmouth

No. of Passengers.	Description.	Class.	Rate.	£	s.	d.
	Officers, Naval, &c. ...	1st				
	" Military ...	"				
	" Wives ...	"				
	" Childn. above 12 years ...	"				
	" " under 12 years ...	"				
	Soldiers ...	3rd				
	" Wives ...	"				
	" Childn. above 12 years ...	"				
	" " under 12 years ...	"				
<u>One</u>	Sailors ...	"				
	Police ...	"				
	Theatricals ...	"				
TOTAL...						<u>58</u>

No. of Warrant 225809  
No. of Order \_\_\_\_\_

Booking Clerk.

This Ticket is issued subject to the Regulations and Conditions stated in the Time-tables and Bills of the Joint Line.  
Through tickets in cases where the journey is not continuous do not include the cost of Transfer between Railway Terminals in towns, or between Railway stations and Steamboats.

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

South Western & Midland Rly. Cos.'  
Somerset and Dorset Joint Line

S. & D. Jt. B

No. 147  
From BATH

*When this ticket is used out of this ticket it only avails. Able for a CHILD not exceeding 15 years of age.*

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, 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 of 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 Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

*Saturday to Monday*  
No. 147  
THROUGH EXCURSION TICKET.

Available for one Person for one Journey only.

RETURN JOURNEY.

(As per Bill advertising the train.)

*May 16 1914*  
Date of issue (Month to be written in full.)

THIRD CLASS.

From Wareham Station,

On the LSW Railway,

TO BATH (C.O.) STATION.

Via *Bstone*

Fare paid *W* 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.

South Western & Midland Rly. Cos.'  
Somerset and Dorset Joint Line.

Date  
C.O.)

E.

*When this ticket is used out of this ticket it only avails. Able for a CHILD not exceeding 15 years of age.*

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, 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 of 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 Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

B  
No. 488  
THROUGH *one day* EXCURSION TICKET.

Available for one Person for one Journey only.

OUTWARD JOURNEY.

(As per Bill advertising the train.)

Date of issue *May 6 1914*  
(Month to be written in full.)

THIRD CLASS.

From BATH (C.O.) Station,

TO *Mells* STATION,

On the : Railway,

Via :

Revised fare paid *3/9* 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.

(11b.)  
C-300 L.-9/18.

South Western & Midland Railway Companies'  
**Somerset & Dorset Joint Line.**

No. A/ 3152

Issued at HIGHBRIDGE.

Receipt for Fare for one passenger travelling  
without ticket from

**BURNHAM to HIGHBRIDGE**  
(or vice versa).

**3rd Single. CHILD. Fare 10.**

*This Excess Note is issued subject to the Regulations and  
Conditions stated in the Train Bills of the Joint Line.*

*N.B.—This Receipt must not be accepted by a Ticket  
Collector in lieu of an Ordinary Railway Ticket.*

Jewon

COGJ

10 AUG 1933

(11b.)  
S. & D. B. 4b.  
C-200 L.-5/20.

South Western & Midland Railway Companies'  
**Somerset & Dorset Joint Line.**

No. A/ 2970

Issued at BURNHAM.

Receipt for Fare for one passenger travelling  
without ticket from

**HIGHBRIDGE to BURNHAM.**

**3rd Single. CHILD. Actual Fare 10.**

*This Excess Note is issued subject to the Regulations and  
Conditions stated in the Train Bills of the Joint Line.*

*N.B.—This Receipt must not be accepted by a Ticket  
Collector in lieu of an Ordinary Railway Ticket.*

Jewon

COGJ

FREE South West. & Mid. Rly. Companies' THIRD  
PASS Somerset & Dorset Joint Line. CLASS

No.

For APR: MAY, JUNE, 19130.

Name A. J. Baker.,

Between STATION

And STATION.

Why Issued Relief.

Signed GEO. H. EYRE

This pass is not transferable. If its use is evidenced that the Committee are not liable for injury to the holder when using it.