

TICKETS OF THE MIDLAND RAILWAY JOINT LINES

By David G Geldard

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

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

Volume 2 – C.L.C.: all other tickets.

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

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

Volume 5 – Great Western and Midland Railways Joint Lines.

Volume 6 – Other jointly owned lines A – P.

Volume 7 – Other jointly owned lines Q – Z.

VOLUME 6 OTHER JOINTLY OWNED LINES A – P.



David G Geldard

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TICKETS OF THE MIDLAND RAILWAY

JOINT LINES

VOLUME 6

OTHER JOINTLY OWNED LINES A – P.

**Ashby & Nuneaton Joint Railway
The Forth Bridge Railway Company
Furness & Midland Joint Railway
London & North Western & Midland Joint
(Market Harborough Station)
Normanton Station Joint Committee
Portpatrick Railway
Portpatrick & Girvan Joint Committee
Portpatrick & Wigtonshire Railway
Portpatrick & Wigtonshire Railways Joint Committee
Larne & Stranraer Steamboat Company (Limited)
Larne & Stranraer Steamboat Joint Committee**

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

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

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

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

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

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

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

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

USING THE PDFs

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

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

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.

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

DEC. 1. 88

R2

NOV 29

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

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

R4a

THIS TICKET IS ISSUED SUBJECT TO THE REGULATIONS AND CONDITIONS STATED IN THE CO.'S TIME TABLES AND BILLS

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

R4b

2

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

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

2

19 8 SEP 1

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, from the service of a Railway Co. with whom he is employed.

27 MAR 30

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, from the service of a Railway Co. with 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, from the service of a Railway Co. with 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, from the service of a Railway Co. with whom he is employed.

P6

1
This Ticket is available for a servant of a Railway Co. his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Co. over whose line he is travelling, and to the conditions that the Midland Co. and all other Cos. over whose railways or on whose steamboats it shall be available, are held free from 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, from the service of a Railway Co. with whom he is employed.

P7

2
This Ticket is available for a servant of a Railway Co. his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Co. over whose line he is travelling, and to the conditions that the Midland Co. and all other Cos. over whose railways or on whose steamboats it shall be available, are held free from 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, from the service of a Railway Co. with whom he is employed.

P8

3
This Ticket is issued at a reduced rate below the ordinary rate, on the condition that the holder shall not be entitled to claim compensation for a greater sum than £100.

w2

4
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

5
This Ticket is issued subject to the Published Conditions & Arrangements of the Co. and on the Conditions that they incur no liability in respect of any loss whatever that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Act for any loss whatever caused by perils of the sea or weather, or arising off the Company's own line.

B12

6
Not Transferable
This through Ticket is issued subject to the conditions & regulations referred to in the First Table Bills & Notices of the respective Companies on whose Railways Coaches or Steamboats it is available, & 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 & liability of each Company are limited to its own Railways Coaches & Steamboats.

B31

7
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.

A3

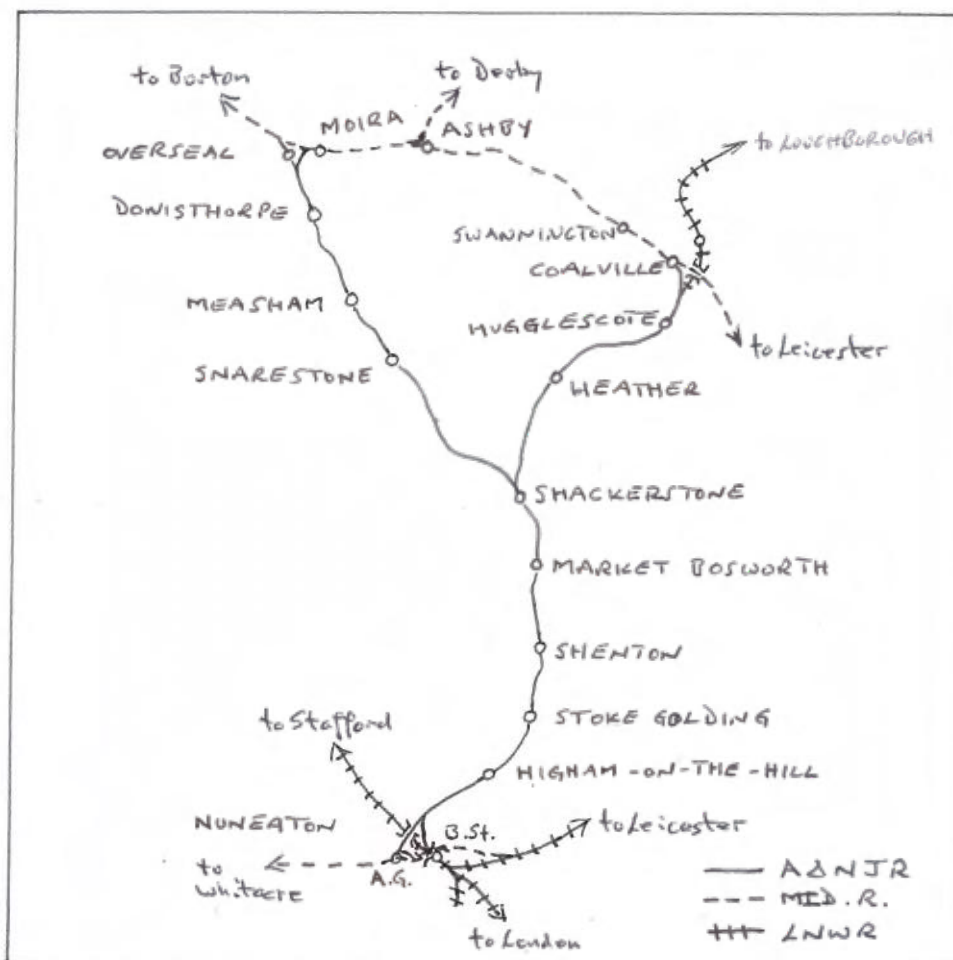
8
NOTICE.
This Ticket is issued at a reduced rate, below the ordinary rate, on the condition that the Co. & all other Cos. over whose lines the passenger may pass, are relieved from all liability for loss, damage, delay, or detention, from whatever cause arising, and on the understanding that the acceptance of the ticket is evidence of an agreement to this effect.

A1

9
DOG.
The Companies are not, and will not be, Common Carriers of Dogs nor will they receive Dogster conveyances or be liable for any other Company or Companies over whose lines the Dog may pass, and will not be responsible for loss, injury, or delay thereof, except upon proof of negligence on the part of their servants, nor in any case for any greater amount of damages than the sum of £25, unless at the time of booking the Dog is declared of a higher value and a percentage of £24 per cent. be paid upon the higher value so declared.

D21

ASHBY & NUNEATON JOINT RAILWAY



The line was jointly owned by the Midland Railway and the London & North Western Railway and was opened for passenger traffic on 1 September 1873 between junctions with both companies at Nuneaton and with the Midland at Moira and at Coalville. The original stations are as shown on the map, except for Donisthorpe which opened on 1 May 1874.

The Midland operated services from a new station at Nuneaton (replacing the original terminus of its line from Whitacre) to Ashby and Burton-on-Trent, and connecting services between Shackerstone and Coalville. The LNWR operated between its Nuneaton station (later Trent Valley) and Overseal & Moira. From the opening of the Charnwood Forest Railway on 16 April 1883 the LNWR also provided connecting trains between Shackerstone and Loughborough (Derby Road).

Overseal & Moira closed to passenger traffic on 1 July 1890, from which date the LNWR was allowed by the Midland to work into Ashby.

Heather was renamed Heather & Ibstock on 1 September 1894.

The concern was grouped into the London Midland & Scottish Railway on 1 January 1923.

Ashby & Nuneaton J^{nt} Rly. This Ticket is issued subject to the Regulations & Conditions stated in the Company's Time Tables & Bills.

THIRD CLASS.
Measham to MARKET BOSWORTH

Measham-M^oB^oworth (Measham-M^oB^oworth)

15/20

ASHBY & NUNEATON JOINT RLY. This Ticket is issued subject to the Regulations & Conditions stated in the Company's Time Tables & Bills.

THIRD CLASS. THIRD CLASS.
MEASHAM to DONISTHORPE

FARE 1¹/₂d. Measham-Donisthorpe FARE 1¹/₂d. Measham-Donisthorpe

Blank

ASHBY & NUNEATON JOINT RAILWAY. Issued subject to regulations in the Co.'s Time Tables & Bills.

THIRD CLASS. THIRD CLASS.
Hugglescote to HEATHER & IBSTOCK

Fare 2d. Hugglescote Heather & Ibstock Fare 2d. Hugglescote Heather & Ibstock

Printed

Issued by the ASHBY & N. J^{nt} Rly. subject to the Regulations & Conditions stated in the Company's Time Tables & Bills.

SECOND CLASS.
STOKE GOLDING To
Hughes on the Hall
 on Ashby & Nuneaton Joint Rly.

Via From S^ondling From S^ondling

9/13

ASHBY & NUNEATON JOINT RLY. This Ticket is issued subject to the Regulations & Conditions stated in the Company's Time Tables & Bills.

SECOND CLASS. SECOND CLASS.
Market Bosworth to Shenton RLY.

Via FARE s. d. FARE s. d.
 From-Market From-Market

8/2

A.&N. Available for the return journey within 2 Days after date of issue.

Ashby & Nuneaton J^{nt} Rly
Market Bosworth To
Shenton
 on Ashby & N. J^{nt} Rly.
To MARKET BOSWORTH

Via *Shenton*
 on Ashby & N. J^{nt} Rly.

Via **SECOND Class. Not Transferable.** **SECOND Class. Not Transferable.**

R4a 14/11

DOG d. 5

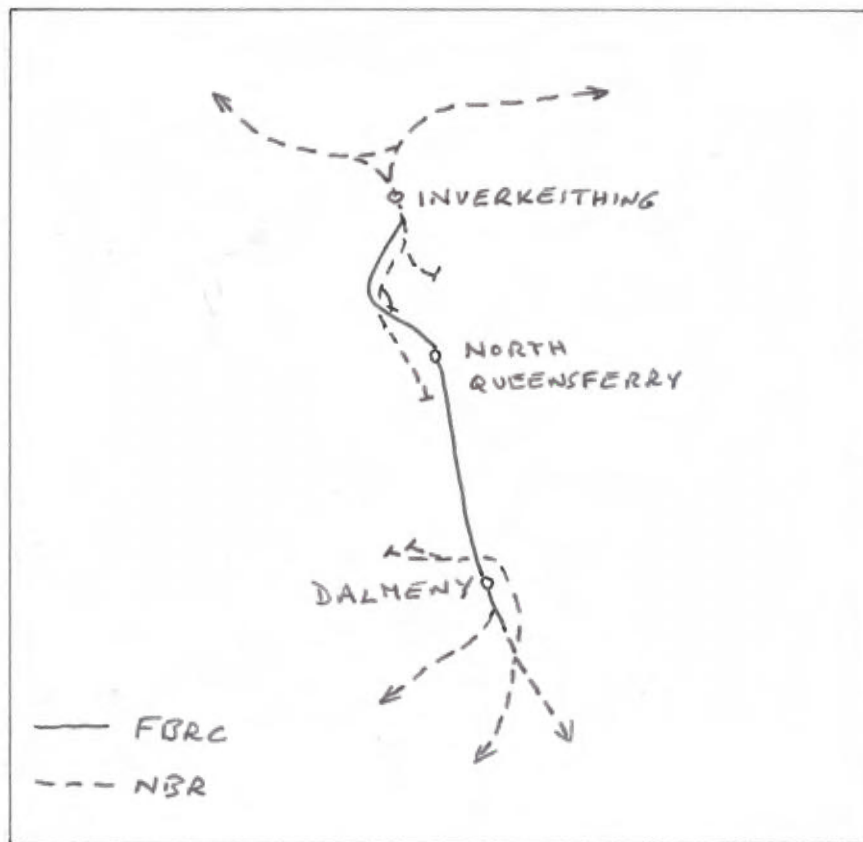
Ashby & N. J. Ry. QNB DOG CARRIAGE PAID
 TO BE GIVEN UP AT THE DESTINATION STATION

Measham to
 ANY OTHER STATION NOT EXCEEDING
10 MILES THEREFROM.
LIABILITY NOT EXCEEDING £2.

Issued solely on, and subject to the Conditions stated on the back hereof.

6/20

THE FORTH BRIDGE RAILWAY COMPANY



The Forth Bridge Railway Company was formed following a meeting at York on 11 June 1881, at which the North British Railway agreed to contribute 35% of the cost, the Midland 30% and the North Eastern and Great Northern 17½% each. The NB undertook to build the approach lines on behalf of the Bridge company and to improve other lines in the area.

The bridge was opened ceremonially by the Prince of Wales on 4 March 1890; goods traffic began on that day and local passenger traffic on the Edinburgh - Dunfermline line on the following day. However, as not all the main approach work to the bridge was ready, the working of through expresses was delayed and did not commence until 2 June 1890.

A new station on the southern approach line was opened as Forth Bridge on 5 March 1890, by the end of June it had been renamed Dalmeny. The original North Queensferry station closed on 5 March 1890 to be replaced by a new station of the same name on the northern approach line. This probably opened when the through expresses started using the line on 2 June although it was not shown in *Bradshaw* until August. Both of the approach lines stations were owned by the Bridge company, but appear prior to the grouping always to have issued standard NBR titled tickets.

The company retained its independent identity until nationalisation on 1 January 1948, maintaining the bridge in working order and deriving its revenue from the tolls paid to it by the NBR (and later the L&NER) as the operating company

The FORTH BRIDGE RAILWAY COMPANY.



Official Opening
of the
FORTH BRIDGE.
BY
H. R. H.
The PRINCE OF WALES.
Tuesday 4th March.
1890.

The Directors of
The Forth Bridge Railway Company
request the honour of the presence of

on the occasion of the official Opening of the Bridge
on Tuesday the 4th March, 1890. and thereafter at
Luncheon at South Queensferry.

February 1890.

Not Transferable

J. J. O. Banks & Co. Edin.

Very impressive. Gold print on white, the picture being in gold and blue.
Back shown overleaf

THE Forth Bridge Railway Company.



THE FORTH BRIDGE AND RAILWAY.

Total Length of Bridge, including approach Viaducts,	1 mile 1005 yds.
2 Spans,	each 1710 feet
2	680 ..
Depth of Main Girders at Piers,	330 ..
at centre.	52 ..
Width of Bridge at Piers,	120 ..
at centre,	31.5 ..
Clear Headway for Navigation at High Water,	150 ..
Deepest Foundation below High Water,	91 ..
Highest part of Bridge above High Water,	361 ..
Depth of Water in centre of Channel,	210 ..
Weight of Steel used in construction,	51,000 tons.

This Card will admit to the Special Train, to and from Edinburgh and North Queensferry Pier, and to the Steamer "John Stirling," and must be presented in order to obtain entrance to the Luncheon Room.

The Ceremony of Opening the Bridge will be performed by H.R.H. The Prince of Wales, and the Special Train conveying the Party who will accompany His Royal Highness and the Directors, will leave the Waverley Station for North Queensferry at 10.45 o'clock, on the morning of

Tuesday, 4th March 1890, arriving at the Forth Bridge Station at 11.15. The Train will then cross the Bridge, going by Inverkeithing to North Queensferry, whence the party will take boat, in order to view the Bridge from the River.

In the course of the return journey by Train from North Queensferry to the Forth Bridge Station, His Royal Highness, on arrival at the centre of the North Span, will affix the last rivet, and on the South Cantilever End Pier will declare the Bridge open.

Luncheon will be served in the Bridge Model Room at 2 o'clock.

The return Train will leave the Forth Bridge Station for Edinburgh about 4 o'clock afternoon.

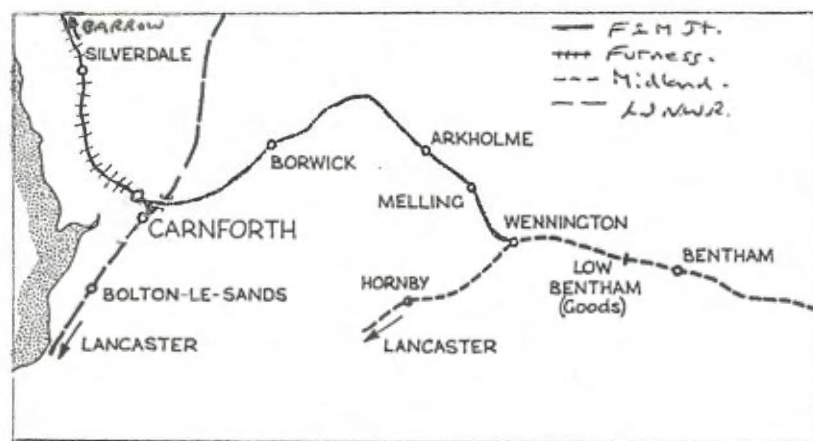
Acceptance or otherwise of the Invitation to be present should be addressed as early as possible to the undersigned

G. B. Wieland,
4 Princes Street, Edinburgh.

Morning Dress.

White card. Title and right hand panel in gold print.
Map - blue water, red railways, black place names.
Panel below map blue print.
Last four lines red print.

FURNESS & MIDLAND JOINT RAILWAY



Jointly owned by the two companies from which it took its name, this line was opened to freight on 10 April 1867, and to passengers on 6 June 1867, with intermediate stations at Melling, Arkholme and Borwick. The original joint line terminus at Carnforth was a temporary station lying somewhat to the east of the end-on junction with the Furness Rly. This was closed on 1 July 1868 and replaced by a permanent one at the junction, serving both F&M and Furness trains. The terminus for the latter was the joint LNW/Furness station. Opening of an east to south curve on 2 August 1880 enabled F&M trains to use this joint station and the 1868 station was closed on and from that date.

The line was worked by the Midland Railway. That company diverted their Isle of Man steamer service from Morecambe to Piel Pier (Barrow) on 1 July 1867, and similarly diverted their Belfast service from 2 September 1867. Thereafter, the sailings were operated by vessels owned in equal shares by the Furness, the Midland and Messrs. James Little & Co., the combine being known as the Barrow Steam Navigation Company. There were Midland through coaches to Piel Pier, probably attached to Furness trains at the junction although some through trains (likely to have been Furness hauled from the junction) can not be discounted.

The company became part of the London Midland & Scottish Railway on the grouping at 1 January 1923.

ORDINARY SINGLES

Early tickets.

Conditions and class shown at the top of the ticket and miniature repeats shown at the foot thereof. After some shade variations for 3rd class tickets, these settled into a standard brown colour. The backs are blank. Earliest issue date seen:



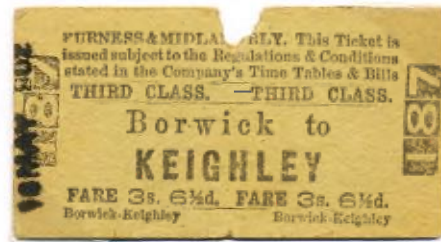
Fare added below the destination station. The backs are blank. Earliest issue date seen:

Class printed at both sides of the ticket, with no fare shown. The backs are blank. Earliest date seen:

Class printed at both sides of the ticket, together with the fare below the destination station. The backs are blank. Earliest issue date seen:

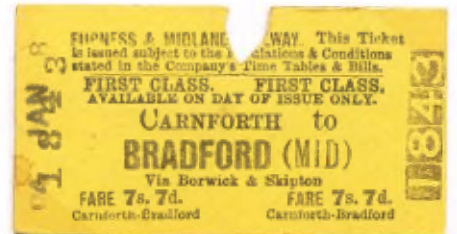
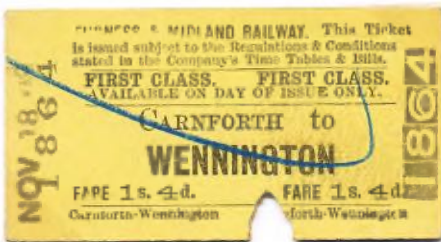
ORDINARY SINGLES

Fare printed at both sides of the ticket. The backs are blank. Earliest issue date seen:



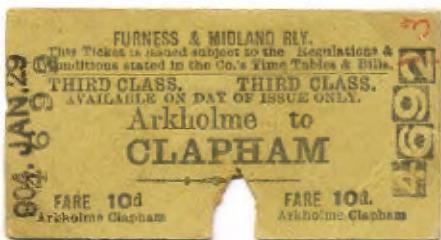
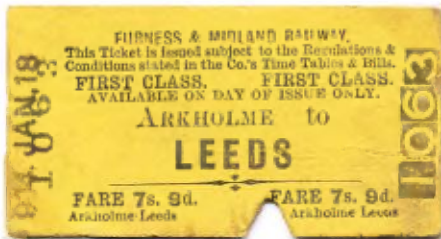
From 15 July 1892 new tickets printed had a small serial number at the left hand end. The right hand serial number in this and in all succeeding types was printed in either ordinary or negative form. The backs are blank.

Availability added below the class. There were two formats, one with the title followed on the same line by the conditions and one with the title on a separate line. The former may have been introduced earlier, but there appears to have been a period when the two were contemporary. The tickets below are in the first format, for a short period a few 1st class tickets were printed on a chalk surfaced card. On Midland titled tickets 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. Various different versions of the decorative rule are found, and all forms appeared at random throughout the currency of this type. The backs are blank. Earliest issue date seen:



ORDINARY SINGLES

Tickets in the second format, with the title on a separate line. Some were printed while the ruled line was shown between the fare and the miniature repeats but the majority date from after omission of this line and are found with (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. This last version became standard. The backs are blank. Earliest issue date seen:



Although a general 50% increase in fares was imposed by Order in Council from 1 January 1917 this was regarded as a temporary measure designed to discourage travel during the war and tickets continued to show the earlier fare. Not until 1 April 1920 were the new fares printed on tickets, using the designation "Actual Fare". The backs are blank.

A further fare increase came into operation on 6 August 1920, ordinary fares being increased by 16²/₃% (to 75% above the pre-war level). Tickets printed after that date used the designation "Revised Fare". The backs are blank.



ORDINARY SINGLES

Non-standard tickets.



ORDINARY RETURNS

9 JUL 1923
 156
 FURNESS & MIDLAND RLY
 Available for return on day of issue or following day or from Saturday to the following Monday night
 Morecambe (L.N.W.) to **BORWICK**
 Via Carnforth
 THIRD CLASS
 (SEE BACK)

K5

FUR. & MID. RLY.
 Available on day of issue
Borwick
MELLING
 THIRD CLASS
 (FARE 10d.)
283

R4a 162203

FUR. & MID. RLY.
 Available on day of issue only
 Carnforth to **BORWICK**
 THIRD CLASS.
 (FARE 5d.)
947

R4a 11025

Available on day of issue only
 Furness & Midland Rly
 Carnforth to **CLAPHAM**
 THIRD CLASS
 FARE 2s. 9d.
884

R4a 192208

EXCURSION TICKETS

98 6011 1
189
 Fur. & Mid. Ry. RETURN.
DAY EXCURSION
 Bradford (Mid) to **CARNFORTH**
 THIRD CLASS.
 (over)
 Furness & Mid. Ry.
DAY EXC'N.
Carnforth
 to **BRADFORD (MID)**
 THIRD CLASS.
189

X2 215928

3 NOV 23
 Fur. & Mid. Ry. RETURN
DAY EXCURSION.
 LEEDS (MID) to **CARNFORTH**
 THIRD CLASS.
 (SEE BACK)

X2a

12 NOV 18
2031
 Furness & Midland Rly
SHORT DATE EXCURSION
 Available for return within 14 days per bill advertising the train.
BRADFORD (MID) to CARNFORTH
 THIRD CLASS.
 See back

X2a

AUG 21 11
F. & M. RY. WEEK-END EXC.
 Available for RETURN with after Saturday to the TUESDAY following date of issue, as advertised by the Bills.
ILKLEY (MID) to CARNFORTH
 Via Embay & Borwick
 THIRD CLASS.
 See Back

W62a

Fur. & Mid. Ry.
EXTENDED LONG DATE EXC'N.
JEFFIELD (MID)
 Via Wennington
 THIRD CLASS
087

X5 47224

(FOREIGN.)
 FUR. & MID. RLY.
WEEK-END EXC'N
 Available on day of issue only
 Carnforth to **ILKLEY (Mid)**
 Via **Embay & Borwick**
 THIRD CLASS.
197

W62a 11222

MISCELLANEOUS



Blank



Blank



Blank



1177-03



P46



P22

45 P17



P5a

304406



110/10



P5b

227-104



P6

1677-03



P8

100g

DOG & ARTICLE TICKETS

FURNESS & MID. RY. **DOG** *10*
 FOREIGN ONE DOG. CARRIAGE PAID.
 TO BE GIVEN UP AT THE DESTINATION STATION.
 Carnforth to
Leicester
 LIABILITY NOT EXCEEDING **£2.**
 Issued solely on, and subject to the Conditions stated on the back hereof.

021

DOG *s. 6d.*
 FUR. & MID RLY. ONE DOG. CARRIAGE PAID
 TO BE GIVEN UP AT THE DESTINATION STATION
 Melling to
WENNINGTON.
 LIABILITY NOT EXCEEDING **£2.**
 Issued solely on, and subject to the Conditions stated on the back hereof.

021

10 JUL 97
 F. & M. Rly. Ticket for
 BICYCLES PERAMBULATORS
 &c. in charge of Passenger.
 ARTICLE NO
Removal
 Via *Can*
 BICYCLE.
 PERAMBULATOR.
 MAIL CART.
 Carriage Paid. *10* s.
 Issued solely on, & subject to the Conditions stated on the back hereof.
286

A1

05 JUL 18
 F. & M. Rly. Ticket for
 BICYCLES PERAMBULATORS
 &c. in charge of Passenger.
 Carnforth to
SKIPTON
 BICYCLE.
 PERAMBULATOR.
 MAIL CART.
 Carriage Paid. **1s. 0d.**
 Issued solely on, & subject to the Conditions stated on the back hereof.
037

A1

APR 18 08
 FURNESS & MIDLAND RLY
 TICKET for
 ONE BICYCLE
 accompanied by Passenger
**CARNFORTH to
 BRADFORD MID**
 FURNESS & MIDLAND RLY
 ONE BICYCLE
 accompanied by Passenger
 at 60'S 1ST CLASS RATE
 SEE CONDITIONS ON BACK
 Carnforth to
BRADFORD (MID)
 CARRIAGE PAID. **1s. 6d.**
 This ticket, which is available for a single journey only, must be given up at destination.
053

FUR. & MID. RY. Ticket for
 PERAMBULATOR &c.
 in charge of Passenger.
Borwick to
CARNFORTH
 NAME OF ARTICLE
 Carriage Paid. **s. 2d.**
098

01016

Furness & Midland Joint Railway.

F. & M. J. R. *Date*

No. **879**

From **CARNFORTH**

To _____

3 Tou

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

When this ticket is out of this ticket is only valid when not a child, not exceeding 12 years of age.

No. **879**

THROUGH **TOURIST** TICKET.

Available for one Person for one Journey only.

RETURN JOURNEY

(To be completed with)

Six Months
Date of issue *Apr 8* 19*19*

(Month to be written in full)

THIRD CLASS.

From *Horwich* Station,

On the *M&F* Railway.

TO CARNFORTH STATION,

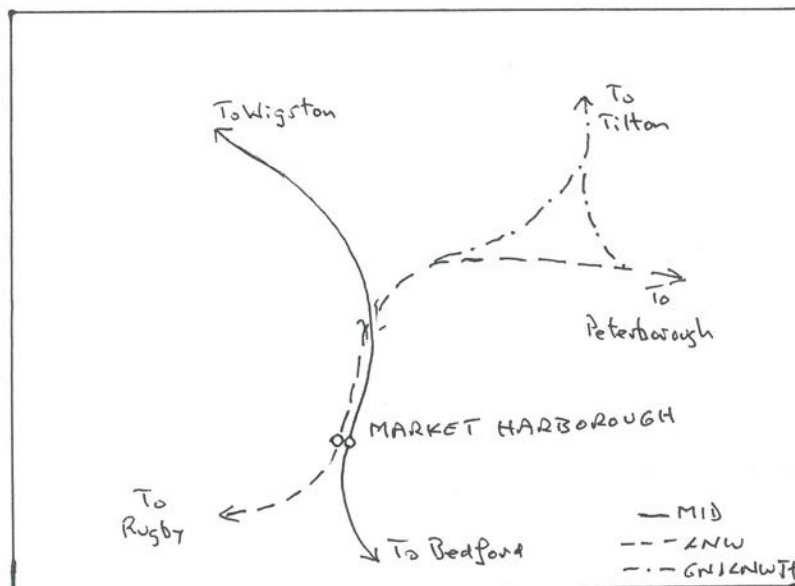
via *Bourne*
+ Salsby

Fare paid _____ *3.579*

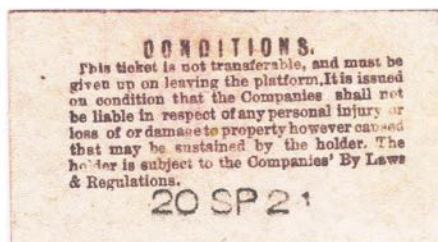
Booked
Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Terminals in Towns or between Railway Stations and Steamboats.
N.B.—This Ticket must be shown, and given up, when required.
Not available by **IRISH** or **LIMITED** **SEVEN** **MAIL** **TRAINS** unless stated in the Companies' Time Tables and Notices to be so.

LONDON & NORTH WESTERN & MIDLAND JOINT

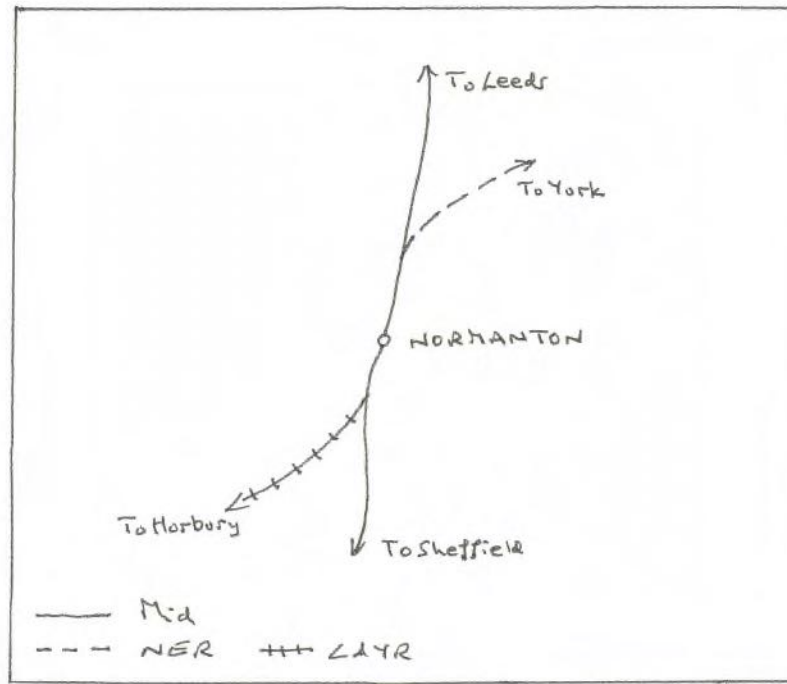


The L&NWR and Midland were joint owners of the second station at Market Harborough. This opened at noon on 14 September 1884 but was not completed until 15 February 1886. It replaced the old LNW station, opened on 29 April 1850 and used by Midland trains from 8 May 1857.



The two companies issued their own titled travel tickets, but the joint title was used on platform tickets printed by the Midland after 'closure' of the station. No exact date for this has been found but the *Leicester Daily Post* for 5 May 1920 reports a case of fraudulent travelling which refers to the use of platform tickets here.

NORMANTON STATION JOINT COMMITTEE



The first station at Normanton was a temporary one built by the North Midland Railway and opened with that line on 1 July 1840. A new station was built at the joint expense of the NMR and the other two users, the York & North Midland Railway and the Manchester & Leeds Railway. This was finished by September 1841 and control passed to a joint committee of management of the three companies in 1843, although ownership was retained by the NMR.

The NMR became part of the Midland Railway on 10 May 1844, the M&LR changed its name to the Lancashire & Yorkshire Railway on 9 July 1847 and the Y&NMR became part of the North Eastern Railway on 31 July 1854. The tripartite management of the station survived these changes and continued until the grouping on 1 January 1923, when control passed jointly to the London Midland & Scottish and the London & North Eastern Railways, the LMSR becoming the actual owners in succession to the NMR and the Midland.

So far as is known, travel tickets issued at Normanton were ordinary titled prints of the company by which the journey was to be made, and the joint management was reflected only in platform tickets, which bore the title NORMANTON JOINT STATION. According to Gough's Chronology the station was 'closed' from 1 May 1899 and this must be the likely introduction date.

PLATFORM TICKETS

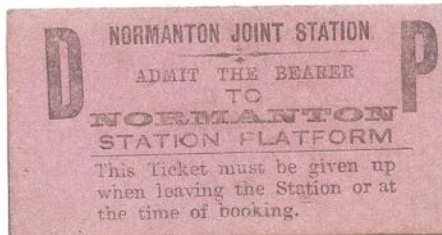
The only pre-grouping platform tickets known were printed in Midland Railway format and without serial numbers. The station was operated on the "Crewe System", i.e. platform tickets were issued free of charge at the station entrances to persons who either (a) exchanged them for travel tickets at a booking office on the platform or (b) surrendered them when leaving the platform after completing their visit or business. All known tickets have a capital letter P in the top right hand corner and another capital letter in the top left hand corner, for the latter A, C and D have been noted. It is assumed that these were codes for the period of the day, the letter P may have denoted "Period" or simply "Platform". Tickets have been seen on card coloured blue, mauve, yellow or orange; it is possible that the colour of ticket issued was changed from week to week. The backs are blank.



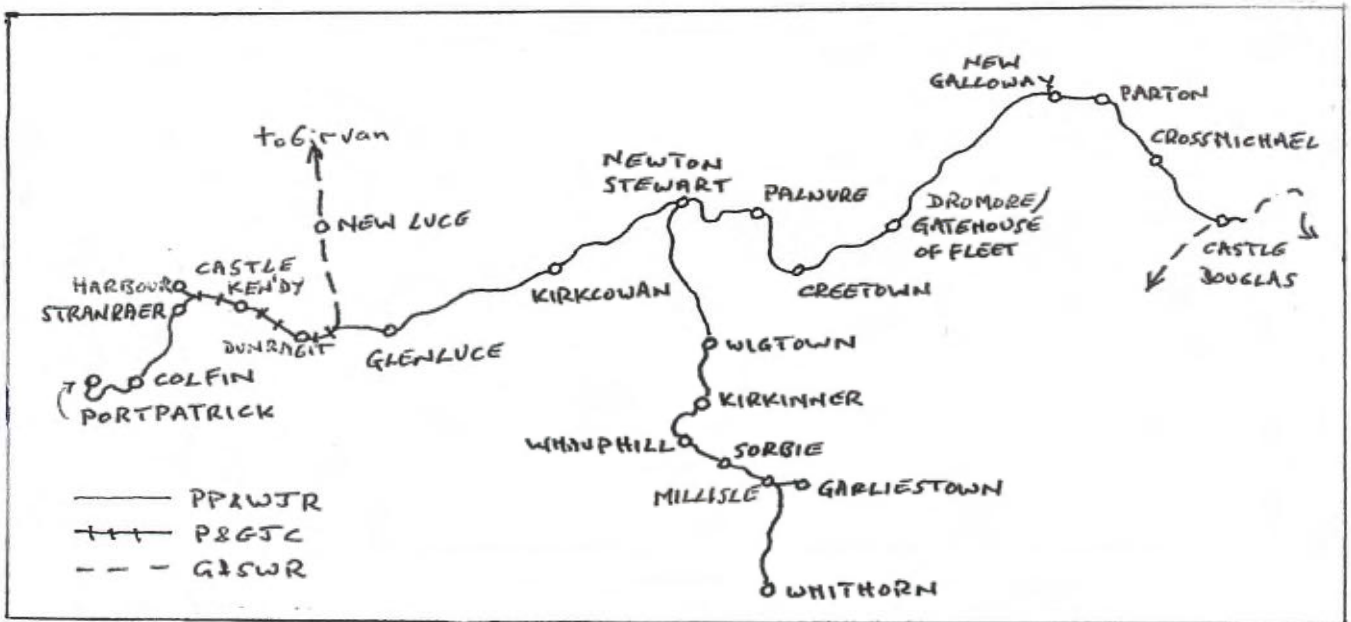
25h



5c/10



PORTPATRICK JOINT LINES



The Portpatrick Railway was opened from Castle Douglas to Stranraer on 12 March 1861, with stations at Cross Michael, Parton, New Galloway, Creetown, Newton Stewart, Kirkcowan and Glenluce. Palmure, Dunragit and Castle Kennedy opened on 1 July 1861 and Dromore first appeared in Bradshaw in September 1861. The line from Stranraer to Portpatrick with a station at Colfin opened on 28 August 1862, and that from Stranraer to Harbour on 1 October 1862. Originally, the company worked its own line, but working by the Caledonian Railway (having outbid the G&SW) commenced on 1 October 1864.

The Wigtownshire Railway left the Portpatrick line at Newton Stewart, it opened to Wigtown on 7 April 1875, to Garliestown (with stations at Kirkinner, Whauphill and Sorbie) on 2 August 1875 and to Whithorn on 9 July 1877. The Garliestown branch opened on 3 August 1876, from which date the original Garliestown station was renamed Millisle.

The Portpatrick Railway lost sole control of the line from Challoch Junction to Stranraer when the Girvan & Portpatrick Junction Railway opened on 5 October 1877 from Girvan to a junction at Challoch. In its Act the G&PJR was given running powers to Stranraer and provision was made for the setting up of a Portpatrick & Girvan Joint Committee. The G&PJR was worked by the Glasgow & South Western Railway from opening and the first of the regular meetings of the Joint Committee took place on 15 October 1877. The G&PJR was always in financial difficulties, and inability to pay its dues to the Portpatrick Railway led to a Court interdict forbidding G&PJR trains to use the Stranraer section from 7 February 1882. G&PJR trains then terminated at New Luce and passengers were conveyed on to Stranraer by road. The Joint Committee thus ceased to function, but was resumed on 1 August 1883 after the G&PJR reached a fresh agreement with the Portpatrick company and the interdict was withdrawn.

The Portpatrick & Wigtownshire Railways (Sale & Transfer) Act of 6 August 1885 terminated the Caledonian Railway's working arrangement with the Portpatrick Railway as from 31 July 1885 and formed it and the Wigtownshire Railway into the Portpatrick & Wigtownshire Joint Committee as from 1 August 1885. The parent companies were the Caledonian, Glasgow & South Western, London & North Western and Midland Railways, and the joint line was worked by the Caledonian and the G&SWR. The P&GJC continued to administer the Challoch - Stranraer section.

The G&SWR stopped working the G&PJR from 28 February 1886, the latter company continuing independently until 12 April 1886 when the service from Girvan to Stranraer ceased. It was resumed on 14 June 1886, and on 1 August 1887 the G&PJR was purchased by the Ayrshire & Wigtownshire Railway, which had been specially formed for that purpose. The A&WR was in turn purchased by the G&SWR on 2 February 1892. Following this purchase there was no owner of the P&GJC who was not also involved in the PP&WJR; the existence of a separate committee for the Stranraer section was no longer necessary and the P&GJC ceased to operate on 1 January 1895, the line then passing to the PP&WJR which in turn became part of the London Midland & Scottish Railway at the grouping on 1 January 1923.

No. 19.

PORTPATRICK

FREE
TICKET



RAILWAY

FIRST
CLASS

PASS *Capt. A. C. Sanderson*
OF *Castle Douglas & Dumfries Railway (Director)*
BETWEEN *all Stations*
TILL *31st December 1865.*

A. Ingram Secy.

FORFEITED IF TRANSFERED.

Print

PORTPATRICK & WIGTOWNSHIRE RAILWAYS JOINT COMMITTEE AUDIT CODES

The original code allocation is likely to have been made after 1890 and before 1895. The earliest date noted on an issued ticket is March 1904, but the specimen noted is clearly a print from the early 1890s. Codes were unrelated to those of the parent companies and were simply allocated in line order from east to west, covering the branch lines as they occurred. Stations from which a ticket has been seen bearing the number are underlined.

1	<u>Castle Douglas</u>
2	<u>Crossmichael</u>
3	<u>Parton</u>
4	<u>New Galloway</u>
5	<u>Dromore</u>
	<u>Gatehouse of Fleet</u>
6	<u>Creetown</u>
7	<u>Palnure</u>
8	<u>Newton Stewart</u>
9	<u>Whithorn</u>
10	<u>Millisle</u>
11	Garliestown
12	<u>Sorbie</u>
13	<u>Whauphill</u>
14	<u>Kirkinner</u>
15	<u>Wigtown</u>
16	<u>Kirkcowan</u>
17	<u>Glenluce</u>
18	<u>Dunragit</u>
19	<u>Castle Kennedy</u>
20	<u>Stranraer</u>
21	<u>Stranraer Harbour</u>
22	<u>Colfin</u>
23	<u>Portpatrick</u>

Code allocation in the early 1890s does raise a question. At that time Dunragit, Castle Kennedy and the two Stranraer stations were administered by the P&G Joint Committee and issued tickets with that title. Would the PP&WJ have given codes to those four stations, and if not would Colfin and Portpatrick originally have been numbered 18 and 19?

Whatever may be the answer the list is clearly correct from 1 January 1895 when the P&GJC was wound up and its line east of Glenluce passed into PP&WJ ownership.

Dromore first appeared under that name in *Bradshaw* for September 1861. From then onwards the name alternated between Dromore and Gatehouse of Fleet before finally being settled in the latter form from 1 January 1912. The Garliestown branch closed on 1 March 1903.

PORTPATRICK & GIRVAN JOINT COMMITTEE CONDITIONS

Issued by the Portpatrick & Girvan Joint Committee subject to the conditions contained in the Carrying Company's Time Tables.

PC1

This Ticket is issued by the PORTPATRICK and GIRVAN JOINT COMMITTEE subject to the Regulations and Conditions contained in the Carrying Company's Time Tables. It is not valid for any other route or for any other purpose than that for which it is issued. It is not valid for any other purpose than that for which it is issued. It is not valid for any other purpose than that for which it is issued.

PC2

PORTPATRICK & WIGTOWNSHIRE JOINT COMMITTEE CONDITIONS

This Ticket is issued by the Portpatrick and Wigtownshire Railway Joint Committee subject to the conditions and regulations contained in the Carrying Company's Time Tables. It is not valid for any other route or for any other purpose than that for which it is issued. It is not valid for any other purpose than that for which it is issued.

PW1

This Ticket is not transferable, and is issued subject to the Regulations and Conditions stated in the Company's Time Tables and Bills.

PW2

Issued by the P. P. & W. Joint Railways subject to the conditions in their Time Tables.

PW4

This Check Ticket must be attached to the Bicycle etc. by the owner before it is placed in the Guard's Van at the commencement of the journey. On arrival at destination the Bicycle etc. Ticket must be given up to the Guard or other servant of the Company when the Bicycle etc. is claimed, and this Check Ticket will be removed by the Servant of the Company when the Bicycle etc. is given up to the owner. The Bicycle etc. in respect of which this ticket is issued will not be accepted by the Guard unless this Check Ticket is attached to it.

PW3

LONDON & NORTH WESTERN RAILWAY CONDITIONS USED ON PP&WJC TICKETS

This through Ticket is issued subject to the conditions and regulations referred to in the Time Tables Books Bills and Notices of the respective Companies and Proprietors on whose Railways Coaches or Sleepers it is available and the holder by accepting it agrees that the respective Companies and Proprietors are not to be liable for any loss damage injury delay or detentions caused or arising off their respective Railways Coaches or Sleepers. The conditions and liabilities of such Coaches or Sleepers are to be those of the respective Companies and Proprietors.

LNW 1-250

CONDITIONS

The Company and all other Companies own some time the Bicycle, or other the Ticket is issued to the owner of the Bicycle etc. for use on the Railway. It is not valid for any other purpose than that for which it is issued. It is not valid for any other purpose than that for which it is issued.

LNW 8-231

THIS TICKET MUST BE SHOWN AND GIVEN UP WHEN REQUIRED.

In the event of there not being room in the Sleeping Carriage attached to the train for which this ticket is available the amount paid will be refunded.

LNW 9-320

PORTPATRICK & GIRVAN JOINT COMMITTEE

Tickets of the P&GJC, it is assumed that the title was used from October 1877 to 1 January 1895.

P. & G. Joint Committee.
Stranraer-Harbour
 Stranraer H. TO Stranraer H.
 to **CASTLE-KENNEDY** to
 C-Kennedy C-Kennedy
 5d. First Class. 5d. (Over.)

P61

P. & G. Joint Committee.
Dunragit
 Dunragit TO Dunragit
 to **LONDON** [St. Pancras] TO
 via Annan & Mid Ry. via Annan & Mid Ry.
 London St. P. Mid. London St. P. Mid.
 57/4 First Class. 57/4 (Over.)

P62

27 Nov 05

P. & G. Joint Committee.
Stranraer-Harbour
 Stranraer H. TO Stranraer H.
 to **GLASGOW (G.S.W.)** to
 YC Douglas & Thornhill YC Douglas & Thornhill
 Glasgow (G.S.W.) Glasgow (G.S.W.)
 8/- Third Class (Over.)

P62

14 Jun 04

P. & G. Joint Committee.
 Return Half. Outward Half.
C-Kennedy **Stranraer**
 To Stranraer To C-Kennedy
STRANRAER **C-KENNEDY**
 from C-Kennedy from Stranraer
FIRST CLASS. **FIRST CLASS.**
 Fare 9d. Fare 9d.

P61

P. & G. Joint Committee.
OUTWARD HALF
Stranraer
 TO **GARLITOWN P.P. & W.**
GARLITOWN P.P. & W.
 from Stranraer
THIRD CLASS.
 Fare 6

23 Jun 00

7 D

P. & G. Joint Committee.
OUTWARD HALF.
C-Kennedy
 TO
EDINBURGH CAL.
 via Leith & Bertha
FIRST CLASS.
 Fare 26

P62

1 May

P. & G. Joint Committee.
OUTWARD HALF.
Stranraer
 TO **CARLISLE G.S.W.**
 via Glasgow
THIRD CLASS.
 Fare 14/10 (Over.)

P62

30 Nov 04

P. & G. Joint Committee. **P. & G. Joint Committee.**
EXCURSION. **EXCURSION.**
 Return Half. Outward Half.
Wigtown P.P. & W. **Dunragit**
 TO TO
DUNRAGIT **WIGTOWN P.P. & W.**
THIRD CLASS. **THIRD CLASS.**
 (Over.) (Over.)

P62

Dunragit

P. & G. Joint Committee.
 Sunday to Monday.
 Outward Half.
Stranraer
 To **GARLITOWN P.P. & W.**
GARLITOWN P.P. & W.
 from Stranraer
THIRD CLASS.
 Fare 8

P62

15 Jun 00

P. & G. Joint Committee.
Tourist's Ticket.
Stranraer
 TO
LONDON E.C. & S.W.
 via Annan, Carlisle & L. & N. W. Ry.
THIRD CLASS.
 Fare 4

P62

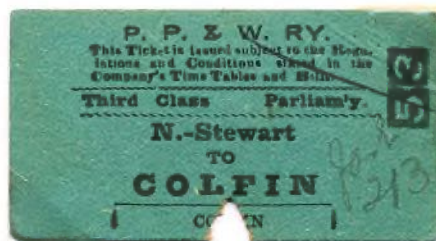
19 Nov 01

PORTPATRICK & GIRVAN JOINT COMMITTEE.
 THROUGH Tickets issued to persons who wish to use the same for their ordinary business or pleasure on the route between Portpatrick and Glasgow.
AVAILABLE FOR USE PERSONS FOR ONE JOURNEY ONLY.
Stranraer-Harbour to
CARLISLE on G. & S.W. RY.
 via ANNAN
 Fare Paid 4/5

13 Jun 00

PORTPATRICK & WIGTOWNSHIRE RAILWAY

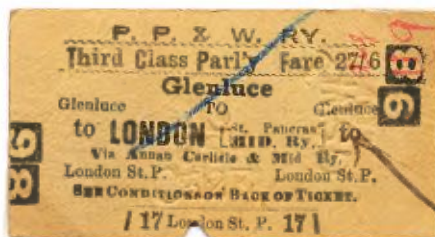
It is thought that this title was used on tickets from formation of the Joint Committee on 1 August 1885 until absorption of the P&GJC on 1 January 1895. Note that conditions PW1 refer, more correctly, to the Portpatrick & Wigtownshire Railways Joint Committee.



Blank 95805



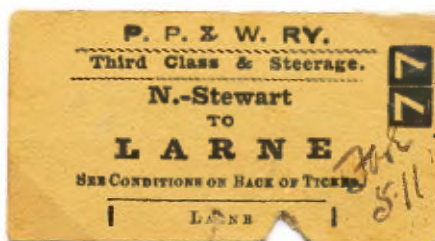
Blank 115803



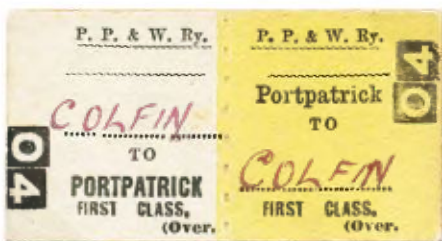
PW1 153804



PW1 21804



PW1 105



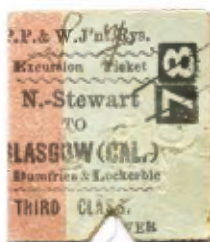
PW2 0-2804



PW2 25802



PW1 72695 73



PW1 2626 02



PW1 273002



57127



PW2 0-2804

ORDINARY SINGLES - LOCAL

The evidence suggests that tickets were supplied by the London & North Western Railway from 1 January 1895. This may have been the first type printed, differing from standard LNW singles by having the serial number repeated at the left hand side of the ticket. The backs are blank, as were those of contemporary LNW local singles.

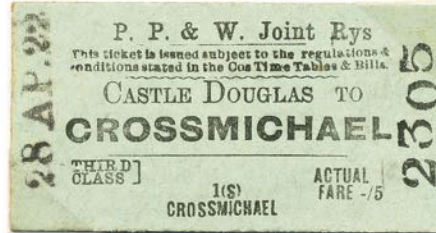
It should be noted, however, that some tickets between joint line stations (i.e. local to the line) were printed in foreign format with conditions on the backs and are shown on the following pages. There is no discernible pattern for this.



By 1914 the left hand serial number had been omitted. The backs are blank.



Actual Fare tickets, printed from 1 April 1920,



Revised Fare tickets, printed from 6 August 1920 until the grouping.

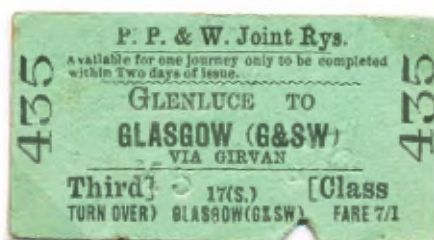
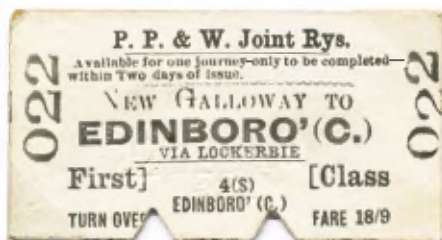
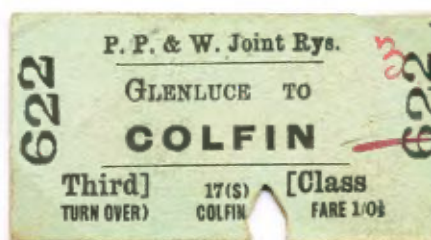


ORDINARY SINGLES - FOREIGN

Tickets printed by the LNW with that company's conditions 1-250 on the back. These have only been seen to LNW destinations and they were probably superseded by tickets with Joint Committee conditions. Earliest issue date seen:



Tickets printed by the LNW with Committee conditions PW1 on the back. It is thought that initially they were contemporary with the type shown above but printed for non-LNW destinations, later becoming standard for all off-line bookings. There was also some use for local bookings. The range of availabilities is somewhat bewildering, local and some short-distance foreign tickets were valid on the day of issue only (not specified on the ticket), tickets to other Scottish stations were valid for two days and those to English stations for either four or six days. The latter may have been the case for a few years only. Earliest issue date seen:



ORDINARY SINGLES - FOREIGN

Serial number omitted from the left hand side of the ticket. Conditions PW1 continued. Earliest issue date seen:



23114



Actual Fare prints, introduced from 1 April 1920.

Revised Fare prints, introduced from 6 August 1920.



ORDINARY RETURNS - LOCAL

Local tickets with blank backs.

P.P. & W. Joint Ry.
This ticket is issued sub-
ject to the regulations &
conditions stated in the
Cos Time Tables & Bills.
OUTWARD HALF
FIRST CLASS
Whithorn
TO
NEWTON STEWART
9(R)
NEWTON Fare 5/4

704

21/1/22

P.P. & W. Joint Ry. A valid ticket for the journey only to be completed with-
in six months of issue.
Not transferable.
RETURN HALF
THIRD CLASS
Castle Kennedy
TO
STRANRAER
P.P. & W. Joint Ry.
This ticket is issued sub-
ject to the regulations &
conditions stated in the
Cos Time Tables & Bills.
OUTWARD HALF
THIRD CLASS
Stranraer
TO
CASTLE KENNEDY
20(R)
CAS. KENNEDY Fare -/4

853

853

18/6/21

P.P. & W. Joint Ry.
RETURN HALF
Not transferable
THIRD CLASS
NEWTON STEWART
TO
GATEHOUSE OF FLEET
Via P.P. & W. Ry.
NEWTON

2241

11/11/24

P.P. & W. Joint Ry. RETURN HALF
CHILD
Not transferable.
Castle Kennedy
TO
STRANRAER
P.P. & W. Joint Ry.
This ticket is issued sub-
ject to the regulations &
conditions stated in the
Cos Time Tables & Bills.
OUTWARD HALF
CHILD
Stranraer
TO
CASTLE KENNEDY
3rd Class Actual 3rd
1/4 LO.

8326

8326

17/5/27

18/9/7

P.P. & W. Joint Ry.
This ticket is issued sub-
ject to the regulations &
conditions stated in the
Cos Time Tables & Bills.
OUTWARD HALF
NEWTON STEWART
TO
WIGTOWN
Revision 1st
Fare 1/1

2453

17/7/22

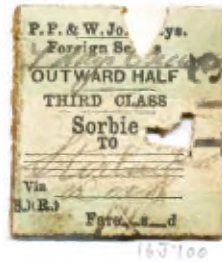
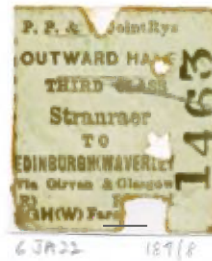
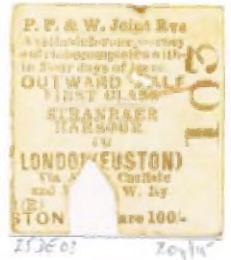
P.P. & W. Joint Ry.
This ticket is issued sub-
ject to the regulations &
conditions stated in the
Cos Time Tables & Bills.
OUTWARD HALF
THIRD CLASS
GATEHOUSE
of Fleet
TO
CREETOWN
Via P.P. & W. Ry.
OWN

1981

12/11/24

ORDINARY RETURNS - FOREIGN

Tickets with conditions PW1; although mainly for foreign bookings, as with singles some tickets in this format were printed for local journeys.



EXCURSION RETURNS

All have conditions PW1 unless indicated otherwise.

031
P. P. & W. Joint Rys
Available to return on
Monday following date
of issue. Not transferable.
Week End Excursion
RETURN HALF
FIRST CLASS
DUMFRIES (G&SW)
TO
NEW GALLOWAY
Via Castle Douglas
Turn over DUMFRIES

1730g

398
P. P. & W. Joint Rys
RETURN HALF
EXCURSION TICKET.
Not transferable
THIRD CLASS
NEWTON STEW'RT
TO
NEW GALLOWAY
NEWTON STEW'RT
P. P. & W. Joint Rys
This ticket is issued sub-
ject to the regulations &
conditions stated in the
Co's Time Tables & 1911a
OUTWARD HALF
EXCURSION TICKET.
THIRD CLASS
New Galloway
TO
NEWTON STEW'RT
NEWTON STEW'RT

Blank

Unissued

164
P. P. & W. Joint Rys
RETURN HALF
EXCURSION TICKET.
Not transferable
THIRD CLASS
KILMARNOCK
(G&SW)
TO
DUNRAGIT
DUNRAGIT
P. P. & W. Joint Rys
OUTWARD HALF
EXCURSION TICKET.
THIRD CLASS
Dunragit
TO
KILMARNOCK (G&SW)
Via Swan
KILMARNOCK

1732

4909
P. P. & W. Joint Rys
RETURN HALF
EVENING
EXCURSION TICKET.
Not transferable
THIRD CLASS
Portpatrick
TO
STRANRAER
STRANRAER

4031
P. P. & W. Joint Rys
Available to return on
Monday following date
of issue. Not transferable.
Week End Excursion
RETURN HALF
THIRD CLASS
Glenluce
TO
STRANRAER
Turn over GLENLUCE
P. P. & W. Joint Rys
OUTWARD HALF
Week End Excursion
THIRD CLASS
Stranraer
TO
GLENLUCE
GLENLUCE
Fare 1/-

180023

202
P. P. & W. Joint Rys
OUTWARD HALF
Week End Excursion
THIRD CLASS
Portpatrick
TO
NEWTON STEWART
NEWTON STEWART
Fare 2/7

181204

065
P. P. & W. Joint Rys
Available to return on
Monday following date of
issue. Not transferable
Week End Excursion
RETURN HALF
THIRD CLASS
EDINBURGH (E.B.)
TO
STRANRAER
Via City, Caith & Ghyhan
Turn over EDINBURGH (PPW)
P. P. & W. Joint Rys
Week End Excursion
OUTWARD HALF
THIRD CLASS
NEWTON STEW'RT
TO
PORTPATRICK (PPW)
PORTPATRICK (PPW)

May

5/12/04

303
P. P. & W. Joint Rys
OUTWARD HALF
Single Fare & Third
Excursion Ticket
Not transferable
THIRD CLASS
STRANRAER
TO
NEWTON STEWART
NEWTON STEWART
Fare 2/7

2/3/34

098
P. P. & W. Joint Rys
RETURN HALF
Single Fare & Third
Excursion Ticket
Available to return
as per Bill
Not transferable
THIRD CLASS
KILMARNOCK
(G&SW)
TO
STRANRAER
STRANRAER
KILMARNOCK

5/26/33

18918

043
P. P. & W. Joint Rys
OUTWARD HALF
Single Fare & Third
Excursion Ticket
THIRD CLASS
Glenluce
TO
DUMFRIES (G&SW)
Via Castle Douglas
DUMFRIES (G&SW)

2/6/34

012
P. P. & W. Joint Rys
OUTWARD HALF
Saturday to Monday
Excursion
Foreign Series
FIRST CLASS
Parton PP&W
TO
Parton
Via
G.B.J.R.

1905

027
P. P. & W. Joint Rys
OUTWARD HALF
Saturday to Monday
Excursion
Foreign Series
THIRD CLASS
Stranraer
TO
Stranraer
Stranraer

5/7/96

008
P. P. & W. Joint Rys
OUTWARD HALF
HIGHLAND SHOW
EXCURSION TICKET.
THIRD CLASS
STRANRAER
HARBOUR
TO
STIRLING (C.)
Via Glasgow & Glasgow
and Oban
STIRLING (C.)

167/00

MISCELLANEOUS SINGLES

All have conditions PW1 unless indicated otherwise.

P. P. & W. Joint Rys.
DROVER'S TICKET
 STRANRAER HARBOUR TO
CARLISLE (GSW)
 VIA CASTLE DOUGLAS
 [Third] 21(D)(S) [Class
 TURN OVER) CARLISLE(GSW) FARE 4/5

1105

P. P. & W. Joint Rys.
EMIGRANT
 NEWTON STEWART TO
LIVERPOOL (LIME STREET)
 VIA ANNAN CARLISLE & L.N.W.R.
 [Third] 21(EM)(S) [Class
 TURN OVER) LIME FARE 10/-

204709

P. P. & W. Joint Rys.
 Available for one journey only to be completed
 within two days of issue.
CASTLE DOUGLAS TO
BELFAST (B.&N.C.)
 VIA STRANRAER & LARNE
 [THIRD] CLASS 21(S.) [AND
 TURN OVER) BELFAST (B.&N.C.) FARE 8/5

147202

P. P. & W. Joint Rys
EXCESS FARE TICKET
 STRANRAER HARBOUR TO
GLASGOW (ST. ENOCH) (GSW)
 VIA DUMFRIES & THORNHILL
 In lieu of Via GLEEVAN ticket
 [First] CLASS 21(S)(EFT) [Class
 TURN OVER) GLASGOW (ST. E. GSW) FARE 3/9

P. P. & W. JOINT RYS.
STRANRAER HARBOUR TO
 Via Carlisle GSW
 Issued in lieu of 300 P
 Ticket No. 812 1st. Class
 Diff. Paid £ 8 10 (Turn over

PW4

48799

P. P. & W. JOINT RYS.
 THROUGH TICKET issued to a person in charge
 of Live Stock by express train, subject to
 separate conditions and Con. not referred to on
 the ticket hereon.
AVAILABLE FOR ONE PERSON
FOR ONE JOURNEY ONLY.
STRANRAER HARBOUR TO
ANNAN (G&SW)
 VIA CASTLE DOUGLAS
 [TURN OVER) ANNAN (G&SW) FARE 3/8

179(2)

P. P. & W. Joint Rys.
PRIVILEGE TICKET.
STRANRAER TO
 VIA
 [Third] 20(P.T.)(S.) [Class
 TURN OVER) FARE S D

D. 24. 24

P. P. & W. Joint Rys.
PRIVILEGE TICKET
 (Foreign Series)
COLFIN TO
 Via
 [Third] 22(FS)(PTS) [Class
 TURN OVER) FARE S D

D. 24. 24

P. P. & W. Joint Rys.
LONDON & STRANRAER
SLEEPING CARRIAGE
 Entitles holder on date of issue only to a
 berth in the above on production of a First
 Class Railway Ticket covering the journey
 for which the Sleeping Carriage is used.
NEWTON STEWART TO
 [TURN OVER) FARE 5/-

LMS 9-320

165802

P. P. & W. Joint Rys.
ONE BICYCLE (Accompanied by Pass-
 enger) At Company's limited risk rate.
SEE CONDITIONS ON BACK
NEWTON STEWART TO
 Via Annand & Waverley
CARRIAGE FARE 2 s 6 d
 This ticket, which is available for a single jour-
 ney only must be given to the destination station

LMS 8-231

2431204

P. P. & W. Joint Rys.
BICYCLE, PERAMBULATOR, OR MAIL CART
CHECK TICKET.
 BICYCLE &c. Ticket No. 67
NEW GALLOWAY TO
Newton Stewart
TO BE ATTACHED TO BICYCLE &c
 For instructions see other side.

PW3

185802

MISCELLANEOUS RETURNS

All have conditions PW1 unless indicated otherwise.

It is likely that the Curling Match ticket was for travel to a match between Glasgow and Ayrshire held at The Scottish Ice Rink at Crossmyloof. This was the first indoor rink in Scotland, it opened on 1 October 1907 and closed in February 1918.

P.P. & W. Joint Rys
OUTWARD HALF
CURLING MATCH
4th FEB. 1914
THIRD CLASS
NEWTON STEW'RT
TO
GLASGOW
ST. ENOCH (G.S.W.)
Via Girvan & Harrold
(OW)
DUMFRIES & G. S.W. Fare 9/-

P.P. & W. Joint Rys
OUTWARD HALF
POLICE TICKET
THIRD CLASS
Stranraer
To
DUMFRIES (G.S.W.)
Via Castle Douglas
P.P. & W. Joint Rys
DUMFRIES & G. S.W. Fare 9/-

P.P. & W. Joint Rys
OUTWARD HALF
POLICE TICKET
THIRD CLASS
Stranraer
To
CASTLE DOUGLAS
Via Castle Douglas
P.P. & W. Joint Rys
DUMFRIES & G. S.W. Fare 12/-

P.P. & W. Joint Rys
Available for 6 Months
Not transferable
RETURN HALF
CIRCULAR TOUR
FIRST CLASS
GLASGOW (G.S.W.)
TO
NEWTON STEW'RT
Via Castle Douglas
P.P. & W. Joint Rys
OUTWARD HALF
CIRCULAR TOUR
FIRST CLASS
NEWTON STEW'RT
TO
GLASGOW (C.)
Via Castle Douglas
P.P. & W. Joint Rys
DUMFRIES & G. S.W. Fare 12/-

P.P. & W. Joint Rys
OUTWARD HALF
CIRCULAR TOUR
THIRD CLASS
STRANRAER
HARBOUR
TO
GLASGOW (G.S.W.)
Via Castle Douglas
P.P. & W. Joint Rys
DUMFRIES & G. S.W. Fare 12/-

P.P. & W. Joint Rys
Available for 6 Months
Not transferable
RETURN HALF
CIRCULAR TOUR
THIRD CLASS
GLASGOW
(St. Enoch)
TO
NEWTON STEW'RT
Via Castle Douglas
P.P. & W. Joint Rys
OUTWARD HALF
CIRCULAR TOUR
THIRD CLASS
NEWTON STEW'RT
TO
GLASGOW (CENTRAL)
(CAL. RT.)
Via Larbert
P.P. & W. Joint Rys
DUMFRIES & G. S.W. Fare 12/-

P.P. & W. Joint Rys
Available for 6 Months
Not transferable
RETURN HALF
CIRCULAR TOUR
THIRD CLASS
GLASGOW (St. Enoch) (G.S.W.)
TO
NEWTON STEW'RT
Via Castle Douglas
P.P. & W. Joint Rys
DUMFRIES & G. S.W. Fare 12/-

P.P. & W. Joint Rys
OUTWARD HALF
CIRCULAR TOUR
THIRD CLASS
NEWTON STEW'RT
TO
GLASGOW
(ST. ENOCH) (G.S.W.)
Via Girvan
P.P. & W. Joint Rys
DUMFRIES & G. S.W. Fare 12/-

P.P. & W. Joint Rys
Available for 6 Months
Not transferable
RETURN HALF
First Class & Steerage
Belfast (B&NC)
TO
CASTLE DOUGLAS
Via Larne & Stranraer
P.P. & W. Joint Rys
DUMFRIES & G. S.W. Fare 12/-

P.P. & W. Joint Rys
Available for 6 Months
Not transferable
RETURN HALF
OUTWARD HALF
3rd Class & Steerage
NEWTON STEW'RT
TO
BELFAST (B&NC)
Via Stranraer & Larne
P.P. & W. Joint Rys
DUMFRIES & G. S.W. Fare 10/-

P.P. & W. Joint Rys
OUTWARD HALF
EXCURSION TICKET.
Third Class & Steerage
Castle Douglas
TO
BELFAST (B&NC)
Via Stranraer & Larne
P.P. & W. Joint Rys
DUMFRIES & G. S.W. Fare 12/-

PORTPATRICK & WIGTOWNSHIRE JOINT RAILWAYS.

This Through Ticket is issued by the Portpatrick and Wigtownshire Railways Joint Committee subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Companies or Owners on whose Railways, Coaches or Steamboats it is available, and as Agents for and on behalf of the other Companies or Owners on whose Railways, Coaches or Steamboats it is available; and the holder, by accepting it, agrees that the respective Companies or Owners 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. Through Tickets, in cases where the journey is not continuous, do not include the cost of Transfer between Railway Terminals in Towns, or between Railway Stations, Coaches and Steamboats.

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

SINGLE JOURNEY TICKET,
Available for One Passenger only.

No. **95** (Date of Issue), Sept. 3rd 1903
Third CLASS.
From New Stewart
To Wigtown Station
P.-P. & W. Joint Railways,
Route via P.P. & W.
Fare paid, £ 1/6
J.W.
Booking Clerk.

PORTPATRICK & WIGTOWNSHIRE JOINT RAILWAYS.

This Through Ticket is issued by the Portpatrick and Wigtownshire Railways Joint Committee subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Companies or Owners on whose Railways, Coaches or Steamboats it is available, and as Agents for and on behalf of the other Companies or Owners on whose Railways, Coaches or Steamboats it is available; and the holder, by accepting it, agrees that the respective Companies or Owners 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. Through Tickets, in cases where the journey is not continuous, do not include the cost of Transfer between Railway Terminals in Towns, or between Railway Stations, Coaches and Steamboats.

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

LOCAL RETURN TICKET for ONE PASSENGER ONLY.

OUTWARD JOURNEY.

No. **94** (Date of Issue), 7th Sep 1903
First CLASS.
From Kerrerman
To Wigtown Station
On P.-P. & W. Joint Railways,
Route via Wigtown
Fare paid, £ 4/9
J.W.
Booking Clerk.

PORTPATRICK & WIGTOWNSHIRE JOINT RAILWAYS.

This Through Ticket is issued by the Portpatrick and Wigtownshire Railways Joint Committee subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Companies or Owners on whose Railways, Coaches or Steamboats it is available, and as Agents for and on behalf of the other Companies or Owners on whose Railways, Coaches or Steamboats it is available; and the holder, by accepting it, agrees that the respective Companies or Owners 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. Through Tickets, in cases where the journey is not continuous, do not include the cost of Transfer between Railway Terminals in Towns, or between Railway Stations, Coaches and Steamboats.

THROUGH RETURN TICKET for ONE PASSENGER ONLY.
NOT TRANSFERABLE.

RETURN JOURNEY
Available up to and inclu 6 months 1899
No. **441** (Date of Issue), Apr 20 1901
(Month to be written in full.)
Third CLASS.
From Angau
on P.P. & W. Railway
To GARLIESTOWN,
On Portpatrick and Wigtownshire Railways,
Route via Wigtown
Fare paid, £ 11/5
Holly
Booking Clerk.

PORTPATRICK AND WIGTOWNSHIRE JOINT RYS.

LOCAL Ticket issued to a person in charge of Live Stock by Merchandise Train, subject to separate Special Signed Contract referred to on the back hereof.

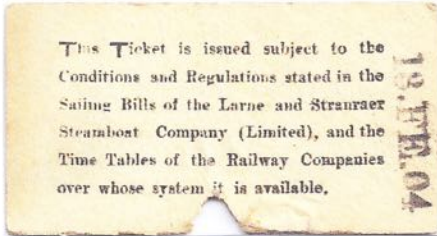
AVAILABLE FOR ONE PERSON FOR ONE JOURNEY ONLY.

(Date of Issue.)
193 2-9 1899
From **NEWTCN-STEWART**
To Wigtown
On Portpatrick & Wigtownshire Joint Rys.,
Route via _____
Fare paid, £ 1/6
Issued by J.W.
(OVER.)

LARNE & STRANRAER STEAMSHIP SERVICE

Numerous attempts were made to operate a viable steamer service between Stranraer and Ireland, but not until the formation of the Larne & Stranraer Steamboat Company (Limited) in 1871 did any of these prove to be successful. The company held the mail contract from 1874 and on 1 January 1890 it was taken over by the Portpatrick & Wigtownshire Joint Committee (4/5th share) and the Belfast & Northern Counties Railway (1/5th share), operating under the title of the Larne & Stranraer Steamboat Joint Committee. The B&NCR share passed to the Midland on 1 July 1903 and the steamers became the sole property of the LM&SR from 1 January 1923.

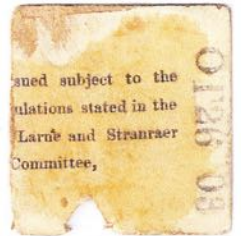
Conditions on the backs of tickets are shown below.



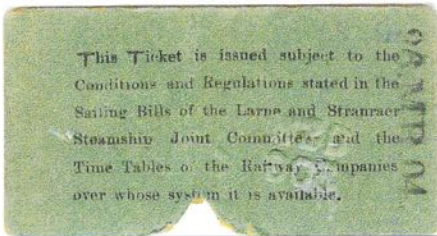
L52



L52a



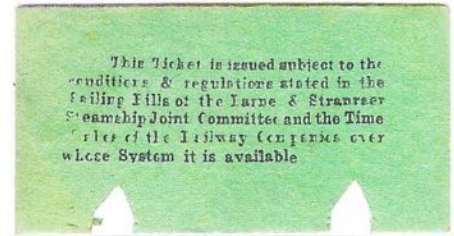
L511



L512



L521



L522

Tickets with the original Steamboat Company (Limited) title.



18FE04



211F04



261000



150006

LARNE & STRANRAER STEAMSHIP SERVICE - JOINT COMMITTEE TITLE

Tickets for steamer journeys only, from the original printers. Unless otherwise indicated, conditions LS11 are on the backs.



260003



Tickets for steamer and rail journeys, from the original printers. Unless otherwise indicated, conditions LS12 are on the backs.



165001



265004



95002



265002



280006



235005



295002

LARNE & STRANRAER STEAMSHIP SERVICE - JOINT COMMITTEE TITLE

Tickets supplied by the London & North Western Railway; the change may have occurred at the same time as that for tickets of the PP&W Joint (possibly 1 January 1895).

This page shows tickets for steamer journeys only, with conditions LS21 on the backs unless otherwise indicated.

L. & S. S. Joint Committee
 4783 STRANRAER HARBOUR TO LARNE HARBOUR 4783
 SALOON) 2(S) LARNE HARBOUR REVISED FARE 13/14
 TURN OVER)

1A022

L. & S. S. Joint Committee.
 Available for one journey only to be completed within Seven days of issue
 2021 LARNE HARBOUR TO STRANRAER HARBOUR 2021
 Steerage] 1(STE)(S) STRANRAER HARBOUR REVISED FARE 4/-
 TURN OVER)

16N006

L. & S. S. Joint Committee:
 5439 LARNE HARBOUR TO STRANRAER HARBOUR 5439
 STEERAGE] 1(S) STRANRAER H. REVISED FARE 7/-
 TURN OVER)

L. & S. S. Joint Committee
 4140 STRANRAER HARBOUR TO LARNE HARBOUR 4140
 STEER-] AGE] 2 (S) LARNE HARBOUR REVISED FARE 7/-
 TURN OVER)

1A022

L. & S. S. Joint Committee
 UTWARD HALF SALOON STRANRAER HARBOUR TO LARNE HARBOUR
 (R) H. Fare 2/10

1405

L. & S. S. Joint Committee
 Available for 7 days
 UTWARD HALF STEERAGE STRANRAER HARBOUR TO LARNE HARBOUR
 (R) H. Fare 7/10

1A022

L. & S. S. Joint Committee.
 Excursion Ticket STRANRAER HARBOUR TO AYRSHIRE COAST AND BACK STEERAGE
 6191 6191
 TURN OVER) FARE 1/-

Undated

L. & S. S. Joint Committee
 OUTWARD HALF EXCURSION EXPRESS STEAMER STEERAGE LARNE HARBOUR TO STRANRAER HARBOUR
 (R) STRANRAER H. Fare

5TJ07

L. & S. S. Joint Committee
 EXCESSFARE TICKET NOT TRANSFERABLE STRANRAER HARBOUR TO LARNE HARBOUR ONE JOURNEY
 8326 8326
 STEERAGE to CABIN REVISED FARE 6/14
 TURN OVER)

L. & S. S. Joint Committee
 SLEEPING BERTH TICKET STRANRAER HARBOUR TO LARNE HARBOUR
 Entitles holder on date of issue only to a berth in the above on production of a Saloon Ticket covering the journey from STRANRAER HARBOUR to LARNE HARBOUR.
 This ticket must be shown & given up when required. Revised Fare 4/4d
 8707 8707
 OVER

1A022

LARNE & STRANRAER STEAMSHIP SERVICE - JOINT COMMITTEE TITLE

LNW prints for steamer and rail journeys. Unless otherwise indicated, conditions LS22 are on the backs.

518 L. & S. S. Jnt Committee Available for one journey only to be completed within seven days of issue. LARNE HARBOUR TO LONDON (EUSTON) Via Stranraer Annan & Carlisle SALOON AND [FIRST CLASS] TURN OVER) FARE 50/-

64400

291 L. & S. S. Committee Available for one journey only to be completed within seven days of issue. LARNE HARBOUR TO GLASGOW (GSW) VIA STRANRAER & GIRVAN SALOON AND [SALON(S) [THIRD CLASS] GLASGOW (G.S.W.) FARE 11/6

29403

L. & S. S. Jnt Committee Available for one journey only to be completed within seven days of issue. LARNE HARBOUR TO CARLISLE (GSW) VIA STRANRAER & ANNA STEERAGE AND [1(S) [THIRD CLASS] CARLISLE (GSW) FARE 9/-

31204

655 L. & S. S. Joint Committee LARNE HARBOUR TO GLASGOW (ST. ENDOCH) (GSW) VIA STRANRAER & GIRVAN 1st CLASS] & SALOON TURN OVER) 1(S) GLASGOW (ST) REVISED FARE 30/7. 055)

8PE195N L. & S. S. Joint Committee STRANRAER HARBOUR TO PORTRUSH (M.R.N.C.C.) VIA LARNE HARBOUR 3rd CLASS] STEERAGE TURN OVER) 2 (STE(S) PORTRUSH (MRNCC) REVISED FARE 1/6

04404

6321 L&SSJntCommittee Available for one journey only to be completed within seven days of issue. Not transferable. RETURN HALF First Class & Saloon Belfast (N.C.C.) TO STRANRAER HARBOUR TURN OVER BELF

20001

157 L&SSJnt Committee Available for one journey only to be completed within seven days of issue. Not transferable. RETURN HALF 3rd Class & Steerage Newcastle (N.E.) LARNE HARBOUR TO STRANRAER HARBOUR Annan & Steamer TURN OVER NEWC

23001

028 L&SSJnt Committee Available for return on Monday or Tuesday following date of issue. (Not transferable) RETURN HALF Week End Excursion Foreign Service Third Class & Saloon to LARNE HARBOUR TURN OVER

30006

L&SSJnt Committee RETURN HALF Two Day Cycle Tour EXCURSION Available to return on day of issue or following day. Not transferable. First Class & Saloon Belfast (B&NC) TO STRANRAER HARBOUR Via Larne Harbour Turn over) BELFAST (B&NC) Fare 6/6

4400

L&SSJnt Committee Two day Cycle Tour ONE BICYCLE With a passenger and at risk of same. Belfast (B&NC) TO STRANRAER HARBOUR This ticket is only issued in conjunction with Two Day Excursion Tickets. This portion to be given up on completion of return journey. Turn over)

LNW 8-210

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