

# 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 5 GREAT WESTERN & MIDLAND RAILWAYS JOINT LINES

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David G Geldard

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**TICKETS OF THE MIDLAND RAILWAY**

**JOINT LINES**

**VOLUME 5**

**GREAT WESTERN & MIDLAND RAILWAYS JOINT LINES**

**Bristol Port Railway & Pier  
Clifton Extension Railway Joint Committee  
Halesowen Joint Railway  
Severn & Wye Railway & Canal  
Severn & Wye & Severn Bridge Railway  
Great Western & Midland Severn & Wye Joint Railway  
Cheltenham & Gloucester Railway  
Worcester (Shrub Hill) Station**

**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.

### 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.



GWR CONDITIONS ON JOINT LINE  
& CONSTITUENT COMPANY TICKETS

ISSUED SUBJECT TO THE  
CONDITIONS STATED ON  
THE COMPANY'S TIME BILLS.

L54a

ISSUED SUBJECT TO THE  
CONDITIONS STATED ON THE  
COMPANY'S TIME BILLS

L54b

Issued subject to the conditions  
and regulations set out in the  
Company's Time Tables Books  
and Bills.

L56

Issued subject to the conditions  
and regulations set out in the  
Company's Time Tables, Bills and  
Notices.  
(A)

L57a

20 APR 58  
Issued subject to the conditions  
and regulations set out in the  
Company's Time Tables, Bills  
and Notices.  
(A)

L57b

Issued subject to the con-  
ditions and regulations set  
out in the Company's Time  
Tables, Bills and Notices.  
(A)

L57c

Issued subject to the condi-  
tions and regulations set out  
in the Company's Time Tables  
Bills and Notices.  
(A)

L57d

This through Ticket is issued subject to the  
conditions and regulations referred to in the Time  
Tables Bills and Notices of the respective Com-  
panies on whose Railways Coaches or Steamboats  
it is available and the holder by accepting it  
agrees that the respective Companies are not to be  
liable for any loss damage injury delay or deten-  
tion caused or arising off their respective Railways  
Coaches or Steamboats. The contract and liability  
of each Company are limited to its own Railways  
Coaches and Steamboats.

F52a

This through Ticket is issued subject to the  
conditions and regulations referred to in the Time  
Tables Bills and Notices of the respective Com-  
panies on whose Railways Coaches or Steamboats  
it is available and the holder by accepting it  
agrees that the respective Companies are not to be  
liable for any loss damage injury delay or deten-  
tion caused or arising off their respective Railways  
Coaches or Steamboats. The contract and liability  
of each Company are limited to its own Railways  
Coaches and Steamboats.

F52b

This through Ticket is issued subject to the  
conditions and regulations referred to in the Time  
Tables Bills and Notices of the respective Com-  
panies & Persons on whose Railways Coaches or  
Steamboats it is available and the holder by accept-  
ing it agrees that such Companies & Persons are not  
to be liable for any damage injury delay or deten-  
tion caused or arising off their respective Rail-  
ways Coaches or Steamboats. The contract and  
liability of each Company & Person are limited to  
their and his Railways Coaches and Steamboats.

F53a

This through Ticket is issued subject to the  
conditions and regulations referred to in the Time  
Tables Bills and Notices of the respective Com-  
panies and Persons on whose Railways Coaches or  
Steamboats it is available and the holder by accept-  
ing it agrees that such Companies & Persons are not  
to be liable for any damage injury delay or deten-  
tion caused or arising off their respective Rail-  
ways Coaches or Steamboats. The contract and  
liability of each Company & Person are limited to  
their and his Railways Coaches and Steamboats.

F53b

This through Ticket is issued subject to the  
conditions and regulations set out in the Time  
Tables, Bills and Notices of the respective Com-  
panies & Persons on whose Railways Coaches or  
Steamboats it is available and the holder by ac-  
cepting it agrees that such Companies & Persons  
are not to be liable for any damage injury delay  
or detention caused or arising off their respective  
Railways Coaches or Steamboats. The contract  
and liability of each Company & Person are  
limited to their and his Railways Coaches and  
Steamboats.  
(B)

F54

This through Ticket is issued subject to  
the conditions and Regulations set out in  
the Time Tables, Bills and Notices of the  
respective Companies & Persons on whose  
Railway Coaches or Steamboats it is  
available and the holder by accepting it  
agrees that such Companies & Persons  
are not to be liable for any damage in-  
jury delay or detention caused or arising  
off their respective Railways, Coaches  
or Steamboats.  
(B)

F55

This through Ticket is issued subject to the  
conditions and regulations set out in the Time  
Tables, Bills and Notices of the respective Com-  
panies & Persons on whose Railways Coaches or  
Steamboats it is available and the holder by ac-  
cepting it agrees that such Companies & Persons  
are not to be liable for any damage injury delay  
or detention caused or arising off their res-  
pective Railways Coaches or Steamboats.  
24 SEP 35

F55a



**GWR CONDITIONS ON JOINT LINE  
& CONSTITUENT COMPANY TICKETS**

Issued subject to the conditions stated on the Company's Time Bills.

LR4c

Issued subject to the Conditions stated on the Company's Time Bills.  
NOT TRANSFERABLE.

Issued subject to the Conditions stated on the Company's Time Bills.  
NOT TRANSFERABLE.

LR4c

Issued subject to the conditions and regulations set out in the Company's Time Tables Books & Bills.  
Not Transferable.

Issued subject to the conditions and regulations set out in the Company's Time Tables Books & Bills.  
Not Transferable.

LR6

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices.  
Not Transferable. (A)

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices.  
Not Transferable. (A)

LR7a

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices.  
Not Transferable. (A)

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices.  
Not Transferable. (A)

LR7b

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices.  
Not Transferable. (A)

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices.  
Not Transferable. (A)

LR7c

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices.  
Not Transferable. (A)

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices.  
Not Transferable. (A)

LR7d

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices.  
Not Transferable. (A)

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices.  
Not Transferable. (A)

LR8

This through Ticket is issued subject to the conditions and regulations referred to in the Time Tables Bills and Notices of the respective Companies on whose Railways Coaches or Steamboats it is available and the 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 and liability of each Company are limited to its own Railways Coaches and Steamboats.  
Not Transferable

FR2

This through Ticket is issued subject to the conditions and regulations referred to in the Time Tables Bills and Notices of the respective Companies & Persons on whose Railways Coaches or Steamboats it is available and the holder by accepting it agrees that such Companies & Persons 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 Company & Person are limited to their own Railways Coaches and Steamboats.  
Not Transferable. Not Transferable.

FR3

This through Ticket is issued subject to the conditions and regulations set out in the Time Tables, Bills and Notices of the respective Companies & Persons on whose Railways Coaches or Steamboats it is available and the holder by accepting it agrees that such Companies & Persons 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 Company & Person are limited to their and his Railways Coaches and Steamboats.  
Not Transferable. Not Transferable.

FR4

This ticket is not transferable and is only available to and from the Stations named upon it, and by the Trains specified on the Bills.  
For time of Return Journey see Excursion Bills.

This Ticket is not transferable and is only available to and from the Stations named upon it, and by the Trains specified on the Bills.

X7c

This Ticket is not transferable and is only available to and from the Stations named upon it, and by the Trains specified on the Bills.  
For time of Return Journey See Excursion Bills.

This Ticket is not transferable and is only available to and from the Stations named upon it, and by the Trains specified on the Bills.

X7d

This Excursion Ticket is not transferable and is only available to the Station named upon it, and by the Train specified on the Bills.  
For time of Return Journey see Excursion Bills.

This Excursion Ticket is not transferable and is only available to the Station named upon it, and by the Train specified on the Bills.

X9

This Excursion Ticket is issued subject to the conditions & regulations set out in the Company's Time Tables & Excursion Bills, and will be forfeited if used by any other train than those specified on such Bills. (F)  
Not transferable.

This Excursion Ticket is issued subject to the conditions & regulations set out in the Company's Time Tables & Excursion Bills, and will be forfeited if used by any other train than those specified on such Bills. (F)  
Not transferable.

X10



G.W.R. CONDITIONS ON JOINT LINE TICKETS

Issued subject to the conditions and regulations set out in the Company's Time Tables, Books, Bills and Programmes of Excursion Arrangements. Not transferable.

Issued subject to the conditions and regulations set out in the Company's Time Tables, Books, Bills and Programmes of Excursion Arrangements. Not transferable.

C1

This Ticket is issued at a specially low rate and subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices, and also to the express condition that it is available only between the Stations named thereon.

The fare paid will be forfeited and the Ticket rendered void should the holder attempt to use it for any intermediate Station, and he will in addition be required to pay the full ordinary fare for the journey travelled.

NOT TRANSFERABLE (H)

NOT TRANSFERABLE (H)

C11a

This Ticket is issued at a specially low rate and subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices, and also to the express condition that it is available only between the Stations named thereon.

The fare paid will be forfeited and the Ticket rendered void should the holder attempt to use it for any intermediate Station, and he will in addition be required to pay the full ordinary fare for the journey travelled.

NOT TRANSFERABLE (H)

NOT TRANSFERABLE (H)

C11b

27 JUNE. This Ticket is issued at a specially low rate and subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices, and also to the express condition that it is available only between the Stations named thereon.

The fare paid will be forfeited and the Ticket rendered void should the holder attempt to use it for any intermediate Station, and he will in addition be required to pay the full ordinary fare for the journey travelled.

Not Transferable (H)

Not Transferable (H)

27 JUNE.

C12

This Ticket is issued at a specially low rate and subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices, and also to the express condition that it is available only between the Stations named thereon.

The fare paid will be forfeited and the Ticket rendered void should the holder attempt to use it for any intermediate Station, and he will in addition be required to pay the full ordinary fare for the journey travelled.

Not Transferable (H)

Not Transferable (H)

C13

**NOTICE.**

This Ticket is issued at a specially low rate and subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices, and also to the express condition that it is available only by the trains specified therein and for the Stations named thereon.

The fare paid will be forfeited and the Ticket rendered void should the holder attempt to use it by any other train or for any other Station, and he will in addition be required to pay the full ordinary fare for the journey travelled.

Not Transferable (H)

Not Transferable (H)

C14a

**NOTICE**

This Ticket is issued at a specially low rate and subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices, and also to the express condition that it is available only by the trains specified therein and for the Stations named thereon.

The fare paid will be forfeited and the Ticket rendered void should the holder attempt to use it by any other train or for any other Station, and he will in addition be required to pay the full ordinary fare for the journey travelled.

Not Transferable (H)

C14b

This Ticket is issued at a specially low rate and subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices, and also to the express condition that it is available only by the trains specified therein and for the Stations named thereon.

The fare paid will be forfeited and the Ticket rendered void should the holder attempt to use it by any other train or for any other Station, and he will in addition be required to pay the full ordinary fare for the journey travelled.

Not Transferable (H)

Not Transferable (H)

C14c

This Through Ticket is issued at a specially low rate and subject to the conditions and regulations set out in the Time Table. Notices of the respective Companies over which it is available, and also to the express condition that it is available only between the Stations named thereon.

The fare paid will be forfeited and the Ticket rendered void should the holder attempt to use it for any other train or for any other Station, and he will in addition be required to pay the full ordinary fare for the journey travelled.

NOT TRANSFERABLE (J)

NOT TRANSFERABLE (J)

C21

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices. Not transferable. Available for one Journey only.

Issued subject to the conditions and regulations set out in the Company's Time Tables, Bills and Notices. Not transferable. Available for one Journey only.

T15

This Ticket is not Transferable It is issued on conditions that the Company shall not be liable in respect of any Personal Injury or loss of or Damage to Property however caused that may be sustained by the holder. It is available for one hour only on the date it bears and the holder is subject to the Company's By-laws & Regulations.

12 JUNE 57

PT2

**Conditions**

This ticket is not transferable and must be given up on leaving the platform. It is issued on condition that the Company shall not be liable in respect of any personal injury or loss of or damage to Property however caused that may be sustained by the holder. It is only available for one hour on the date it bears and the holder is subject to the Company's By-Laws & Regulations.

PT11

**Conditions.**

This Ticket is not transferable and must be given up on leaving the platform. It is issued on condition that the Company shall not be liable in respect of any personal injury or loss of or damage to Property however caused that may be sustained by the holder. It is only available for one hour on the date it bears, and the holder is subject to the Company's By-laws and Regulations.

PT15



G.W.R. CONDITIONS ON PRIVILEGE & WORKMAN'S TICKETS

The acceptance of this Ticket is to be taken as evidence of an agreement that the Company are not to be held liable for any pecuniary or other responsibility to the holder or his representative for loss of life personal injury or for delay or loss of or damage to property however caused that may be sustained by such person while using this Ticket. This Ticket is to be exhibited when required and the holder is subject to the Bye-laws and other general regulations of the Company.

P1a

The acceptance of this Ticket is to be taken as evidence of an agreement that the Company are not to be held liable for any pecuniary or other responsibility to the holder or his representative for loss of life personal injury or for delay or loss of or damage to property however caused that may be sustained by such person while using this Ticket. This Ticket is to be exhibited when required and the holder is subject to the Bye-laws and other general regulations of the Company.

P1b

The use of this Ticket is to be taken as evidence that the holder agrees to the Special Conditions upon which it is issued. It is also subject to the Bye-Laws and other general regulations of the Company or Companies over whose lines it is available.

It is not transferable and any unauthorised person using it will be prosecuted.

P2

The use of this Ticket is to be taken as evidence that the holder agrees to the Special Conditions upon which it is issued. It is also subject to the Bye-Laws and other general regulations of the Company or Companies over whose lines it is available.

It is not transferable and any unauthorised person using it will be prosecuted.

(N)

P3a

The use of this Ticket is to be taken as evidence that the holder agrees to the Special Conditions upon which it is issued. It is also subject to the Bye-Laws and other general regulations of the Company or Companies over whose lines it is available.

It is not transferable and any unauthorised person using it will be prosecuted.

P3b

The use of this Ticket is to be taken as evidence that the holder agrees to the Special Conditions upon which it is issued. It is also subject to the Bye-Laws and other general regulations of the Company or Companies over whose lines it is available.

It is not transferable and any unauthorised person using it will be prosecuted.

(N)

P4a

The use of this Ticket is to be taken as evidence that the holder agrees to the Special Conditions upon which it is issued. It is also subject to the Bye-Laws and other general regulations of the Company or Companies over whose lines it is available.

It is not transferable and any unauthorised person using it will be prosecuted.

(N)

P4b

The use of this Ticket is to be taken as evidence that the holder agrees to the special conditions upon which it is issued. It is also subject to the Bye-Laws and other general regulations of the Company or Companies over whose lines it is available.

It is not transferable and any unauthorised person using it will be prosecuted.

(N)

P4c

This Ticket is issued subject to the special conditions as to Interchange Privilege Tickets and to the general rules and regulations of the Company or Companies over whose Lines it is available.

It is not transferable and any unauthorised person using it will be prosecuted.

P21

This Ticket is issued at a reduced rate, and in consideration thereof is accepted by the Passenger on the express condition that the liability of the Company to make compensation for injury or otherwise in respect of the Passenger shall be limited to a sum not exceeding one hundred pounds and that the amount of compensation payable in respect of any such Passenger shall, subject to such limitation, be determined by an Arbitrator to be appointed by the Board of Trade and not otherwise.

Issued subject to the conditions stated on the Co.'s Time Bills.

W1

This Ticket is issued at a reduced rate, and in consideration thereof is accepted by the Passenger on the express condition that the liability of the Company to make compensation for injury or otherwise in respect of the Passenger shall be limited to a sum not exceeding one hundred pounds and that the amount of compensation payable in respect of any such Passenger shall, subject to such limitation, be determined by an Arbitrator to be appointed by the Board of Trade and not otherwise.

Issued subject to the conditions stated on the Co.'s Time Bills and Notices.

Not transferable.

W2

This Ticket is issued at a reduced rate, and in consideration thereof is accepted by the Passenger on the express condition that the liability of the Company shall be limited to one hundred pounds and that the amount of compensation payable shall, subject to such limitation, be determined by an Arbitrator to be appointed by the Board of Trade.

Issued subject to the Conditions and regulations set out in the Co.'s Time Bills and Notices.

Not Transferable. Not Transferable.

W3

This Ticket is issued at a reduced rate and in consideration thereof is accepted by the Passenger on the express condition that the liability of the Company shall be limited to one hundred pounds and that the amount of compensation payable shall, subject to such limitation, be determined by an Arbitrator to be appointed by the Board of Trade.

Issued subject to the Conditions and regulations set out in the Company's Time Tables, Bills and Notices.

NOT TRANSFERABLE. NOT TRANSFERABLE.

W4

**G.W.R. CONDITIONS ON DOG & ARTICLE TICKETS**

The Company are not and will not be Common Carriers of Dogs. This Dog Ticket is issued upon the faith of an express representation by the Owner that the value of the Dog does not exceed £2, and its acceptance is to be taken as conclusive evidence of such representation. The value of Dogs exceeding £2, must be declared.

D1

17 AUG 1911  
The Company are not, and will not be, Common Carriers of Dogs, nor will they receive fares for conveyance except on the terms that they or any other Company or Companies over whose lines the Dog may pass shall not be responsible for loss, injury, or delay thereto, except upon proof of negligence on the part of their servants; nor in any case for any greater amount of damages beyond the sum of £2, unless at the time of booking the Dog be declared of a higher value and a percentage of £11 per cent. be paid upon the higher value so declared.

D2

The Bicycle in respect of which this Ticket is issued is carried at a reduced rate at Passengers risk and therefore the Company or Companies over whose lines it is conveyed undertake no liability for loss of or damage or delay to it and the acceptance of the Ticket is to be taken as conclusive evidence of an agreement to that effect.

A1

**CONDITIONS.**  
The Article in respect of which this Ticket is issued is carried at a reduced rate at Passengers risk and therefore the Co. or Co's. over whose lines it is conveyed undertake no liability for loss of or damage or delay to it and the acceptance of the Ticket is to be taken as conclusive evidence of an agreement to that effect.

A2

1 MAY 1911  
**CONDITIONS.**  
The Company will not be liable for loss or damage not exceeding Ten Shillings unless an Insurance fee of 1d. has previously been paid, nor will the Company be liable in any case for loss of parts or damage not pointed out before the removal of the Bicycle from the Company's premises.

A11

The Company, and all other Companies over whose lines the Bicycle is carried, will be liable for loss or damage exceeding 10s. but will not be liable for loss or damage up to 10s. unless an extra (Insurance) fee of one penny has been paid.  
No liability will be admitted unless the loss or damage be pointed out to a Company's Official before removal of the Bicycle from the Company's premises.

A12

The Company, and all other Companies over whose lines the bicycle for which this ticket is issued is conveyed, will be liable for loss or damage exceeding 10s. but will not be liable for loss or damage up to 10s. unless an extra (Insurance) Fee of One Penny has been paid.  
No liability will be admitted unless the loss or damage be pointed out to a Company's Official before removal of the bicycle from the Company's premises.

A12a

15 AUG 1911  
**CONDITIONS.**  
The Company undertake no liability for loss of parts or damage not pointed out before the removal of the Bicycle from the Company's premises.

A21

This ticket, which is not transferable, is issued upon the condition that no liability will be admitted for loss or damage unless such loss or damage be pointed out to a Company's Official before removal of the Bicycle from the Company's premises.

A22



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.

R2

NOV 29

This Ticket is issued subject to the Regulations & 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

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.

TSa

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 deemed to be employed 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 deemed to be employed 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 deemed to be employed 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 deemed to be employed 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 Co. 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 deemed to be employed from the service of the Co. by whom he is employed.

P7

7 SEPT 1910  
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 Co. 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 deemed to be employed from the service of the Co. by whom he is employed.

P8

This Ticket is issued at a reduced rate from 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 for a greater sum 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, arising off the Company's own line.

B12

**Not Transferable**  
This through Ticket is issued subject to the conditions & regulations referred to in the Tim Tables Bills & Notices of the respective Companies on whose Railways Coaches or Steamboats it is available, & the holder by accepting it agrees that the respective Companies are not to be liable for any loss, damage, injury 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 and will therefore receive no liability for any loss or injury to any Dog carried by any other Company or Companies over any line, unless the Dog may pass, it will be responsible for loss, injury or delay thereon, except such proof of negligence on the part of their servants, nor in any case for any greater amount of damages than the sum of £21 unless at the time of booking the Dog be declared of a higher value and a percentage of £21 per cent. be paid upon the higher value so declared.

D21

GREAT WESTERN & MIDLAND RAILWAYS JOINT COMMITTEE

The Great Western & Midland Railways Joint Committee was constituted by an Act dated 17 August 1894 to become the administering authority for the concerns shown below.

Cheltenham & Gloucester Railway  
Clifton Extension Railway Joint Committee (including the Bristol Port Railway & Pier)  
Halesowen Joint Railway  
Severn & Wye Joint Railway

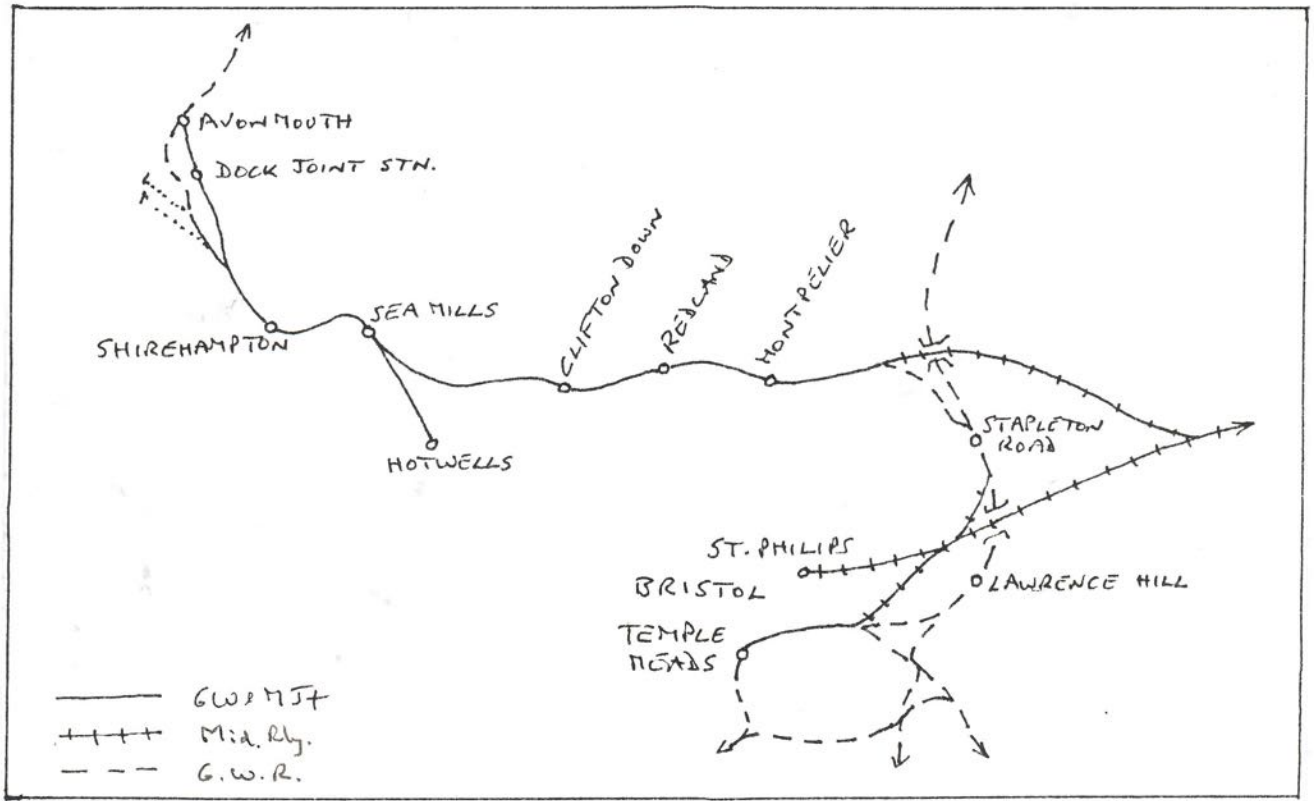
Bristol Joint Station (Temple Meads)  
Churchdown Joint Station  
Worcester Joint Station (Shrub Hill)

The Committee survived the grouping and was vested in a new London Midland & Scottish Railways Joint Committee constituted by an Act dated 7 August 1925.

Jointly titled travel tickets were issued at stations on the CEJR, HJR and S&WJR and these lines will be dealt with first.

BRISTOL PORT RAILWAY & PIER

CLIFTON EXTENSION JOINT COMMITTEE



The line between Clifton and Avonmouth was opened on 6 March 1865, with intermediate stations at Sea Mills and Shirehampton, and was worked by the contractor Messrs. Waring Bros. First, second and third class passengers were carried, with return



tickets only available for first and second class. Waring ceased to work the line in 1869, the company taking over its own operation. It is not clear when Dock station opened, possibly there was a workmen's service from some time after work on the new dock began on 26 August 1868 with a public service starting after the dock opened on 24 February 1877. The station did not appear in timetables until October 1877 and even then it may have been shown prematurely as re-inspection was necessary and did not take place until 24 October. It was known locally as the 'navvies platform'.

The Clifton Extension Railway was originally promoted by the BPR&P, but financial problems precluded it from making progress and the extension was eventually built under the auspices of the Clifton Extension Railway Joint Committee, comprising the BPR&P, the Midland Railway and the Great Western Railway. The line extended from a junction with the BPR&P near Sea Mills to join the GWR and the MR at Ashley Hill Junction. Passenger services commenced on 1 October 1874, GWR trains running between Bristol Temple Meads and Clifton Down and Midland trains between Fish Ponds and Clifton Down. There was an intermediate station at Montpelier.

When the new dock was opened in 1877 freight trains commenced working off the CER through to Avonmouth. Due to problems with Clifton Down tunnel, with the Board of Trade over the length of the platform at Sea Mills and with the generally unsatisfactory state of the BPR&P line passenger trains beyond Clifton Down did not commence until 1 September 1885, on which date the GWR and MR opened their joint Avonmouth Dock station - an enlargement of the original BPR&P Dock station. There was a short-lived Midland service between Bristol St. Philips and Avonmouth but this was discontinued from 30 September 1886 to leave Avonmouth served directly only by GW trains from Temple Meads.

The original Clifton station was shown in *Bradshaw* as Clifton (Hotwells) in 1888/9 and was renamed as Hotwells on 1 September 1890, on which date the BPR&P (after many years of financial difficulties) was taken over jointly by the Midland and Great Western Railways. It was managed by the CERJC for a few years, this function passing to the Great Western & Midland Railways Joint Committee on 1 November 1894.

Redland station opened on 12 April 1897. The original Avonmouth station was closed to the public on 1 October 1902 but remained in use for an advertised workmen's service until the last train ran on 15 May 1903, the land then being required for dock extension.

The railway system within the docks themselves was owned by the Port of Bristol Authority, which joined the GWR and the MR at Gloucester Road Crossing. Pier station, at the landward end of the East Pier was opened in 1901; on 20 April 1910 this was replaced by a new Royal Edward Dock station at the landward end of the (later) South Pier, the booking office there being staffed by the GWR.

Minute 2469 of the GW & Midland Joint Railways Officers' Conference records that in connection with the closing of the booking office on the down platform at Montpelier it was agreed to recommend that an automatic ticket machine be provided. There is no later reference to such machine, and no ticket has been seen. No clue has been found as to the significance of the letter "(G)" on many up tickets from Clifton Down, although it is likely to be a booking office indicator.

Hotwells Halt was built by the Ministry of Munitions and opened on 14 May 1917 for its workmen and 2 July 1917 for other workmen. Located on the west side of the tunnel, it was originally known as Hotwells (Extension Station) and designed to take longer trains than would the terminus, although this also remained in use. *Bradshaw* first called it Hotwells New Station, the first usage of the Halt title appears to have been in the GWR public timetable for 3 October 1921, following closure of the terminus on 19 September 1921. The last trains to use the Halt ran on 1 July 1922.

# MIDLAND AND GREAT WESTERN RAILWAYS.

## CLIFTON EXTENSION LINE.

### INSTRUCTIONS TO STATION MASTERS AND OTHERS.

1890

On and from Monday next, September 1st, the Port and Pier Railway will become the property of the Midland and Great Western Companies, and will be worked jointly by them as a portion of the Clifton Extension Line.

**Maintenance.** The Line will be maintained by the Midland Company, and reports respecting defects in the Permanent-way, Points, Signals, or Telegraph, must be sent to the Midland Company's District Engineer, Permanent-way Inspector, Signal Inspector, Telegraph Inspector, or Telegraph Lineman, as the case may be, viz. :—

District Engineer,	Mr. W. L. Meredith, Gloucester.
Permanent-way Inspector,	„ M. Jones, Fishponds.
Signal Inspector,	„ C. Garratt, Mangotsfield.
Telegraph Inspector,	„ T. Burley, Gloucester.
„ Lineman,	„ J. Penney, Mangotsfield.

**Accidents and collisions.** Should an accident to a Midland train, or a collision between a Midland and a Great Western train, occur, and the Break-down Vans be required, application must be made to Bristol for the Midland Vans; and should an accident occur to a Great Western train and the Break-down Vans be required, application must be made to Bristol for the Great Western Vans.

**Break-down Vans.**

In all cases, telegraphic information must be sent to the Heads of the Departments of the Midland and Great Western Companies at Derby and Paddington, respectively; to Mr. Walton, the District Superintendent of the Great Western Company, at Bristol; and to Mr. Veale and Mr. Carter, the Coaching and Goods Traffic Inspectors of the Midland Company, at Gloucester.

**Reporting accidents, irregularities, &c.** Reports respecting accidents, irregularities, &c., must be made to the Heads of the Departments of the Midland and Great Western Companies at Derby and Paddington, respectively, and to Mr. Walton, Bristol.

**Special trains.** Advices of the running of special trains will be sent direct to the Stations by the Company running the trains.

**Lost property.** All articles found in Midland trains must be sent to the Lost Property Depôt at Derby, and all articles found in Great Western trains to the Lost Property Depôt at Paddington. A report must also be made to the Station Master at Derby, to the Lost Property Office at Paddington, and to the Railway Clearing House, the same day the articles are found, and if unclaimed at the expiration of seven days, they must be sent to the respective Depôts, with particulars attached as to when and where found. All articles found at Stations or on the Line must, if unclaimed after the expiration of seven days, be sent to the Lost Property Depôt at Derby.

**Goods found on Line.** All Goods found on the Line, or on hand without account, must be reported to the Goods Managers of the Midland and Great Western Companies.



- Passenger trains.** Until further notice, the Great Western Company will work the existing service of passenger trains between Clifton Down and Avonmouth, and also a service of passenger trains between Hotwells and Avonmouth, full particulars of which will be supplied to the joint staff.
- Clifton.** The Clifton Station on the Port and Pier Line will be called "Hotwells," and will be closed as a Goods Station.
- Rule Book.** The Rules and Regulations issued for the guidance of the officers and men in the joint service of the Great Western and Midland Companies, dated August, 1890, will be put in operation, and the present Rule Book withdrawn.
- Rates and Taxes.** All demands for Rates and Taxes must be sent to Mr. W. P. Payne, Rates and Taxes Office, Midland Railway, Derby.
- Superannuation Fund Association and Friendly Society.** The officers and men will be required to join the Superannuation Fund Association or the Friendly Society, as the case may be, of the Company nominating them. Those at present employed on the Line, and who are eligible, will be required to join either the Midland or the Great Western Superannuation Fund Association or Friendly Society as they may elect.
- Clothing, stores, and relief.** The supply of clothing and stores, and relief in cases of sickness, &c., will be arranged by the Midland Company.
- Salaries and wages.** The salaries and wages of the joint staff will be paid by the Midland Company, and a weekly pay-bill must be sent each Thursday to Mr. Mugliston, the Superintendent of the Line, Midland Railway, Derby. The week will commence on Friday morning and terminate on Thursday night, and the pay-bills must be compiled accordingly.
- Accounts and cash.** All traffic booked from one Joint Line Station to another Joint Line Station, and to and from Montpelier and Clifton Down, must be accounted for to the Midland Company, and the returns and collected tickets in respect to the same must be transmitted to the Midland Company. All traffic booked between Joint Line Stations and Midland Stations, or beyond, via Fishponds, must also be accounted for to the Midland Company, and the returns and collected tickets in respect to the same must be transmitted to the Midland Company.
- All traffic booked between Joint Line Stations and Great Western Stations, or beyond, must be accounted for to the Great Western Company, and the returns and collected tickets in respect to the same must be transmitted to the Great Western Company.
- The Company to whom the traffic is accounted for will furnish the tickets, forms, advices of fares, &c.
- All cash in respect to local bookings on the Joint Line, and in respect to through bookings to Midland Stations, or beyond, must be remitted to the Midland Company.
- All cash in respect to through bookings between Joint Line Stations and Great Western Stations, or beyond, must be remitted to the Great Western Company.
- All cash in respect of traffic carried up to and on the 31st inst. must be sent, as previously, to the Bristol Port Railway and Pier Company.
- A daily advice, on forms which will be supplied, must be sent to the Midland Company of the cash remitted to the Midland Company, and to the Great Western Company of the cash remitted to the Great Western Company.

- Parcels.** Competitive parcels traffic must be forwarded by each Company's route on alternate days, the days of the week being reversed in alternate weeks. All parcels for London must be forwarded by Great Western route unless otherwise ordered.
- Miscellaneous receipts.** Miscellaneous receipts in the Coaching Department (such as Cloak Room receipts, &c.), and in the Goods Department (such as Weighing Machine receipts, wharfage, &c.), must be accounted for to the Midland Company.
- Ledger accounts.** Ledger Accounts must be sent to the Company through whose account the traffic is dealt with.
- Demurrage.** Demurrage arising on Midland or Great Western Company's wagons and sheets must be included in the accounts of the Company owning the stock. In the case of Foreign wagons or sheets, the demurrage must be included in the accounts of the Company over whose line the traffic has passed.
- Clocks and Timepieces.** Messrs. W. Mann & Son, 1, Northgate Street, Gloucester, will regulate and keep in repair the Clocks and Timepieces at the Stations and in the Signal Boxes on the Line, and Station Masters must advise them by telegraph or letter, as may be necessary, when they require repairs or do not keep correct time. When a letter is sent, it must be forwarded by train, and addressed to Messrs. Mann & Son, Clock Contractors, Gloucester.
- In the event of their failing to give immediate attention to the matter, a report, with full particulars, must be sent to Mr. Mugliston, the Superintendent of the Line, Midland Railway, Derby.

JOHN NOBLE, General Manager,  
MIDLAND RAILWAY.

H. LAMBERT, General Manager,  
GREAT WESTERN RAILWAY.

AUGUST 28TH, 1890.





COPI.

GREAT WESTERN AND MIDLAND RAILWAYS.

To the Station Master,

at Avonmouth Dock (Jt), Sea Mills, Shirehampton, Notwells,  
Clifton Down, Redland, and Montpellier.

Midland Company's Passenger Service  
Via Ashley Hill Junction.

-----  
With reference to the Joint Instruction dated  
27th December 1918, and to the restoration of the above service  
on the 8th instant:-

Please note that all bookings for the Midland line and  
beyond must be accounted for on the Midland Classification, and the  
total of the latter included at the foot of the Great Western  
Company's Classification; all accounts to be forwarded to the Great  
Western Company.

The cash should be remitted to the Great Western Company  
and the collected tickets sent to Paddington.

Requisitions for future supplies of passenger tickets must  
be made to the Great Western Company.

A supply of Day, Night, and Excess Luggage Tickets for  
issue to stations on the Midland Railway and beyond will be forwarded  
to you by the Great Western Company.

With regard to the issue of Season Tickets to Midland  
stations, please refer the applicants to the Midland stations  
concerned.

In other respects the existing arrangements in connection  
with Coaching Accounts at your station will remain in force.

Please acknowledge receipt to both signatories.

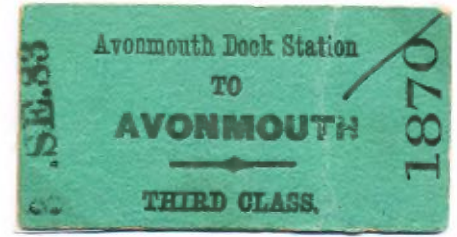
(Signed) D. W. B. PRICE Great Western Ry.

S. BOWER Midland Railway.

May 28th 1919.

BRISTOL PORT RAILWAY & PIER

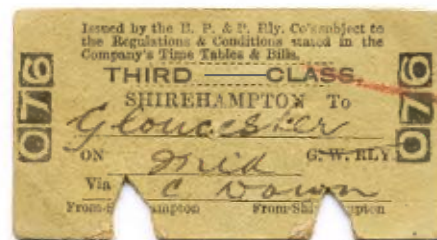
Tickets pre-dating the passenger service off the Clifton Extension Railway.



Later local tickets, prior to takeover by the GW and Midland.



Through booking tickets supplied to BPR&P stations by the Midland prior to the takeover.



CLIFTON EXTENSION JOINT RAILWAY - ORDINARY SINGLES

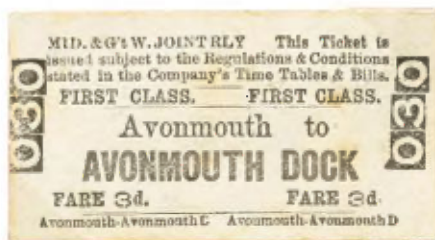
From ordinary returns it appears that the earliest tickets were printed by the GWR.

Ticket supply by the Midland Railway may have started with the opening of the through passenger service to Avonmouth on 1 September 1885 and, as seen from the foregoing copy circular, from 1 September 1890 all tickets local to the C&E and BPR&P lines were provided by the Midland. These may be representative of the first prints. The backs are blank.



Transitional types, including addition of the fare and duplication of the class at each side of the ticket. The backs are blank.

Class and fare both printed at each side of the ticket. This type is known to have been in use on the Midland by July 1889. The backs are blank.

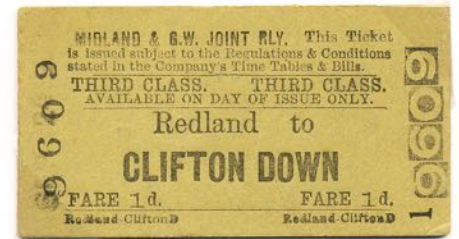


From 15 July 1892 new tickets printed had a small serial number at the left hand end. The right hand serial number on this and all succeeding Midland types was in either negative or positive print.

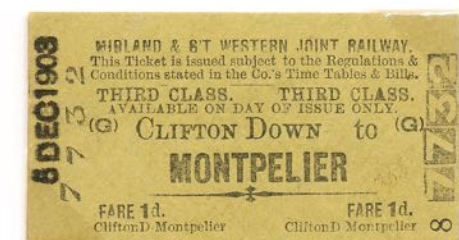
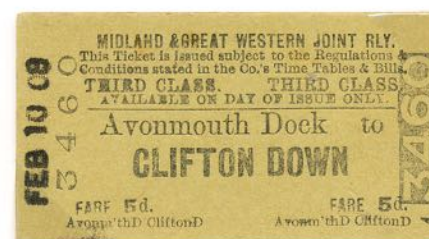
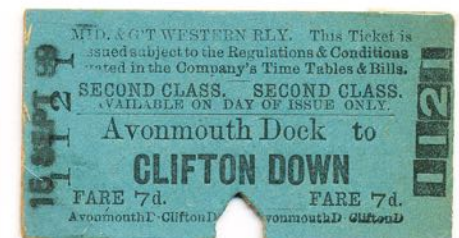
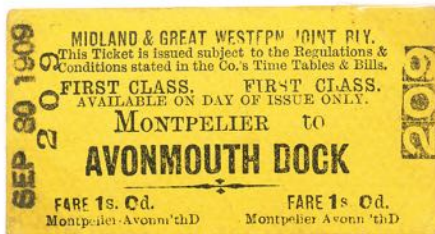


ORDINARY SINGLES

Availability added below the class. The different title styles appear to have been contemporary, with no date significance. For a short period a few 1st class tickets were printed on a chalk surfaced card. The backs are blank.



These later variants of the above type have generally the same format, and also have variations in title style. However, a clear change can be determined to have occurred in about 1901 when the ruled line between the fare and the miniature repeats was omitted and was replaced by (a) a decorative rule between the stations and the fare, or (b) a plain rule between the stations and the fare, or (c) no rule at all. In most cases the rule below the availability was also omitted. Various different versions of the decorative rule are found, and all forms appeared at random throughout the currency of all succeeding types. A number of these were printed on card of other than the standard colour. There is no apparent reason for this; some other companies used up obsolete card destined for other types of ticket for ordinary singles, but some of the colours appearing on Midland tickets were still current. The backs are blank.





ORDINARY SINGLES

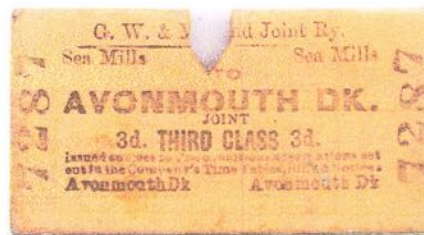
Title changed to show the GWR first. Second class accommodation was withdrawn from GW trains over the line from 1 May 1909 [Derby Trains Office Diary], so that this and all succeeding types appear in 1st and 3rd class only. The backs are blank. Earliest issue date seen:



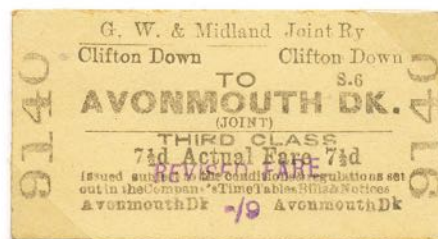
Addition of reference number 1 (for 1st class) or 2 (for 3rd class) at each side of the ticket, the conditions being shortened to accommodate this. The purpose of these numbers is not yet known. The change had occurred on Midland tickets by August 1912.



From 1 January 1919 all tickets supplied to the joint line stations were printed by the GWR (Instructions to Station Masters at Avonmouth Dock etc dated 27 December 1916). As on GW foreign singles the printer's initials appeared below the miniature repeats, although seemingly omitted at a later date. The backs are blank.



A general 50% increase in fares was imposed 1 January 1917 as a temporary measure designed to discourage wartime travel. Most railways continued to print tickets showing the old rates but finally it was decreed that from 1 April 1920 every ticket must show the amount actually charged. New tickets then used the designation "Actual Fare".



ORDINARY SINGLES

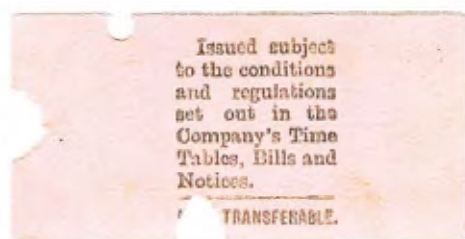
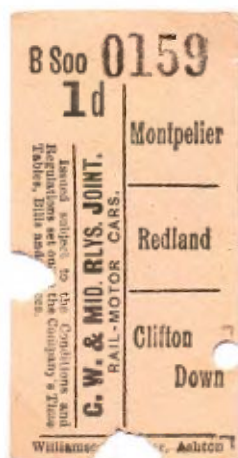
A further fare increase came into operation on 6 August 1920, ordinary fares being increased by 16 % (to 75% above the pre-war level). Tickets printed after that date used the designation "Revised Fare. The backs continued blank.



Reversion to Midland prints, probably from 1 January 1922 after three years of GW supply. All known transitional prints showed Midland, rather than Great Western, influence. The backs are blank. Earliest issue date seen:



Non-standard tickets, including rail motor issues. Minute 2680 dated 18 July 1911 of the GW & Midland Joint Railways Officers' Conference reported that the General managers have agreed to a Sunday service of motor-trains being run by the GW between Bristol and Clifton Down as an experiment up to the end of September. Lines to Avonmouth by Mike Vincent states that rail motors were used between Temple Meads and Clifton Down from 7 May to 24 September 1911. Both of these were Sundays and there is no reason to doubt the two dates. There is no record of any extension or resumption of the service.



Back →



ORDINARY RETURNS

Probably the first type used on the CER, printed by the GWR, for the original service between Bristol and Clifton Down only. GW conditions LR4a are on the back.



Ticket supply by the Midland may have started with the opening of the through passenger service to Avonmouth on 1 September 1885. These are early prints with the serial numbers in negative print at both ends of the ticket. Conditions R4a are on the backs.



From 15 July 1892 new tickets were printed with a small serial number at the upper end. From about mid-1896 the legend "over" on the return half was changed to "See back". Conditions R4a continued.



ORDINARY RETURNS

Tickets following the Midland's colour revision of 1902, printed on plain card with a skeleton R on the return half. Conditions R4a are on the backs unless otherwise indicated.



Child tickets. Conditions R4a unless otherwise indicated.



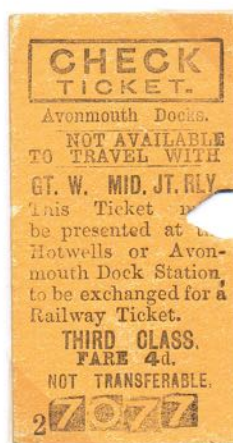
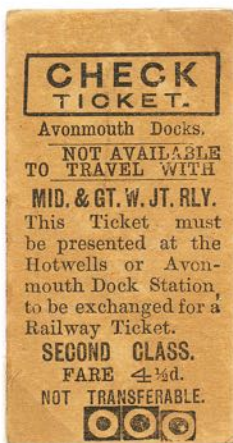
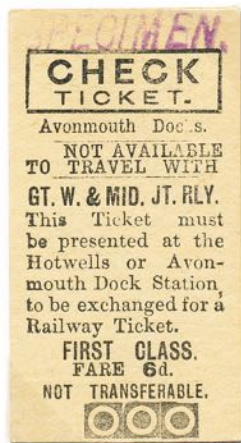
207198 / 1103

211100

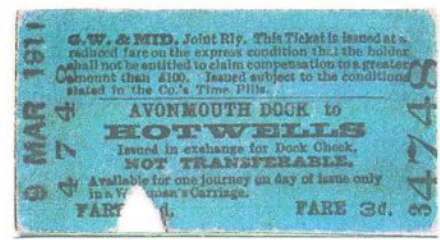
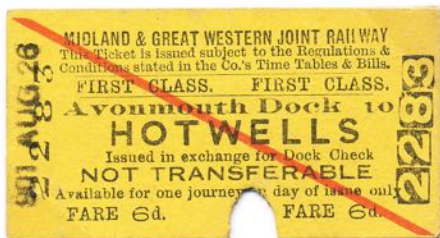


DOCK CHECK TICKETS

Dock checks were exchangeable at Hotwells or Avonmouth Dock for special rail tickets. No records have been seen that explain issue of the checks, but the existence of first and second class tickets make it unlikely that their use was confined to workmen. The tickets were only available to and from Hotwells, where connection was made with the trams of Bristol Tramways Company whose service between the city and Hotwells commenced on 24 June 1880.



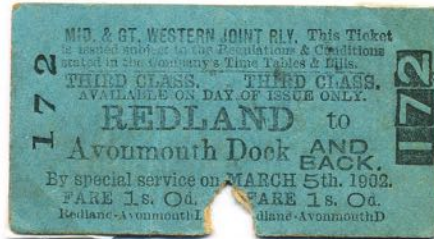
faded pink



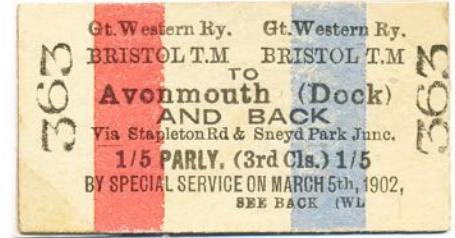
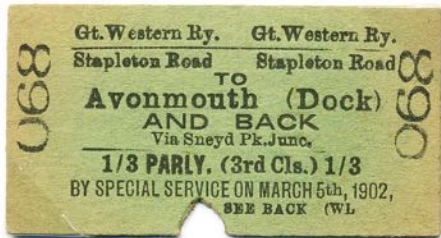


MISCELLANEOUS

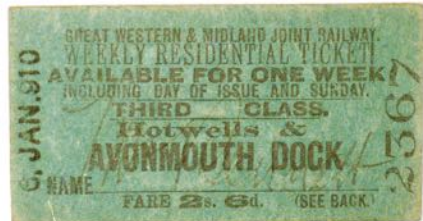
On 5 March 1902 the Prince of Wales, accompanied by the Princess, turned the first sod of the new Royal Edward Dock at Avonmouth. From about 10 a.m. all ordinary trains were suspended and a series of specials was provided for the occasion. Fifteen extra trains were timetabled to run, conveying passengers holding special return tickets to Avonmouth only, the tickets being colour coded according to issuing station. No other tickets were valid, and the tickets were to be given up intact on the return journey. Tickets from Clifton Down, Redland and Montpelier carried the joint title; those from Stapleton Road, Lawrence Hill and Bristol Temple Meads were GWR titled, but are shown here for completeness.



Montpelier  
Red



Other single coupon tickets.



112 4-220

146/19

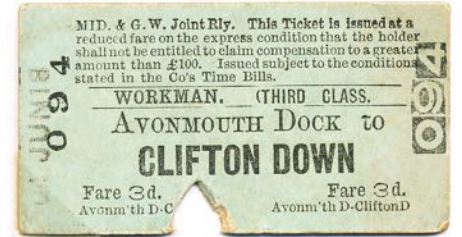


6W F52a

Unsafed



Blank



MISCELLANEOUS



x6

1109



R6c



w2

211098



1109



w3

1109



1131

1109

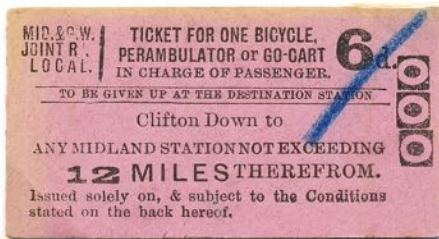


1131



x46

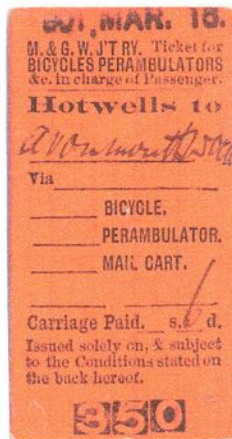
1109



A1

65799

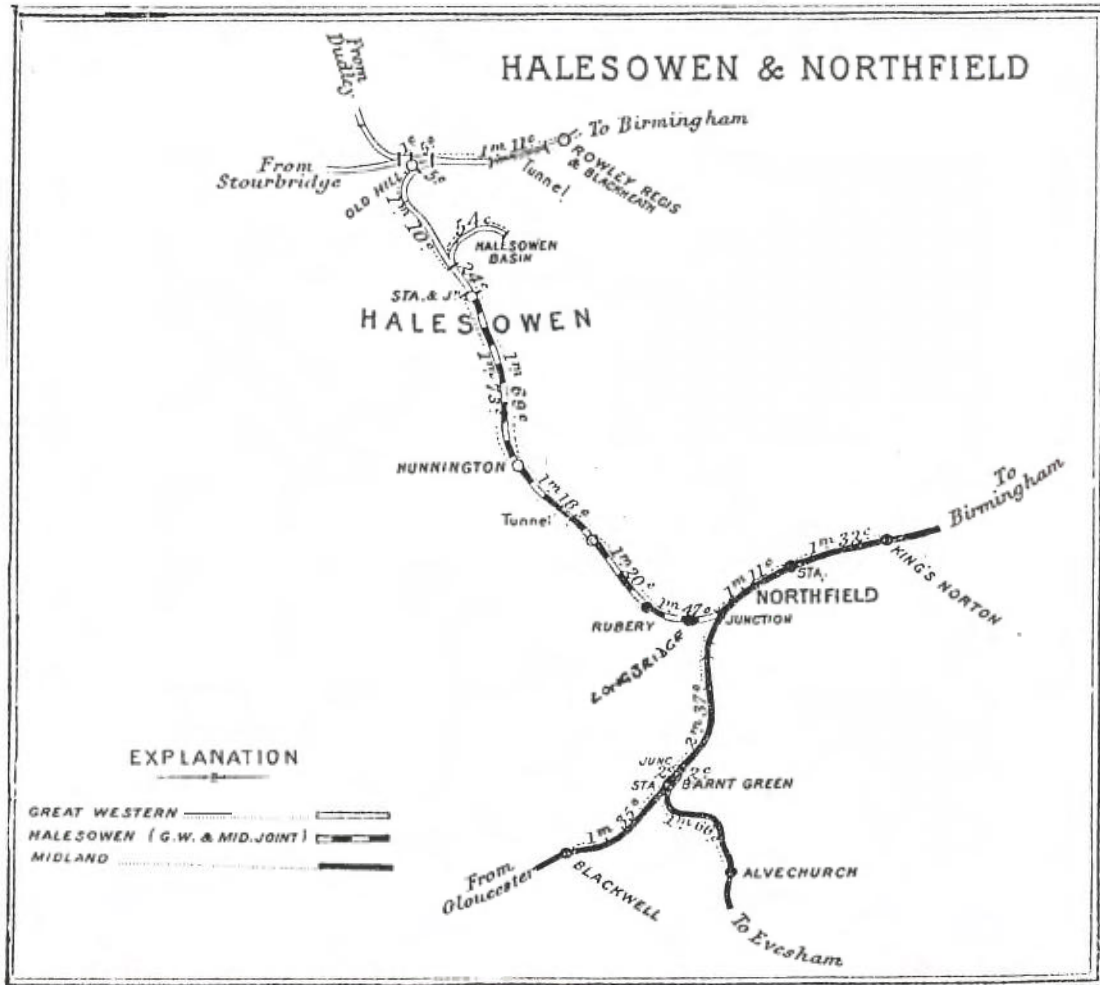
Avonmouth Dock was the only station on the BPR&P or CER known to have issued platform tickets. They came into use on 2 July 1917 (Vincent - Rails to Avonmouth p72, this date being confirmed by Gough.



1165



HALESOWEN RAILWAY



The Halesowen Railway was opened on 10 September 1883, with stations at Rubery and Hunnington. It was worked jointly by the Great Western and the Midland Railways and was vested in those two companies in 1906. A GW fares office letter is known instructing that on and after 1 January 1887 the local receipts from the line were to be accounted for to the Midland Railway, from that date therefore all tickets local to the line were printed by the Midland, as were through tickets to Midland stations. It is assumed that through tickets to GW stations were supplied by that company. First and third class accommodation was provided.

The public passenger traffic ceased from April 1919, but some workmen's trains continued to serve both Rubery and Hunnington. There were also unadvertised workmen's services to a platform at Longbridge from 5 July 1915 in order to serve the Austin Motor Company works, that company having paid the cost (£810) of building the halt. [Minute 3176 of the GW & Midland Joint Railways Officers' Conference].

The Midland interest in the line passed to the London Midland & Scottish Railway at the grouping on 1 January 1923.

Mid. & G. W. Cos. (Halesowen Ry) This Ticket is issued subject to the Regulations & Conditions stated in the Company's Time Tables & Bills.

**THIRD CLASS. THIRD CLASS.**  
AVAILABLE ON DAY OF ISSUE ONLY.

**RUBERY to**  
**HALESOWEN**

FARE 4½d. FARE 4½d.  
Rubery-Halesowen Rubery-Halesowen

10483  
10483

G. W. & Mid. Cos. (Halesowen Ry) This Ticket is issued subject to conditions in the Co.'s Time Tables & Bills.

**THIRD CLASS. THIRD CLASS.**  
Ava. issue on day of issue only.

**HALESOWEN to**  
**HUNNINGTON**

FARE 2d. FARE 2d.  
Halesowen-Hunnington Halesowen-Hunnington

10483  
10483

GT. W. & MIDLAND CO'S. (Halesowen Ry.) This Ticket is issued subject to the Regulations & Conditions in the Co.'s Time Tables & Bills.

**THIRD CLASS. THIRD CLASS.**  
A variable on day of issue only.

**RUBERY to**  
**HUNNINGTON**

FARE 2½d. FARE 2½d.  
Rubery-Hunnington Rubery-Hunnington

4872  
4872

8/2

MID. & G. W. RLY. COS. (HALESOWEN RLY.) This Ticket is issued subject to the Regulations & Conditions stated in the Co.'s Time Tables & Bills.

**THIRD CLASS. THIRD CLASS.**  
AVAILABLE ON DAY OF ISSUE ONLY.

**HALESOWEN to**  
**HUNNINGTON**

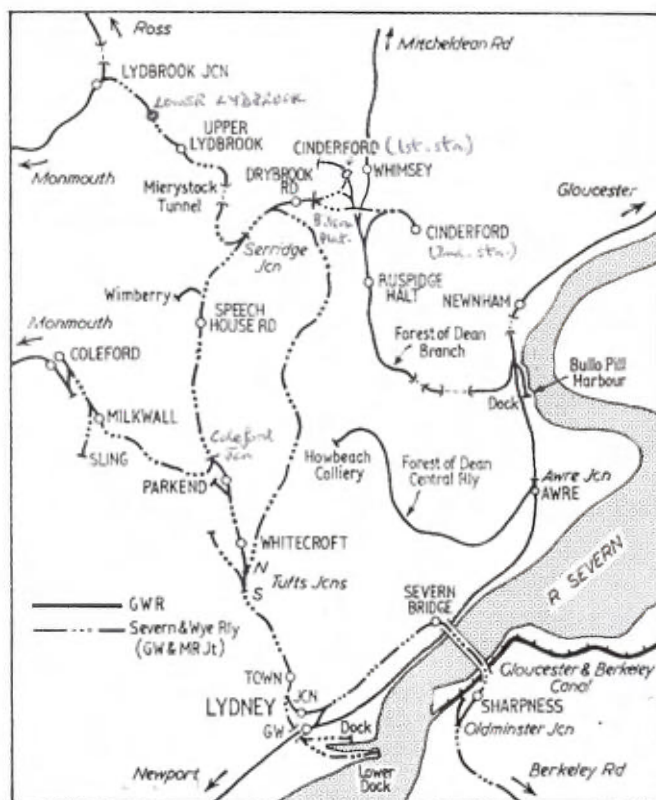
FARE 2d. FARE 2d.  
Halesowen-Hunnington Halesowen-Hunnington

10483  
10483

From

W.L.

SEVERN & WYE RAILWAY & CANAL  
SEVERN & WYE & SEVERN BRIDGE RAILWAY  
GREAT WESTERN & MIDLAND (SEVERN & WYE JOINT) RAILWAY



The S&WR&C adopted that name in 1810, having been formed as the Lydney & Lidbrook Railway the previous year. It opened in 1813, running freight services only over a series of horse-drawn 3'6" gauge tramroads. The main line was converted to broad gauge (paid for by the South Wales Railway) from Lydney to Speech House Road on 19 April 1869, and was reduced to standard gauge in May 1872. An extension to Lydbrook opened on 26 August 1874, and a branch to Coleford opened on 19 July 1875, both for goods only.

Although there may have been some early passenger traffic by "Pleasure Trams" it was not until 23 September 1875 that a proper service commenced, between Lydney Junction (a terminal, at right angles to the GWR station), Drybrook Road and Lydbrook (GWR - Lydbrook Junction from 1 January 1899) with intermediate stations at Lydney Town, Whitecroft, Parkend, Speech House Road, Upper Lydbrook and Lower Lydbrook. Public passenger traffic commenced on the Coleford branch on 10 December 1875, with an intermediate station at Milkwall, and to Cinderford on 5 August 1878. There were also short-lived stopping places at Coleford Junction (9/1878-1/11/79?), Serridge Platform (9/78-1/11/79?) and Bilson Platform (9/76-5/8/78). [All dates from Gough]. A platform at Coleford Junction was provided in 1889-90 for workmen at a new stoneworks, who took tickets at the signal box; on 11 April 1906 it was decided that it be closed forthwith.

The bridge over the River Severn was built by the independent Severn Bridge Railway, with financial support by the S&WR&C and the Midland Railway. Public opening was on 20 October 1879, together with a new Lydney Junction station replacing the original S&WR&C terminus, Severn Bridge station and the line to join the MR at Sharpness. On the same day the S&WR&C and the SBR amalgamated as the Severn & Wye & Severn Bridge Railway. A formal opening ceremony had been conducted on 17 October, on which day several extra trains were provided so that local residents could see the line.

Financial difficulties led to joint purchase jointly by the GWR and the MR from 1 July 1894, the Midland branch to Sharpness with the stations at Berkeley and Berkeley Road being transferred to the Joint Line. On 2 July 1900 the original Cinderford station was closed, and an extension to a new station was opened. Lower Lydbrook, which was an unstaffed request stop, was closed on 1 April 1903. The Joint line retained its identity at the grouping on 1 January 1923, the Midland interest passing to the LM&SR.



ORDINARY SINGLES

Almost certainly the first type used on the line, from the passenger opening on 23 September 1875. Second Class was very short-lived, being withdrawn on 1 December that year. The backs are blank. Earliest issue date seen:



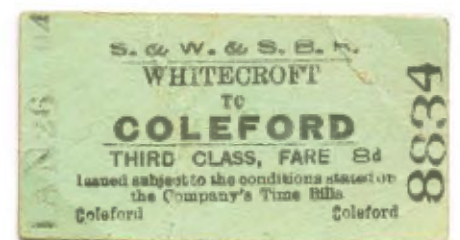
Tickets with the new title came into use on 17 October 1879, on amalgamation with the Severn Bridge Railway. There were two different spacings of the conditions notice, the first line ending with either "stated" or "stated on". The backs are blank.



Change to tickets with positive serial numbers. The two different spacings of the conditions notice continued. The backs are blank. Earliest issue date seen:

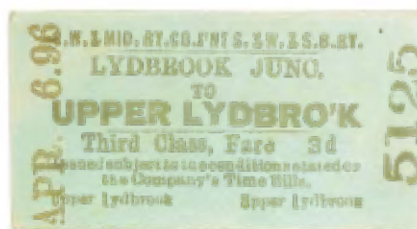


Fare added in order to comply with the requirements of the Regulation of Railways Act 1889. The two different spacings of the conditions notice may have continued. The backs are blank. Earliest issue date seen:

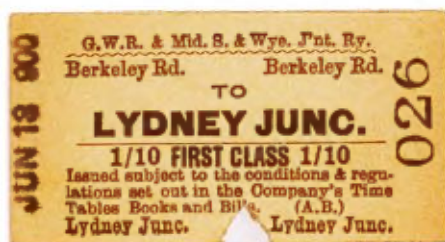


ORDINARY SINGLES

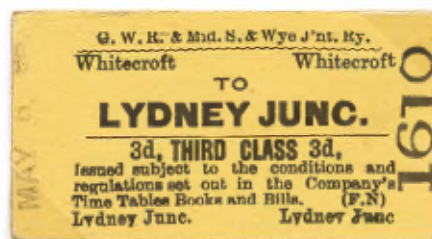
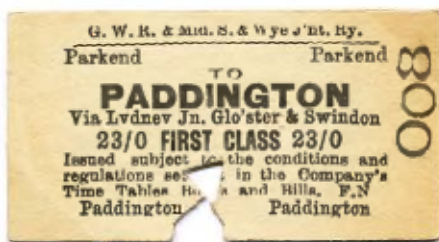
Title changed following purchase of the company by the GW and Midland Railways. The backs are blank. Earliest issue date seen:



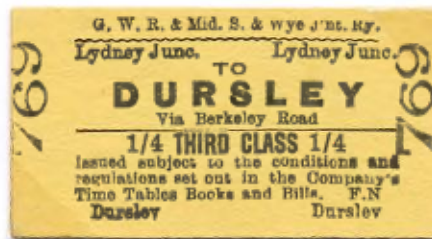
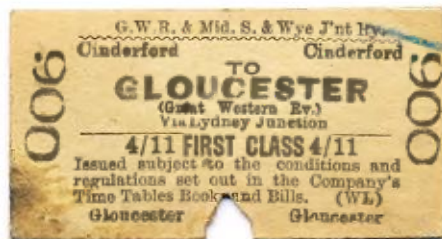
It was decided that all tickets for the Joint Line should be supplied by the GWR, possibly all existing stock was withdrawn and a complete set of new tickets printed. This was the first GW type used, the format had been standard for that company since about mid-1890. The backs are blank. Earliest issue date seen:



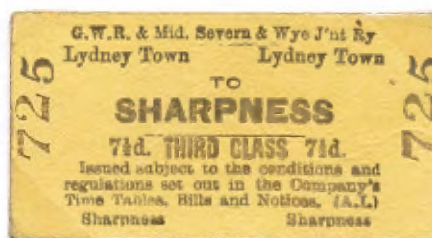
Spacing of the conditions changed to avoid the hyphenation of "regulations", the last line then reading "Time Tables Books and Bills". The corresponding change was made to GW tickets in about mid-1896. The backs are blank. Earliest date seen:



Serial number added to the left hand end of the ticket; all essential information was thus duplicated and so appeared on each half of a ticket vertically bisected for issue to a child. The corresponding change was made on GW tickets in early October 1898. The backs are blank. Earliest issue date seen:



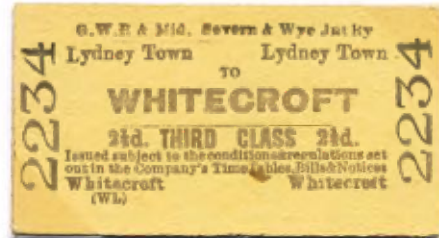
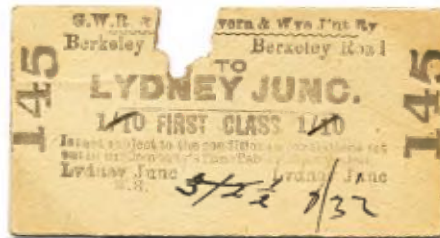
Conditions notice changed to refer to "Time Tables Bills and Notices". The corresponding change was made on GW tickets in late 1906/early 1907. The backs are blank. Earliest issue date seen:



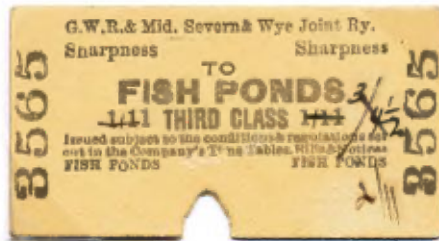
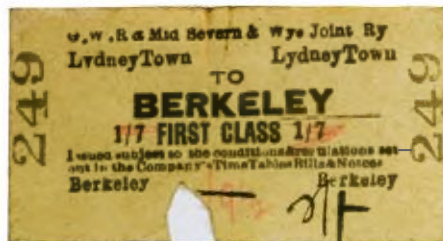


ORDINARY SINGLES

In June 1910 the GW introduced route nippers, used to impress numbers on tickets so that the route travelled could be checked. In order that these numbers would be clearly visible the conditions were compressed on to two lines, so leaving a clear space along the foot of the ticket, and the compositor's initials were moved to below the left hand repeat of the destination. The backs are blank. Earliest issue date seen:



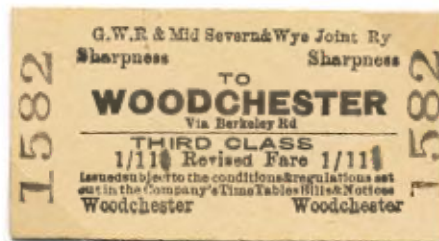
Compositor's initials omitted from below the miniature repeats. The corresponding change was made on GW tickets by May 1917. The backs are blank. Earliest issue date seen:



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 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. Earliest issue date seen:



From 6 August 1920 there was a further fare increase of 16 2/3%, 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.



ORDINARY SINGLES

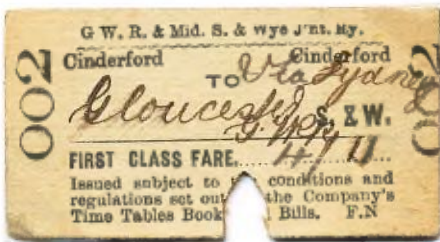
Ordinary singles as shown on the two preceding pages were used for bookings to stations on the Joint Line, the GW, the Midland and some other companies. For other foreign bookings, however, tickets with GW foreign conditions were used.



F53a

241608

Blank card tickets.

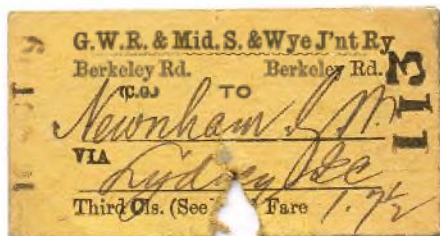


281100



L57a

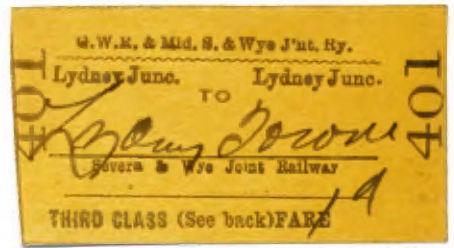
421112



L56



L56



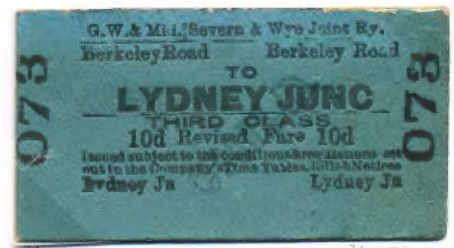
25128

Child and non-standard tickets, including re-prints.



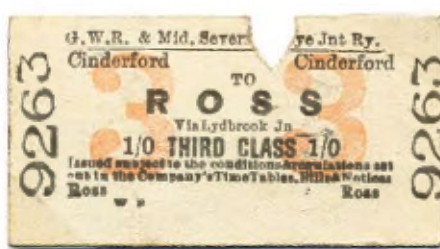
Blank

185128



Blank

160036



Blank

235716



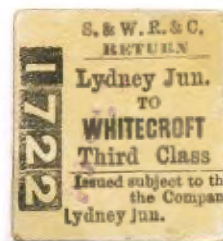
Blank

434

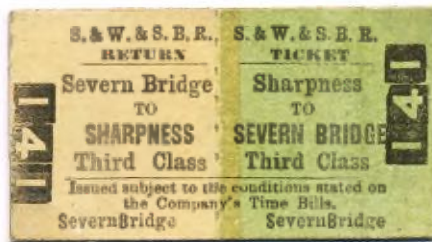


ORDINARY RETURNS

Probably the first return type used on the line. The backs are blank.



Tickets with the new title, used from 17 October 1879. As with singles, there were probably two different spacings of the conditions notice. The backs are blank.



Fare added in order to comply with the Regulation of Railways Act 1889. The backs are blank.



Title changed following purchase of the company by the GW and Midland Railways. The backs are blank.

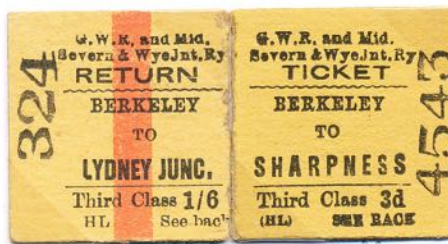
This is likely to have been the first type of GW-printed return, with conditions LR6 on the back. The format was standard for GW returns from about mid-1893. Earliest issue date seen:



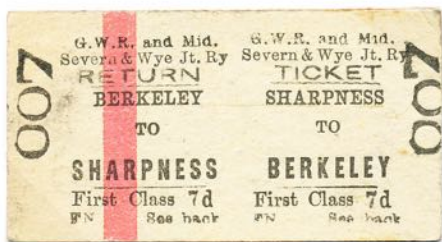


ORDINARY RETURNS

Use of half numbers discontinued; conditions LR6 on the back. The same change had occurred on GW tickets by April 1901. Earliest issue date seen:



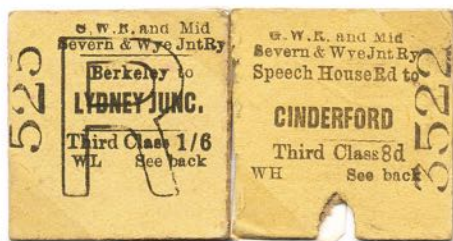
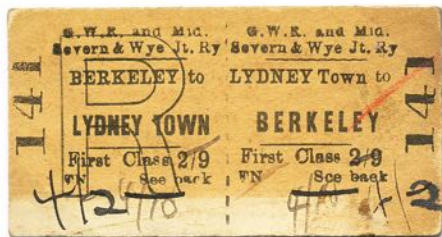
Conditions changed to LR7a, referring to "the Company's Time Tables Bills and Notices". The new conditions were in use on GW returns by March 1907.



By the end of 1907 the GWR were printing "RETURN TICKET" in a new serif typeface. Cards with a red stripe on the return half were used up and probably by the end of the year tickets were being printed on plain card. From May 1908 the skeleton letter R was printed on the return journey portion of the ticket. Conditions LR7a continued.



From June 1910 the print was moved up to allow clear space along the foot of the ticket for impression by route nippers. This format continued into the Actual and Revised Fare periods.



ORDINARY RETURNS

Other types.

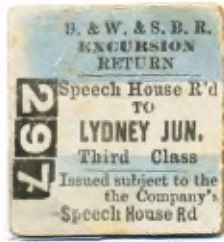


1872

1873

EXCURSION TICKETS

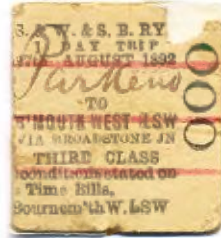
Tickets of the original companies.



11/15/02



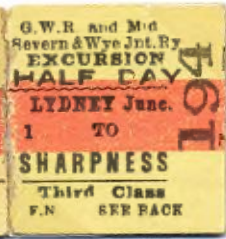
21/5/02



GWR prints. Conditions 3-150 are on the backs unless otherwise indicated.



20/8/01



26/8/00



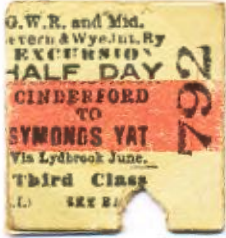
12/8/01



18/8/01



21/7/01



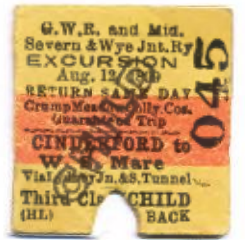
11/15/02



11/8/05



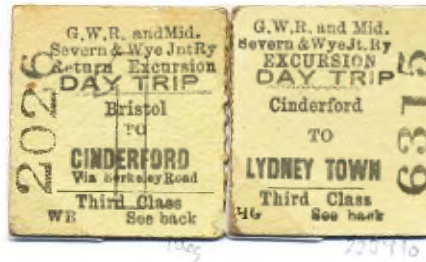
17/8/05



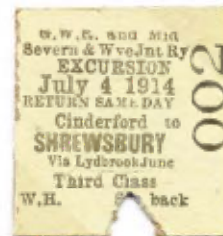
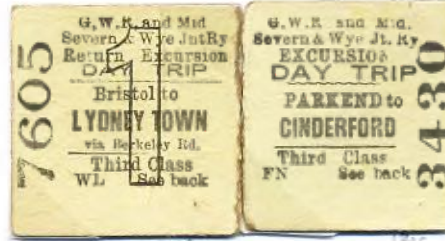
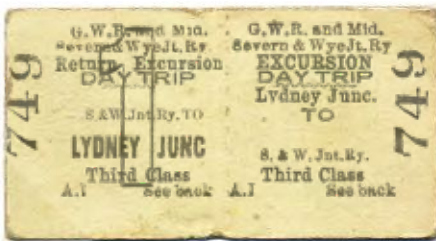


EXCURSION TICKETS

From August 1907 the GWR started printing excursion tickets on plain coloured cards with skeleton figures or letters on the return halves. By that date the conditions had been changed to 3-160.

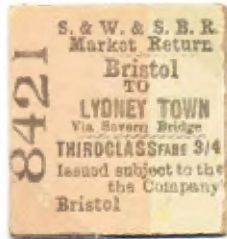


Towards the end of 1910 the use of special excursion conditions was discontinued and ordinary conditions LR7a were then printed on the backs.



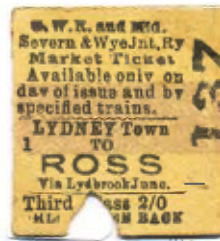
MARKET RETURNS

Tickets of the original companies.



Clark 1905

GWR prints. Probably from August 1907 the colour used for market returns was changed to mauve.



LK6 1905



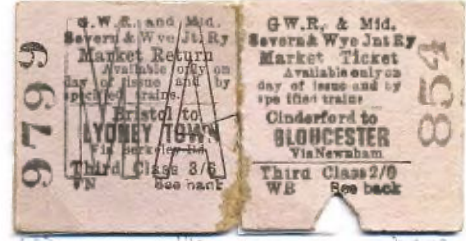
LK6 30/6/07 1905



LK6 28/2/10



LK6 1905

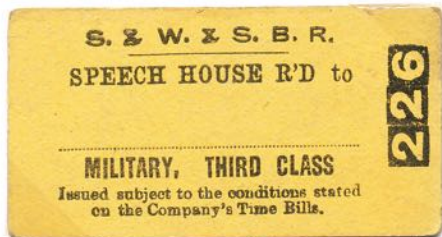


LK6 1905 28/2/12



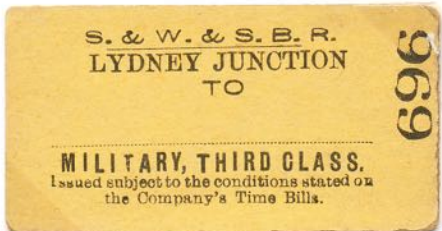
MISCELLANEOUS SINGLES

Tickets of the original companies.



Blw/c

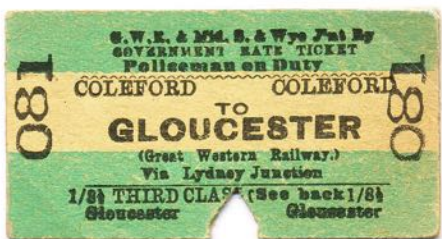
Undated



Blw/c

Undated

GWR prints.



L56

19 Feb 04



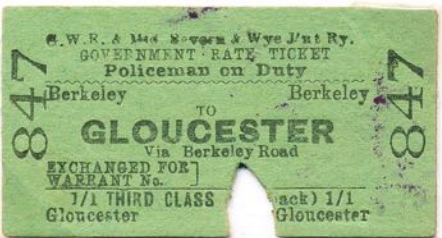
L56

1 Aug



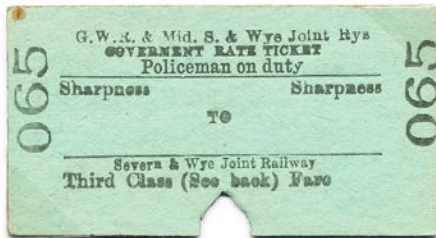
L56

16 Jun 03



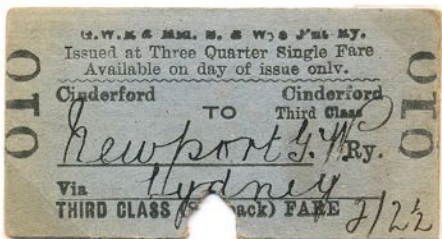
L57a

1 Aug



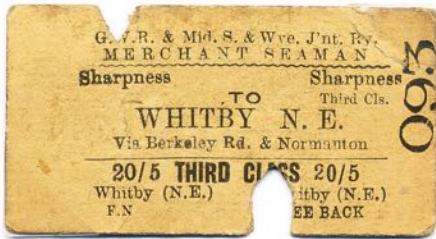
L57a

Undated



F53a

31 Oct 02



F53a

1 Aug

MISCELLANEOUS RETURNS

330  
 G. W. R. and Mid.  
 Severn & Wye Jnt. Ry  
**PIC-NIC**  
 Pleasure Party  
 Return  
**GLOUCESTER**  
 TO  
**WHITECROFT**  
 Via Berkeley Road  
 Third Class 2/4  
 WL SEE BACK

LR6 14/12/03

332  
 G. W. R. and Mid.  
 Severn & Wye Jnt. Ry  
**Foreign Pic-Nic**  
 PLEASURE PARTY  
 RETURN  
 LYDNEY TOWN  
 Via  
 Third Cls. (See back)

L26 24/1/04

248  
 G. W. R. & Mid.  
 Severn & Wye Jnt. Ry  
**CHEAP RETURN**  
 for day of issue & BY  
**CERTAIN TRAINS ONLY**  
 Cheltenham to  
**CINDERFORD**  
 via Newnham  
 Third Class  
 WL SEE CONDITIONS

G. W. R. & Mid.  
 Severn & Wye Jnt. Ry  
**CHEAP TICKET**  
 for day of issue & BY  
**CERTAIN TRAINS ONLY**  
 Cinderford to  
**CHELTHENHAM**  
 Via Newnham  
 Third Class  
 ON BACK W.H

4-250 unsorted

787  
 G. W. R. and Mid.  
 Severn & Wye Jnt. Ry  
 Saturday to Monday  
**WEEK END**  
 For day of issue to limit  
 shown on back of ticket  
 Bristol  
 (Midland Ry) to  
**LYDNEY TOWN**  
 via Berkeley Rd.  
 Third Class 8/6  
 WL See back

4-230 10/25

G. W. R. and Mid.  
 Severn & Wye Jnt. Ry  
**Fourist Ticket**  
 Third Class 18/0  
**CINDERFORD**  
 TO  
**Bournemouth West**  
 Via Berkeley Road  
 Bath & Broadstone  
 WL SEE BACK

1/05 22/3/02

G. W. R. and Mid.  
 Severn & Wye Jnt. Ry  
**CHEAP**  
**CIRCULAR TOUR**  
**LYDNEY TOWN**  
 1  
 TO  
**SYMONDS YAT**  
 Via Lydney Juno  
 Chepstow & Mowmouth  
 Third Cls. See back

1/05

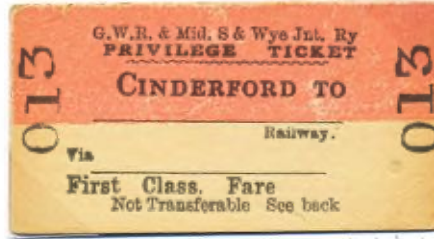


PRIVILEGE TICKETS



S-115

undated



S-120

undated



S-110 237700

146/21



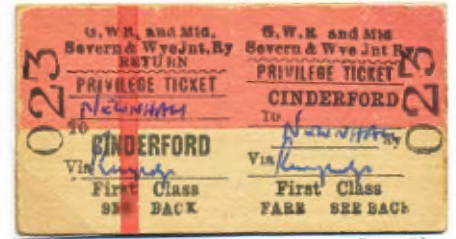
S-110

undated



S-110

undated

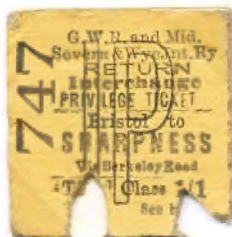


S-120

25052



02/12



S-120

10/12



S-120

10/12



S-120

20/12

DOG & ARTICLE TICKETS

G.W.R. & Mid. S. & Wye J'nt. Ry.  
 ONE DOG  
 (Value not exceeding £2)  
 CINDERFORD TO  
*Redland Mid*  
 Carriage Paid 6 d.  
 This Ticket must be given up on arrival  
 SEE BACK

8-110

G.W.R. & Mid. S. & Wye J'nt. Ry.  
 ONE BICYCLE accompanied by Passenger  
 (Value not exceeding £2)  
 LYDNEY JUNCT TO  
*Sharpness*  
 Carriage Paid 6 d.  
 This ticket which is available for a single journey only must be given up at destination station  
 (See other side)

12911

G.W.R. & Mid. S. & Wye J'nt. Ry.  
 Ticket for Bicycles, Perambulators and other articles accompanied by Passengers.  
 ONE *Bike*  
 BERKELEY TO  
*Woolston*  
 on 6 d. Carriage Paid  
 At Passenger's for conditions see back  
 hereof. This Ticket be given up on arrival

8-220

G.W.R. & Mid. S. & Wye J'nt. Ry.  
 Ticket for a Bicycle, Perambulator, or Child's Mail Cart with Passenger at Owner's Risk  
 BERKELEY ROAD TO  
 any S&W Station not exceeding 12 miles  
 CARRIAGE PAID 6d.  
 This Ticket must be given up on arrival  
 See other side

8-220

274800

G.W.R. & Mid. Severn & Wye J'nt. Ry.  
 One Bicycle accompanied by Passenger  
 At Company's limited risk rate.  
 See Conditions on back.  
 UPPER LYDBROOK TO  
*Redland*  
 Carriage Paid 6 d.  
 This ticket which is available for a single journey only must be given up at destination station

8-310

145815

G.W.R. & Mid. Severn & Wye J'nt. Ry.  
 One Bicycle accompanied by Passenger  
 at Company's limited risk rate.  
 See Conditions on back.  
 BERKELEY TO  
 any Severn & Wye Station 25 miles  
 not exceeding  
 CARRIAGE PAID 6d.  
 This ticket which is available for a single journey only must be given up at destination station

8-310

18910

G.W.R. & Mid. Severn & Wye J'nt. Ry.  
 One Bicycle accompanied by Passenger  
 At Company's limited risk rate.  
 See Conditions on back.  
 COLFORD TO  
*Redland*  
 Carriage Paid 6 d.  
 This ticket which is available for a single journey only must be given up at destination station

8-310

78915

G.W. & Mid. Severn & Wye J'nt. Ry.  
 One Bicycle accompanied by Passenger  
 at Company's limited risk rate.  
 See conditions on back.  
 LYDNEY JN. TO  
*Sharpness*  
 Carriage Paid 6 d.  
 This Ticket which is available for a single journey only must be given up at destination station

12911

G.W.R. & Mid. Severn & Wye J'nt. Ry.  
 One Bicycle accompanied by Passenger  
 Issued at Berkeley Road Station  
 with Bicycle ticket No. \_\_\_\_\_  
 Extra (Insurance) Charge One Penny  
 To be surrendered with the Bicycle ticket  
 SEE CONDITIONS ON BACK.

8-410

247103

G.W.R. & Mid. Severn & Wye J'nt. Ry.  
 Ticket for a Perambulator Child's Mail Cart or other article at owner's risk accompanied by Passenger (See other side)  
 ONE  
 PARKEND TO  
*Weston Mare*  
 Carriage Paid 6 d.  
 This ticket is available for a single journey only and must be given up at destination station

8-220

2571214

G.W.R. & Mid. Severn & Wye J'nt. Ry.  
 Ticket for Perambulator Child's Mail Cart or other article accompanied by Passenger  
 SHARPNESS TO  
*Sharpness*  
 Carriage Paid 6 d.  
 This ticket is available for a single journey only and must be given up at destination station

Blank

1085



SEVERN & WYE & SEVERN BRIDGE No. 393  
RAILWAY.

LYDNEY TOWN

*This Ticket is issued subject to the published conditions and arrangements of the Company, and on the condition 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 Acts, nor for any loss whatever caused by perils of the sea or weather.*

3 S.

THROUGH SINGLE JOURNEY TICKET

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

No. 393 July 28 1888

THIRD CLASS.

LYDNEY TOWN to *Burton on Trent*

Via *Stafford*

Fare Paid £: *9/-*

*[Signature]*  
Booking Clerk.

Not available by *LAMPS* or *LIMITED* SCOTCH MAIL Trains unless stated in the Companies' Time Tables and Notices to be so.  
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.

**G. W. R. & MID. SEVERN & WYE JOINT RAILWAY.**

(100-3).

Issued subject to the Conditions and Regulations set out in the Company's Time Tables, Bills, and Notices.

**THROUGH SINGLE JOURNEY TICKET.**  
Available for One Person only.

No. 94 19 19  
(Month to be written in full.)

**THIRD CLASS.**

From WHITCROFT, S. 3 Station,  
To \_\_\_\_\_ Railway,  
On \_\_\_\_\_ Railway,  
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 Steamboats.  
This Ticket must be shown, and given up, when required.

When this ticket is cut off, this Ticket is only available for a CHILD not exceeding 12 years of age.

**G. W. R. & MID. SEVERN & WYE JOINT RLY.**

This through Ticket is issued subject to the Conditions and Regulations referred to in the Time Tables Bills and Notices of the respective Companies on whose Railways Coaches or Steamboats it is available and the 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 on their respective Railways Coaches or Steamboats. The contract and liability of each Company are limited to its own Railways Coaches and Steamboats.

**THROUGH RETURN TICKET.**  
Available for One Person only.  
NOT TRANSFERABLE.

**RETURN JOURNEY.**  
Can be used only within

No. 166 from January 3, 1901  
(Month to be written in full.)

**Parliamentary**  
(THIRD CLASS).

To LYDNEY TOWN Station,  
From \_\_\_\_\_ Railway,  
On \_\_\_\_\_ Railway,  
Route via \_\_\_\_\_

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.

W. & A. G. & SONS LONDON, PRINTERS, LONDON, WALL, LONDON.

282107



G.W. & M.C.'S  
SEVERN & WYE JT. RLY.

101-1

Issued subject to the Conditions  
and Regulations set out in the  
Company's Time Tables, Bills and  
Notices.

**THROUGH RETURN TICKET**

Available for One Person only.  
NOT TRANSFERABLE

**RETURN JOURNEY.**

No. 33 Date of issue 10-20-19  
(M. be written in full).

**FIRST CLASS**

From Bardiff

On G.W. Railway,

To SHARPNESS Station,

Route via Bezydney

Per 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.

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

50 lbs., 100 dup. lbs. — F8 Spl. — 5-20 — Est. 850

G.W. & M.C.  
SEVERN & W

From SHARPNESS

To \_\_\_\_\_

Date \_\_\_\_\_

No. 33 1st R

*When this copy is cut off, this Ticket is only available for a CHILD not exceeding 12 years of age.*

Great Western and Midland Companies' Severn and Wye  
Joint Railway.

No. 2188

31-3-19

Ticket held by Passenger, } Issued at BERKELEY.  
from \_\_\_\_\_ to \_\_\_\_\_ No. \_\_\_\_\_

Excessed from Severn to Bly

Cause of Excess.	Single.	Return.	£	s.	d.
Class without Ticket	<u>1</u>				<u>12</u>
Ticket out of Date...					
Third to First .....					
Children over Age...					

**EXCESS FARE.**

\_\_\_\_\_  
Officer Receiving the Excess.

No Excess will be repaid unless this Receipt be produced.

OTHER JOINT CONCERNS

CHELTHENHAM & GLOUCESTER RAILWAY

Described as such by the Joint Committee the line between the two towns was originally built by the Birmingham & Gloucester Railway (absorbed into the Midland Railway from 1 July 1845), but the Great Western Railway as successors to the Cheltenham & Great Western Union Railway were entitled to common use of it under an 1838 Act. The GWR purchased a half share in 1845 after which the line was equally managed by the two companies, eventually coming under the auspices of the Joint Committee. The only intermediate station was Churchdown, but it is thought that all travel tickets from that station were standard GWR or Midland titled prints.

The two companies also jointly owned and managed the Gloucester & Cheltenham Railway or "Tramroad" as it was more familiarly referred to. This was opened for coal and mineral traffic on 4 June 1811. Passenger traffic was contemplated, but it is unlikely that it was ever carried. David Bick's account (*The Gloucester & Cheltenham Tramroad* - Oakwood Press Locomotion Paper 43) seems the most reliable. He records that the locomotive 'Royal William' was ordered, the major incentive probably being the vision of passenger traffic. Twenty sets of light weight wheels and axles were ordered at the same time, the assumption being that these would be used for passenger coaches. Unfortunately, the permanent way was entirely unable to support the weight of the locomotive and after a week of trials, probably in the winter of 1831/32, the project was aborted.

It appears that the proprietors had been sufficiently confident of success to strike from copper what are presumed to be tickets for the service. Moyaux states that the locomotive 'Blucher' is illustrated on the obverse, gives the date as approximately 1830 and states that the metal tickets replaced those made of paper, clearly an incorrect statement. Phillimore suggests that they may have been struck for the first passenger traffic on the line, or to commemorate the first locomotive on the line.



Intended use as tickets is indicated by the legend "CLASS No. 2" on the reverse, and by the fact that other copies are known showing "CLASS No. 1", but otherwise identical. It seems likely that the former were destined for passengers riding in ordinary tram wagons and the latter for passengers in carriages fitted with the axles previously referred to.

The tramroad was bought jointly by the C&GWUR and the B&GR in 1837, the latter company gaining complete control in August 1840. However, the GWR held an option to purchase a half share following their acquisition of the C&GWUR and that option was exercised in 1845, following which the tramroad was jointly owned and managed by the GWR and the Midland Railway. It fell into gradual disuse from then onwards and was finally lifted in 1861.



OTHER JOINT CONCERNS & THE GLOUCESTER FOOTBRIDGE

The Committee also managed the joint stations at Bristol (Temple Meads), Churchdown and Worcester (Shrub Hill). No jointly titled travel tickets are known from any of these stations and it is unlikely that they existed. The only one from which jointly titled platform tickets are known is Worcester. The station became 'closed' in January 1919 (*Minutes of Joint Line Officers' Conference 19 Jan and 19 April 1919 - Midland Railway Study Centre RFB23843*).

The original Midland station at Gloucester lay adjacent to that of the GWR; it was closed and replaced by a new one some distance away which opened on 12 April 1896. On 24 September a covered footbridge linking the two stations was opened, At 190 yards long it was the longest on any line in England and, being significantly shorter than the distance by road, became a useful short cut. Access to the bridge was unrestricted as both stations were 'open'. On 17 April 1919 the Midland station became fully closed (*Gough's Chronology*), bona fide access being regulated by the issue of free platform tickets, and by October both stations were closed. Part of a City Council meeting report in the *Gloucester Journal* on 1 November 1919 reads 'With regard to the closing of the footbridge between the two stations to all except those holding through railway tickets', it follows an earlier report on 27 September that includes the sentence 'If general access is a thing of the past, there should at least be a rational system of platform tickets, so that citizens having legitimate business to transact can be assured their right of way and freedom from excessive annoyance'.

Penny platform tickets were indeed introduced, probably in late 1919 or early 1920. The earliest known tickets are a Midland dated 7 February 1920 and a GW for the Up platform (from Series 7) dated 5 December 1922. But these did not resolve the problem and at a council meeting of the Gloucester Incorporated Chamber of Commerce on 16 December 1921, as reported on the 19th in the *Gloucester Citizen*, attention was drawn to 'the very great inconvenience caused to railway passengers owing to the fact that unless they were in possession of a railway ticket entitling them to travel over both company's sections they were not permitted to go from one station to the other by the footbridge, but were compelled to go all the way round by road'. The Secretary, Mr. P. Barrett-Cooke, was instructed to write to the headquarters of the two companies and to ask if there was now any existing reason why the present restriction as to the use of the footbridge by passengers should not be removed.

Then the *Gloucester Echo* for 8 February 1922 reported receipt by Barrett Cooke of a letter from the GWR General Manager saying 'With reference to your letter of the 4th instant with regard to the use of the footbridge connecting the Midland and Great Western Stations at Gloucester, I have to say that as a result of a meeting held on the 3rd February between representatives of the two companies the following arrangements have now been put into operation which I trust will prevent any further occasion for complaint: - (1) Platform tickets issued on the Midland Station to be available to pass the holders out at the Great Western Station and vice versa; (2) passengers holding Midland tickets to be passed out and the tickets collected at the exit from the Great Western Station and vice versa; (3) transfer tickets to be issued in the case of passengers who have business at one station, e.g. cloakroom or parcel office, and subsequently desire to proceed to the other company's station for the purpose of booking.' The goal of public access, albeit at the cost of one penny for a platform ticket, had been achieved and the companies were duly thanked.

Relevant Worcester platform tickets and Gloucester transfer tickets are shown below.



Seen issued. 'P' is green.

