

# 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.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 7

### OTHER JOINTLY OWNED LINES Q – Z.

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David G Geldard

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**TICKETS OF THE MIDLAND RAILWAY**  
**JOINT LINES**

**VOLUME 7**

**OTHER JOINTLY OWNED LINES Q – Z.**

**Sheffield & Midland Railway Companies Committee**  
**Great Central & Midland Joint Committee**  
**South Yorkshire Joint Line Committee**  
**Midland & North Eastern Railway Companies Committee**  
**(Swinton & Knottingley Joint Railway)**  
**Tottenham & Hampstead Junction Railway**  
**(Midland & Great Eastern Joint Committee)**  
**Tottenham & Hampstead Joint Railway**

**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.

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, or a fine, or both, from the service of a Railway Co. with which 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, or a fine, or both, from the service of a Railway Co. with which 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, or a fine, or both, from the service of a Railway Co. with which 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, or a fine, or both, from the service of a Railway Co. with which 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, or a fine, or both, from the service of a Railway Co. with which 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, or a fine, or both, from the service of a Railway Co. with which 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

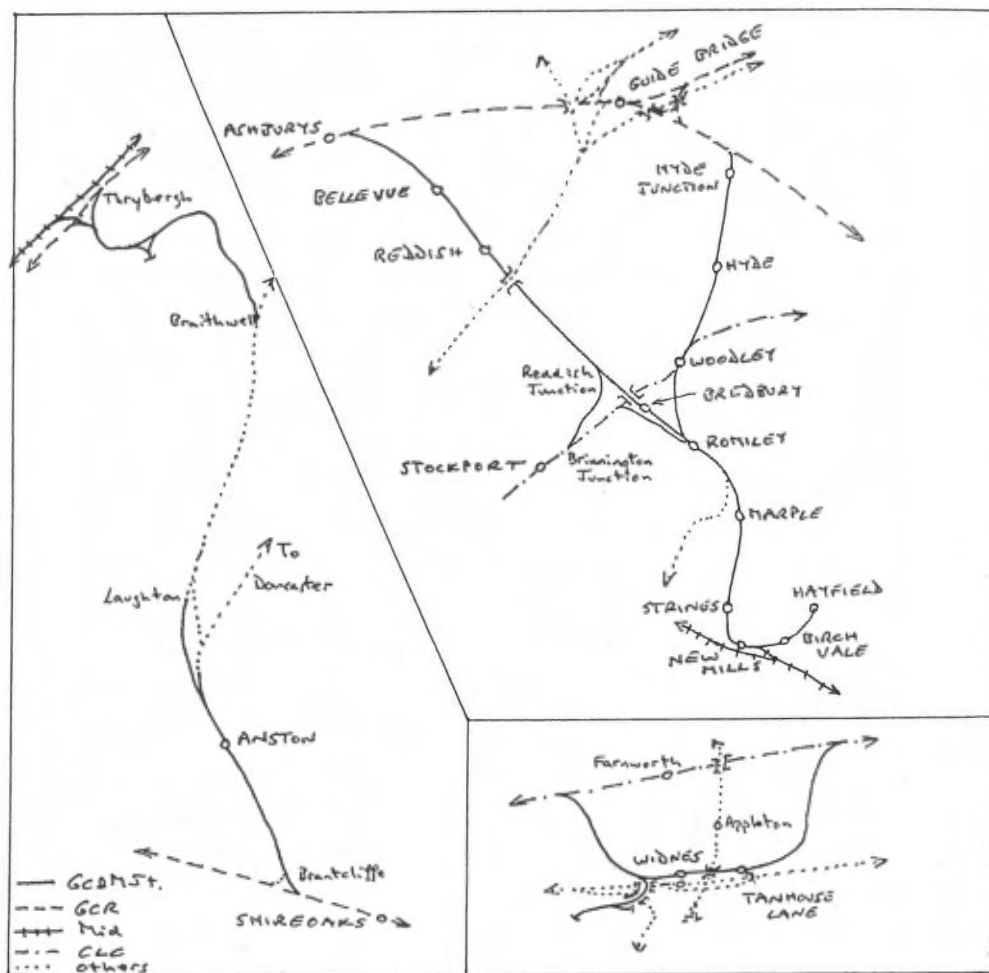
8  
**NOTICE.**  
This Ticket is issued at a reduced rate, below the ordinary rate, on the condition that the Co. & all other Cos. over whose lines the passenger may pass, are relieved from all liability for loss, damage, delay, or detention, from whatever cause arising, and on the understanding that 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 Goods nor will they receive Goods for conveyance over their lines, or any other Company or Companies over whose lines they 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.

B21

SHEFFIELD & MIDLAND RAILWAY COMPANIES COMMITTEE  
GREAT CENTRAL & MIDLAND JOINT COMMITTEE



The Manchester Sheffield & Lincolnshire Rly line from Hyde Junction to Marple (already open with stations as shown), the Marple, New Mills & Hayfield Junction Rly (also open with stations as shown and worked by the MS&LR) and the unfinished Manchester & Stockport Rly (Ashburys to Brinnington Junction and Romiley) were vested jointly in the MS&LR and the Midland Rly on 24 December 1869 under the S&MRCC title; this became a body corporate with its own seal under the provisions of the MS&LR Act of 6 August 1872. The M&S line opened for passengers on 2 August 1875 without intermediate stations, those at Belle Vue and Bredbury were opened on 1 September 1875 and that at Reddish on 1 December 1875. The S&MRCC also took over the powers granted to the Widnes Railway, opened for goods traffic on 3 April 1877. The first passenger traffic over this line was on 1 August 1879; Widnes Central station opened on that date and Tanhouse Lane opened on 1 September 1890.

The S&MRCC changed its name to the Great Central & Midland Joint Committee by an Act dated 22 July 1904. Following the change, further lines were opened, from Rotherham Lane (Laughton) to Brantcliffe Junction and from Northern Junction (Braithwell) to Tnybergh (Great Central Railway) and Roundwood Junctions. The only passenger station on these sections was at Anston, which was opened on 20 May 1912 and served by the Doncaster and Shireoaks service operated by the GCR. This became Saturdays only from 1 June 1917 to 1 April 1920, when weekday running was resumed, with the service extended beyond Shireoaks to Worksop.

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

Tickets, except for early prints to Midland Rly destinations, were printed by Edmondson, in MS&L and GC formats; a GC memo of 6 Sep 1909 shows that the Committee paid 1/3d per thousand to Edmondson plus a 5% Superintendence charge to the GC.

**M.S. & L.R./G.C.R. CONDITIONS ON  
CONSTITUENT COMPANIES' & JOINT LINE TICKETS**

**NOTICE.**

This Ticket is not transferable, and is issued subject to the conditions contained in the Company's Time Tables or advertisements, and if used by any other train, or between any other Stations, than expressed the ticket will be forfeited and the full fare charged. (2)

1-110

This Ticket is not transferable and is issued subject to the conditions contained in the Company's time table or advertisements, and if used by any other train, or between any other Stations, than expressed the ticket will be forfeited and the full fare charged.

1-120

This Ticket is not transferable and is issued subject to the conditions contained in the Company's time table or advertisements, and if used by any other train, or between any other Stations, than expressed the ticket will be forfeited and the full fare charged. The fare does not extend across Manchester.

1-124

This ticket is not transferable, and is issued on condition that the Holder travel from and to the Stations mentioned on the other side; if used at other Stations he shall pay full fare there as per Co's tables.

This ticket is not transferable, and is issued on condition that the Holder travel from and to the Stations mentioned on the other side; if used at other Stations he shall pay full fare there as per Co's tables.

2-140

This ticket is not transferable and is issued on condition that the Holder travel from and to the Stations mentioned on the other side; if used at other Stations he shall pay full fare there as per Company's tables.

This ticket is not transferable, and is issued on condition that the Holder travel from and to the Stations mentioned on the other side; if used at other Stations he shall pay full fare there as per Company's tables.

2-150

This Ticket is not transferable, and is issued on condition that the Holder travel from and to the Stations mentioned on the other side; if used at other Stations he shall pay full fare there as per Company's Tables.

This Ticket is not transferable, and is issued on condition that the Holder travel from and to the Stations mentioned on the other side; if used at other Stations he shall pay full fare there as per Company's Tables.

2-160

This Ticket is not transferable, and is issued subject to the conditions contained in the Company's time table or advertisements, and if used by any other train, or between any other Stations, than expressed the ticket will be forfeited and the full fare charged.

This Ticket is not transferable, and is issued on condition that the Holder travel from and to the Stations mentioned on the other side; if used at other Stations he shall pay full fare there as per Company's Tables.

2-180

The Company gives notice that tickets for this excursion are issued at a reduced rate, and subject to the condition that the Company shall not be liable for any loss, damage, injury or delay to passengers arising from any cause whatsoever.

The Company gives notice that tickets for this excursion are issued at a reduced rate, and subject to the condition that the Company shall not be liable for any loss, damage, injury or delay to passengers arising from any cause whatsoever. (10)

3-120

**NOTICE**—This Ticket is issued subject to the General Regulations of the Company, and in the event mentioned under No. 20 of the Rules it extends to the other side, and from the other side, and the transfer is an inflexible bond.

**NOTICE**—This Ticket is issued subject to the General Regulations of the Company, and in the event mentioned under No. 20 of the Rules it extends to the other side, and from the other side, and the transfer is an inflexible bond.

3-220

**CHEAP TICKET**  
at less than ordinary fare

Not Transferable, issued subject to the conditions in the Co's Time Tables, and the fare available there and to the Stations named therein.

**CHEAP TICKET**  
at less than ordinary fare

Not Transferable, issued subject to the conditions in the Co's Time Tables, and the fare available there and to the Stations named therein.

4-145

**NOTICE.**

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 in respect of any loss, damage, 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 loss, damage, injury or delay shall be determined by an arbitrator to be appointed by the Board of Trade and not otherwise.

**NOT TRANSFERABLE**

4-340



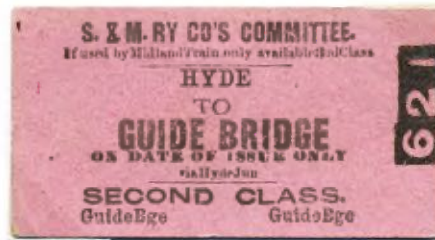


ORDINARY SINGLES

The first type used by the Committee; this format is known to have been used for MS&LR tickets by 1868. The backs are blank.

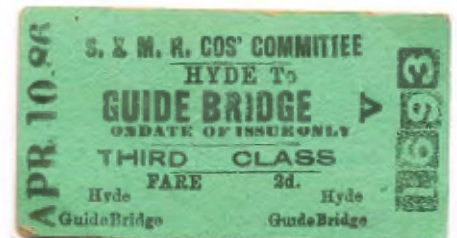


Availability added below the destination. The backs are blank. The Midland Rly abolished 2nd class accommodation on 1 January 1875. Earliest issue date seen:



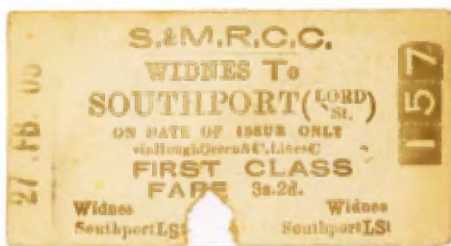
Issuing station added to miniature repeat. The "Parliamentary" designation appears to have been discontinued while the type was current. The backs are blank. Earliest date:

Some tickets had the fare printed thereon well before there was any statutory requirement for this. The backs are blank.

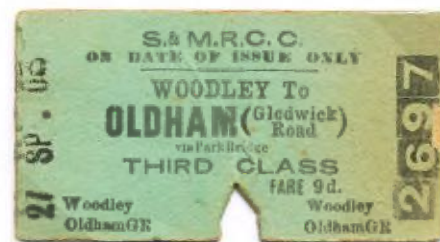


ORDINARY SINGLES

Section 6 of the Regulation of Railways Act 1889 required that every standard fare ticket should show the fare chargeable on the face thereof; the compliance date was set at 1 Jul 1890. At about this time the title was changed to use initials throughout. Second class accommodation was withdrawn on 1 April 1891, except for suburban trains in the Manchester area on which it continued until 20 May 1892. The backs are blank.



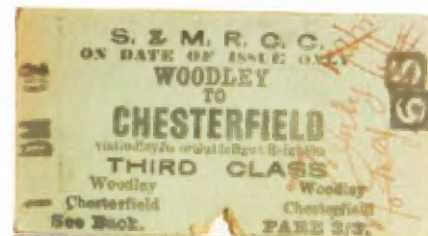
206/35



Over the next few years a number of different formats were in use. No sequence can be determined for these and many were clearly contemporary. Conditions appeared either on the front, in which case the back was blank, or on the back in MS&L form 1-110.



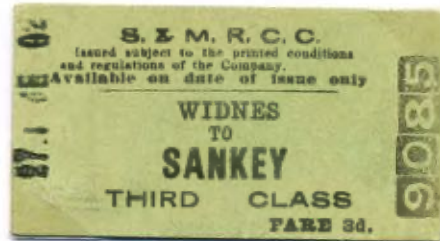
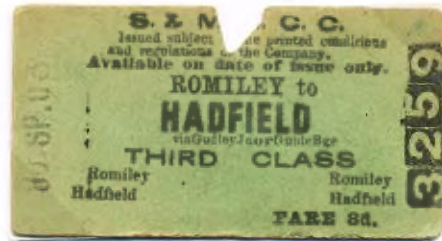
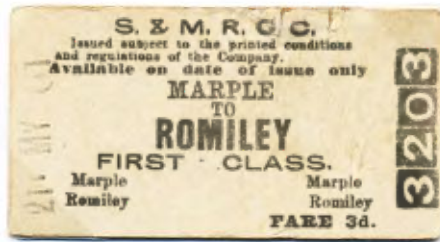
206/36



9/73

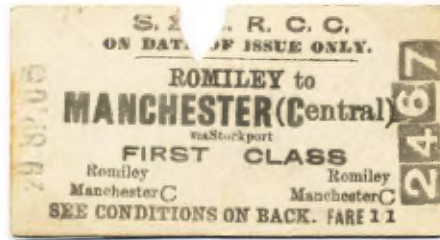
ORDINARY SINGLES

One uniform feature of layout seems finally to have been decided, the printing of the fare at the lower right hand corner of the ticket. Four styles were in contemporary usage by the MS&L, the first with front conditions and miniature repeats, the second with conditions 1-110 on the back and miniature repeats, the third with front conditions but no miniature repeats and the fourth with conditions 1-110 on the back and no repeats. It is assumed that all four formats were also used for Committee tickets but there is no basis on which to speculate why front or back conditions were used for any particular print. With the miniature repeats, however, it can be suggested that these were omitted when a specific child ticket was also printed for the same journey and bisection of an adult ticket would thus not be necessary. The MS&L changed its name to the Great Central Railway on 1 August 1897, as the Committee title remained the same there was no affect on its tickets.



ORDINARY SINGLES

On 9 March 1899 the London Extension of the GCR was formally opened. The first tickets from London line stations carried conditions 1-120 on the back, and it would seem that by that date the Committee's tickets had followed suit and use both of front conditions and of conditions 1-110 had been discontinued.

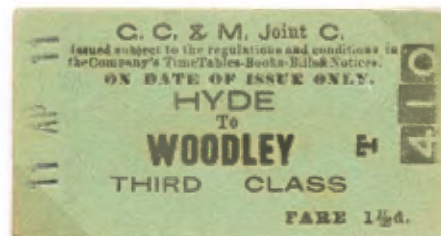
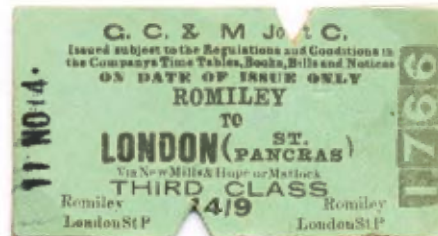


New version of the conditions printed on the front of the ticket. The backs are blank. Earliest issue date seen:

The Committee changed its name on 22 July 1904; tickets with the new title followed the existing formats. The backs are blank. Earliest issue date seen:



12/130

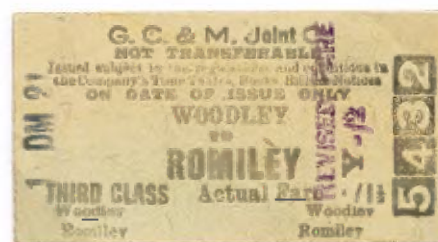


ORDINARY SINGLES

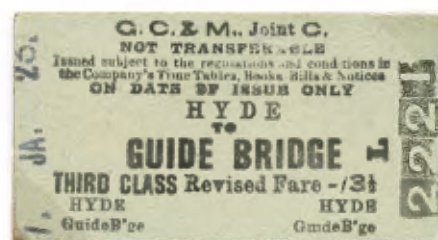
"NOT TRANSFERABLE" added above the conditions. A third GC format was introduced while this type was current, with miniature repeats and the fare on the same line as the class, similar Joint line tickets may also have been produced. The backs are blank. Earliest issue date seen:



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 16%% (to 75% above the pre-war level). Tickets printed after that date used the designation "Revised Fare". The backs are blank.



ORDINARY SINGLES - MIDLAND PRINTS

Although Edmondsons supplied most of the Committee's tickets those to destinations on the Midland Rly were initially provided by that company. All backs are blank.

Serial number added at the left hand end of the ticket, and miniature repeats of the issuing station also added. The change had occurred on Midland tickets by October 1873. The designation "By Midland Train" reminds us that the Midland worked through to Manchester London Road via Guide Bridge until the end of 1884.



106/74

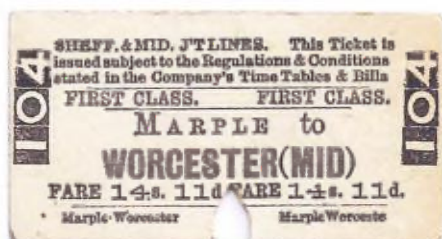
By mid-1878 there was a radical change of layout, with the conditions and the class moved to the top of the ticket and miniature repeats shown at the foot thereof.



74 2003

In the late 1880s some Midland tickets appeared with the class repeated at each side of the ticket and some (with the class repeated or not) with the fare printed centrally below the destination. There may have been similar varieties for Committee tickets.

By mid-1889 both the class and the fare were repeated. This may well have been the last Midland print, by the mid-1890s tickets to Midland stations were being provided by Edmondson in MS&L format.



23 24 25

23/23



150005

ORDINARY SINGLES - CHILD & NON-STANDARD

10 JUL 11  
**S. & M. R. C. C.**  
 Issued subject to the printed conditions and regulations of the Company.  
 Available on date of issue only.  
**CHILD'S TICKET.**  
 STRINES To  
**MARPLE**  
 THIRD CLASS  
 FARE -/1  
**1898**

Blank

17 FEB 18  
**S. M. R. C. C.**  
 Issued subject to the printed conditions and regulations of the Company.  
 Available on date of issue only.  
**ROMILEY**  
 TO  
**HYDE**  
**THIRD CLASS**  
**CHILD.**  
 FARE 1½d  
**9891**

Blank

**C. C. & M. Joint C.**  
**NOT TRANSFERABLE**  
 Issued subject to the regulations and conditions in the Company's Time Tables, Books, Bills & Notices.  
**ON DATE OF ISSUE ONLY**  
**WIDNES**  
 To  
**HALEWOOD**  
**THIRD CLASS**  
**CHILD** Fare 1½d.  
**8770**

11 APR 45

213/25

**G. C. & M. Joint C.**  
**NOT TRANSFERABLE**  
 Issued subject to the regulations and conditions in the Company's Time Tables, Books, Bills & Notices.  
**ON DATE OF ISSUE ONLY**  
**TANHOUSE LANE**  
 TO  
**LIVERPOOL (CENTRAL)**  
**THIRD CLASS -/6½**  
**CHILD.**  
**875**

Blank

**G. C. & M. Joint C.**  
**NOT TRANSFERABLE**  
 Issued subject to the regulations and conditions in the Company's Time Tables, Books, Bills & Notices.  
**ON DATE OF ISSUE ONLY**  
**REDDISH**  
 TO  
**BREDBURY**  
**THIRD CLASS Actual Fare -/2**  
**CHILD**  
**1477**

Blank

**C. C. & M. Joint C.**  
**NOT TRANSFERABLE**  
 Issued subject to the regulations and conditions in the Company's Time Tables, Books, Bills & Notices.  
**ON DATE OF ISSUE ONLY**  
**NEW MILLS**  
 TO  
**HYDE JUNCTION**  
**THIRD CLASS Revised Fare -/7½**  
**CHILD**  
**1467**

Blank

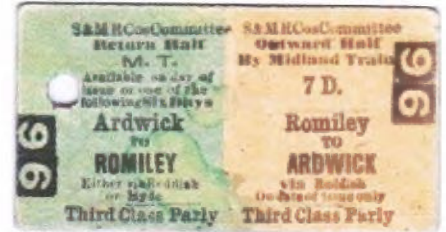
**S. & M. R. C. C.**  
**SINGLE JOURNEY**  
 Available for **ONE WEEK** from date of issue **ONLY**  
**WIDNES** to  
**HAMBURG**  
 Via Godley & Birkbeck  
**Third Class & Storage**  
 Widnes Hamburg Widnes Hamburg  
**SEE BACK** **FARE 19/3**  
**10 JUN 11**  
**104**

6C 7-320



ORDINARY RETURNS

Earlier tickets, with conditions 2-180 unless otherwise indicated.

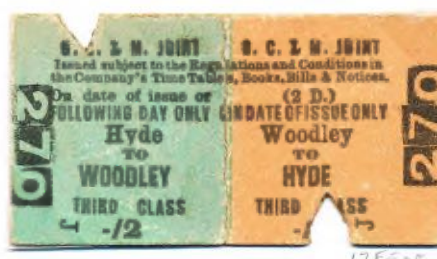


Tickets in the formats in use from opening of the GC London Extension on 9 March 1899, with conditions 1-120 on the back.



Title changed to GC&M Joint. The backs are blank.

New version of the conditions printed on the front of the ticket. The backs are blank.

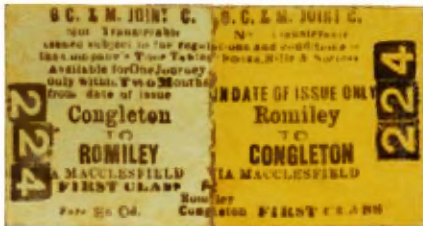


ORDINARY RETURNS

Availability indication omitted from outward half. The backs are blank.



NOT TRANSFERABLE added above the conditions on each half. The backs are blank.



Fare omitted from the outward half.



Actual and Revised Fare tickets.

Child tickets.



**EXCURSION TICKETS**

S.S.M.R.C.C.  
**DAY Excursion**  
 On date of issue only  
**Manchester (LE)**  
 TO  
**NEW MILLS**  
 (H)  
 THIRD CLASS  
 1/0. D. New Mills  
 See Back.

2-180

1 May

S.S.M.R.C.C.  
**DAY Excursion**  
 On date of issue only  
**Hyde**  
 TO  
**ALTON**  
 Via Macclesfield  
 THIRD CLASS  
 1/6  
 Hyde Junction  
 Hyde Junction

1-120

9 May

S.S.M.R.C.C. (Excursion)  
 Issued subject to the Regulations and Conditions in the Company's Time Tables, Books, Bills & Notices  
**DAY**  
 ON DATE OF ISSUE ONLY  
**Hyde**  
 TO  
**MACCLESFIELD**  
 Via Macclesfield  
 THIRD CLASS  
 1/6

1-120

1 May

S.S.M.R.C.C. (Excursion) S.S.M.R.C.C.  
 Issued subject to the Regulations and Conditions in the Company's Time Tables, Books, Bills & Notices  
**DAY** **DAY**  
 ON DATE OF ISSUE ONLY ON DATE OF ISSUE ONLY  
**Bamford** **Marple**  
 TO **TO**  
**MARPLE** **BAMFORD**  
 Via New Mills Via New Mills  
 THIRD CLASS THIRD CLASS  
 2/1 2/1

1-120

1 May

S.S.M.R.C.C. (Excursion) S.S.M.R.C.C.  
 Not Transferable Not Transferable  
**DAY** **DAY**  
 ON DATE OF ISSUE ONLY ON DATE OF ISSUE ONLY  
**Matlock** **Romiley**  
 TO **TO**  
**ROMILEY** **MATLOCK**  
 Via NEW MILLS Via NEW MILLS  
 THIRD CLASS THIRD CLASS  
 1/6 1/6  
 Revised Fare 1/0  
 Matlock  
 FOR CONDITIONS SEE BACK

1-120

1 May

S.S.M.R.C.C. (Excursion)  
 Issued subject to the Regulations and Conditions in the Company's Time Tables, Books, Bills & Notices  
**8 Days**  
 ON DATE OF ISSUE ONLY  
**Woodley**  
 To  
**CLEETHORPES**  
 THIRD CLASS  
 1/10

1-120

1 May

G. C. & M. JOINT  
 Issued subject to the Regulations and Conditions in the Company's Time Tables, Books, Bills & Notices  
**APRIL 14, 06**  
**Hyde Junction**  
 TO  
**LIVERPOOL (C)**  
 via Woodley  
 THIRD CLASS  
 1/3

1-120

S.S.M.R.C.C. (Excursion)  
 Issued subject to the Regulations and Conditions in the Company's Time Tables, Books, Bills & Notices  
**DAY**  
 ON DATE OF ISSUE ONLY  
**Belle Vue**  
 TO  
**NEW MILLS**  
 THIRD CLASS  
 1/6

1-120

S.S.M.R.C.C. (THUR)  
 Issued subject to the Regulations and Conditions in the Company's Time Tables, Books, Bills & Notices  
**United Chapels S.**  
**JUNE 4, 14**  
**Bollington**  
 TO  
**BELLE VUE**  
 THIRD CLASS  
**ADULT 1/3**

2-180

S.S.M.R.C.C. (THUR)  
 Issued subject to the Regulations and Conditions in the Company's Time Tables, Books, Bills & Notices  
**JUNE 4, 14**  
**How Hill MARPLE**  
 TO  
**BELLE VUE**  
 THIRD CLASS  
**ADULT 1/4**

2-180

MISCELLANEOUS SINGLES

S.Z.M.R.C.C. (FOREIGN)  
 Theatrical Party at  $\frac{3}{4}$  fare  
 20 NOV. 05  
 TO Hyde  
 Stourbridge Gw  
 via Manchester & Woodley  
 THIRD CLASS  
 Fare... See Back.

1-110

22/27

S.Z.M.R.C.C. (FOREIGN)  
 Theatrical Party at  $\frac{3}{4}$  fare  
 HYDE  
 TO Hyde  
 via Manchester & Woodley  
 THIRD CLASS  
 Fare... SEE CONDITIONS ON BACK.

23/24

S.Z.M.R.C.C.  
 Issued subject to the printed conditions  
 and regulations of the company  
 Available on date of issue only  
 SOLDIER.  
 HYDE to  
 CHESTER (Northgate)  
 via Woodley  
 THIRD CLASS  
 FARE 2/1

Blank

OR FE 15

G.C. & M. Joint.  
 Issued subject to the regulations and conditions in  
 the Company's Time Tables, Books, Bills & Notices  
 ON DATE OF ISSUE ONLY  
 SOLDIER.  
 HYDE to  
 CHESTER  
 via Manchester & Woodley  
 THIRD CLASS  
 FARE 2/1

Blank

G.C. & M. Joint  
 Issued subject to the regulations and conditions in  
 the Company's Time Tables, Books, Bills & Notices  
 The Earl and the Girl Co. NOV. 26. 05.  
 HYDE to  
 WIGAN (Central)  
 via Woodley & Glazebrook  
 THIRD CLASS  
 Hyde 1/6 Hyde  
 WiganC WiganC

Blank

MISCELLANEOUS RETURNS

S. & M. R. Co's Committee S. & M. R. Co's Committee  
 Return Half Outward Half  
**New Mills TO HYDE**  
 Available to return on Sunday following date of issue.  
 THIRD CLASS (Parliamentary.) See Back  
**Hyde TO NEW MILLS**  
 ON SATURDAY ONLY.  
 THIRD CLASS (Parliamentary.) See Back

2-160

Underback

S. & M. R. Co's Committee S. & M. R. Co's Committee.  
**RETURN TICKET.**  
**Hayfield TO HYDE**  
 Available to return on Sunday following date of issue.  
**HYDE TO HAYFIELD**  
 ON SATURDAY ONLY.  
 THIRD CLASS (Parliamentary.) THIRD CLASS (Parliamentary.)

1812

S. & M. R. Co's Com. S. & M. R. Co's Com.  
**RETURN HALF** Ticket To B. V. Gdns  
 M. T. By Midland Train  
**Belle-Vue TO MARPLE**  
 on date of issue  
 Third Class Parly Including Admission to BelleVneGardens.  
**Marple TO BELLE-VUE**  
 on date of issue  
 Third Class Parly

2-160

Underback

G.C. & M. JOINT C.  
 Regulations and Conditions in  
 Books, Bills & Notices.  
 ON DATE OF ISSUE ONLY  
**Reddish TO BELLE VUE**  
 (Ticket to B.V. Gardens)  
 THIRD CLASS  
 - 8

Blank

93710

S. & M. R. C.C.  
 Available on date of  
 issue or following day  
**Tanhouse Lane TO WIDNES**  
 THIRD CLASS  
 - 12.  
 SEE CONDIT

14CC

G.C. & M. JOINT C.  
 Not Transferable  
**MARKET**  
 ON DATE OF ISSUE ONLY  
**Hayfield TO MANCHESTER(LR)**  
 THIRD CLASS  
 19 AUG 22

19 AUG 22

123120

G.C. & M. JOINT C.  
 Not Transferable  
**Market to Marple**  
 ON DATE OF ISSUE ONLY  
**Marple to Market**  
 THIRD CLASS  
 17

Blank

10 Aug 19

G.C. & M. JOINT C. (FOREIGN) G.C. & M. JOINT C.  
 Not Transferable Not Transferable  
 Issued subject to the regulations and conditions in  
 the Company's Time Tables, Books, Bills and Notices.  
 ON DATE OF ISSUE ONLY ON DATE OF ISSUE ONLY  
**WOODLEY TO WOODLEY**  
 Via Via  
**THIRD CLASS** **THIRD CLASS**  
 Cheap Ticket / D. & M. / Cheap Ticket  
 Woodley / Woodley / Woodley

Blank

Underback

G. C. & M. JOINT. G. C. & M. JOINT  
 Issued subject to the Regulations and Conditions in  
 the Company's Time Tables, Books, Bills & Notices.  
 Tour No. Tour No.  
 ON DATE OF ISSUE or ON DATE OF ISSUE ONLY  
 FOLLOWING DAY ONLY.  
**HYDE JUNCTION to Hyde Junction**  
 Via Via  
**FIRST CLASS / FIRST CLASS**  
 Fare.....d / Hyde, In / Fare.....d  
 Tour No.....d

Blank

Underback

G. C. & M. JOINT C.  
 Issued subject to the Reg  
 the Company's Time Tab  
 6th, Notice & Derby Reg  
 any day up to  
**AUG. 12, 14.**  
**Hummanby TO BIRCH VALE**  
 via Market W. Midland Jn  
 Potterfleet & Chisleley  
**THIRD CLASS**  
 1/3

Blank

G. C. & M. JOINT C.  
 Not Transferable  
 Issued subject to the reg  
 The Company's Time Ta  
 Ashton Bros. & Co. Ltd.  
**JULY 8, 1920.**  
**Hyde TO MANCHESTER(LR)**  
**THIRD CLASS** Man  
 Actual Fare 1/6

Blank

PRIVILEGE SINGLES

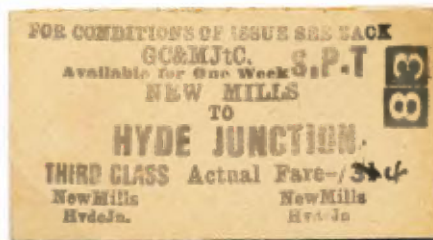


S-210

217/24



1/2

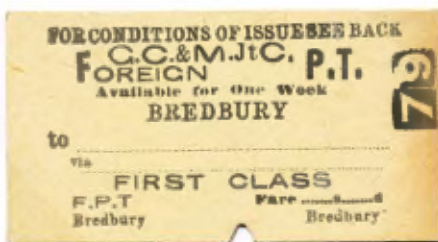


S-210

14/10/24



S-210



S-210

14/10/24

PRIVILEGE RETURNS

M. Available One Week  
 Y.T. C.  
 Romiley  
 To  
**MANCHESTER(C)**  
 via Stockport  
 T. / THIRD CLASS = 1/4  
 S. / ON BACK.  
 246  
 5-120 191007

FOR CONDITIONS OF ISSUE SEE BACK  
 G.C.&M.J.C. G.C.&M.J.C.  
 Available One Month Available One Week  
**S.P.T.** **S.P.T.**  
 Manchester(LR) Hyde  
 To  
 HYDE or NEWTON MANCHESTER(LR)  
 FIRST CLASS / S.P.T. / FIRST CLASS  
 = 15 1/2  
 Hyde  
 = 15 1/2  
 486  
 5-120 191007

FOR CONDITIONS OF ISSUE SEE BACK  
 G.C.&M.J.C.  
 Available One Month  
**S.P.T.**  
 New Mills  
 Bredbury  
 or Intermediate Station  
 TO  
**MARPLE**  
 THIRD CLASS  
 Fare 3/-  
 9117  
 19118

~~FOR CONDITIONS OF ISSUE SEE BACK  
 G.C.&M.J.C. G.C.&M.J.C.  
 Available One Month Available One Week  
**P.T. FOREIGN FOREIGN P.T.**  
 Woodley  
 TO  
**WOODLEY**  
 TO  
 FIRST CLASS / P.T. / FIRST CLASS  
 Fare s d / Woodley / Fare s d  
 S.P.T. / CONDITIONS / BY BACK  
 182  
 5-140 191007~~

Condition 5-140 became common to all privilege returns.

FOR CONDITIONS OF ISSUE SEE BACK  
 G.C.&M.J.C. G.C.&M.J.C.  
 Available One Month Available One Week  
**P.T. LOCAL LOCAL P.T.**  
 Hyde Jn  
 TO  
**HYDE JN**  
 TO  
 FIRST CLASS / P.T. / FIRST CLASS  
 = 1/5  
 Hyde Jn  
 = 1/5  
 145  
 191007

FOR CONDITIONS OF ISSUE SEE BACK  
 G.C.&M.J.C. G.C.&M.J.C.  
 Available One Month Available One Week  
**S.P.T.** **S.P.T.**  
 Strines Hyde  
 or any Intermediate Station TO  
**HYDE** **STRINES**  
 or any Intermediate Station  
 THIRD CLASS / S.P.T. / THIRD CLASS  
 = 3 / Hyde = 3  
 5954  
 191007

FOR CONDITIONS OF ISSUE SEE BACK  
 G.C.&M.J.C. G.C.&M.J.C.  
 Available One Month Available One Week  
**S.P.T.** **S.P.T.**  
 St. Michaels Tanhouse Lane  
 TO  
**TANHOUSE LANE ST. MICHAELS**  
 TO  
 THIRD CLASS / S.P.T. / THIRD CLASS  
 = 5 / Tanhouse Lane St. Michaels = 5  
 996  
 191007

FOR CONDITIONS OF ISSUE SEE BACK  
 G.C.&M.J.C. G.C.&M.J.C.  
 Available One Month Available One Week  
**S.P.T.** **S.P.T.**  
 Southport(L.St) Tanhouse Lane  
 TO  
**TANHOUSE LANE SOUTHPORT(L.St)**  
 TO  
 THIRD CLASS / S.P.T. / THIRD CLASS  
 = 11 1/2 / Tanhouse Lane Southport(L.St) = 11 1/2  
 420  
 191007

FOR CONDITIONS OF ISSUE SEE BACK  
 G.C.&M.J.C. G.C.&M.J.C.  
 Available One Month Available One Week  
**S.P.T.** **S.P.T.**  
 Liverpool(C) Hyde  
 TO  
**HYDE** **LIVERPOOL(C)**  
 via Chester(Lines)(B) via Woodley  
 THIRD CLASS / S.P.T. / THIRD CLASS  
 = 27 / Liverpool = 27  
 1490  
 191007

~~FOR CONDITIONS OF ISSUE SEE BACK  
 G.C.&M.J.C. G.C.&M.J.C.  
 Available One Month Available One Week  
**P.T. FOREIGN FOREIGN P.T.**  
 Marple  
 TO  
**MARPLE**  
 TO  
 FIRST CLASS / P.T. / FIRST CLASS  
 = 1/5  
 Marple  
 = 1/5  
 1387  
 27/10/12 191007~~

~~FOR CONDITIONS OF ISSUE SEE BACK  
 G.C.&M.J.C. G.C.&M.J.C.  
 Available One Month Available One Week  
**P.T. FOREIGN FOREIGN P.T.**  
 Reddish  
 TO  
**REDDISH**  
 TO  
 FIRST CLASS / P.T. / FIRST CLASS  
 Actual Fare / Reddish = 8/-  
 476  
 191007~~

~~FOR CONDITIONS OF ISSUE SEE BACK  
 G.C.&M.J.C. G.C.&M.J.C.  
 Available One Month Available One Week  
**P.T.** **P.T.**  
 Matlock Bath Romiley  
 TO  
**ROMILEY** **MATLOCK BATH**  
 via NEW MILLS via NEW MILLS  
 THIRD CLASS / P.T. / THIRD CLASS  
 Revised Fare 2/6 / Romiley Matlock Bath = 2/6  
 193  
 191007~~

**WORKMENS TICKETS**

S. & M. R. C. C.  
**Workman**  
 (date of issue only)  
**Manchester (L.R.)**  
 TO  
**BELLE VUE**  
**THIRD CLASS 2d.**  
 Issued subject to the  
 Coy's Time Table  
 Notices & to the Special  
 Conditions on the other side.

4-740 12099

O.C.M. WORKMAN O.C.M. JOINT.  
 Trains By specified Trains  
 only on the only on the  
**DATE OF ISSUE. DATE OF ISSUE.**  
**Romiley Hyde**  
 TO TO  
**HYDE ROMILEY**  
**THIRD CLASS 25d THIRD CLASS 25d**  
 Issued subject to the Coy's Time Table and Special Conditions on the other side.

4-740 8612

O.C.M. JOINT C. (WORKMAN) O.C.M. JOINT C.  
 By Specified Trains only on the By Specified Trains only on the  
**DATE OF ISSUE. DATE OF ISSUE**  
**Manchester (L.R.) Woodley**  
 TO TO  
**BELLE VUE QUIDE BROOBE**  
**3rd CLASS FARE 3d THIRD CLASS**  
 Issued subject to the Coy's Time Table and Special Conditions on the other side.

6-140 1105 5928 30721

O.C.M. JOINT C. (WORKMAN) O.C.M. JOINT C.  
 By Specified Trains only on the By Specified Trains only on the  
**DATE OF ISSUE. DATE OF ISSUE**  
**Birch Vale**  
 TO  
**CAMK STERKLR**  
**THIRD CLASS**  
 Issued subject to the Coy's Time Table and Special Conditions on the other side.

6-140 11011

**10** O.C.M. JOINT C. (WORKMAN) O.C.M. JOINT C.  
**WORKMAN TICKET**  
 Issued subject to the conditions and regulations in the Coy's Time Table, Notices and Special Conditions on the other side.  
**REDDISH**  
**to STOOLPORT (L.R.) & BACK**  
 Available for journey each direction every day  
**from MCH 6 to 11, 1905.**  
 Issued only by the particular train specified in the Coy's Time Table, Notices and Special Conditions on the other side.  
**Class Fare 1d. See 11.**

1120

G. C. & M. Joint C.  
**WORKMAN WEEKLY TICKET**  
 Available by the Specified Trains only on the  
**ONE journey each way up to SATURDAY in the week of issue.**  
**HYDE TO WOODLEY AND BACK THIRD CLASS**  
 Issued subject to the Coy's Time Table, Notices and Special Conditions on the other side.

6-140 11018

G. C. & M. Joint C.  
**WORKMAN WEEKLY TICKET**  
 Available by the Specified Trains only on the  
**ONE journey each way up to SATURDAY in the week of issue.**  
**HYDE TO FAIRFIELD AND BACK TO HYDE or NEWTON THIRD CLASS**  
 Issued subject to the Coy's Time Table, Notices and Special Conditions on the other side.

6-140 11018

G. C. & M. Joint C.  
**WORKMAN WEEKLY TICKET**  
 Available by the Specified Trains only on the  
**ONE journey each way up to SATURDAY in the week of issue.**  
**BELLE VUE TO MANCHESTER (L.R.) AND BACK THIRD CLASS**  
 Issued subject to the Coy's Time Table, Notices and Special Conditions on the other side.

6-140 11018



DOG & ARTICLE TICKETS



8-150

2/12/24

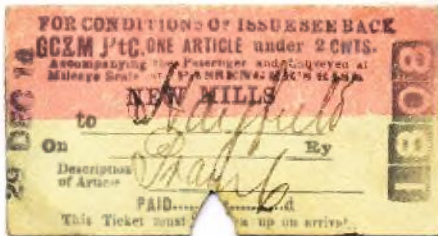


12/1/24



1-240

TD



1-240



1/24

S. & M. R. C. C. (COUNTERFOIL.)  
(A 43) Station.

No.  
Excess Fare Ticket to Belle Vue Gardens.  
ONE PERSON ONLY.

Class.  
From

To BELLE VUE AND BACK,

On 1879  
Fare s. d.

Collected by

NOT AVAILABLE.

For issue to Passengers without tickets only.

SHEFFIELD & MIDLAND RAILWAY COMPANIES' COMMITTEE.

Station.

No.  
Excess Fare Ticket to Belle Vue Gardens.  
Available for one person only.

Class.  
From

To BELLE VUE AND BACK,

On 1879  
Fare s. d.

Collected by

This ticket is not transferable, and is issued subject to the conditions contained in the Company's time table or advertisements, and if used by any other train or between any other Stations than expressed, the ticket will be forfeited and the full fare charged.

No.  
Bredbury Ticket from Manchester, etc., used to Woodley  
Collected at WOODLEY.  
Date.....  
Train.....  
Collector—  
.....

Great Central & Midland Jt. Committee

No. Series A

EXCESS TICKET.  
ONE PASSENGER.  
THIRD CLASS.

Bredbury Ticket from Manchester, etc. used to Woodley.

Fare 1½d. Paid

Collected at WOODLEY

Green

Sheffield and Midland  
Railway Co.'s Committee.

No. **R. 196**

Price £3 16 0

DATE OF ISSUE JANUARY 1st.

IN FAVOUR OF

Mr. ROBERT TAYLOR

**Third Class Ticket.**

THIS Ticket is issued upon the terms and conditions set out in the form of requisition, and is to be given up to the Company immediately on expiration.

Any use of this Ticket after the date of expiry will be an offence under the Regulation of Railways Act, 1889.

*OS*  
OLIVER S. HOLT,

Secretary.

Issued by .....

S. & M. R.

AVAILABLE TO

31<sup>ST</sup> MAY 1903

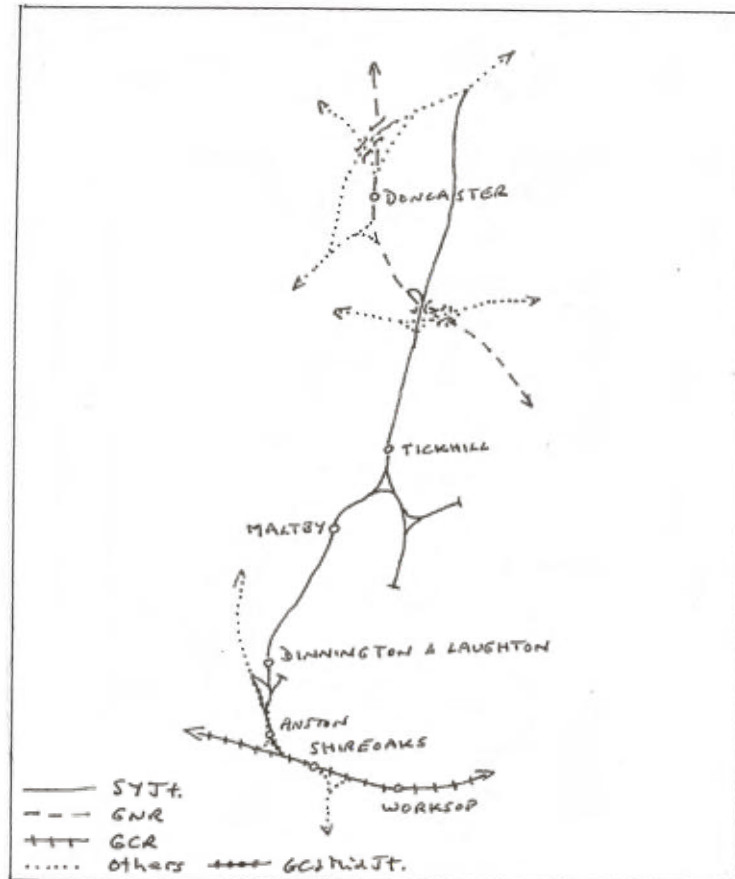
BETWEEN

HYDE

AND

MARPLE

SOUTH YORKSHIRE JOINT LINE COMMITTEE



This was unique as being a joint concern between no less than five railway companies - the Great Central, the Great Northern, the Lancashire & Yorkshire, the Midland and the North Eastern. Its formation resulted from the settlement of a fierce battle by the main line companies to gain access to the new deep pit at Dinnington Colliery and reduced the potential tangle of mineral lines that were planned to serve the South Yorkshire Coalfield. The full story is comprehensively dealt with by A.L. Barnett in *The Railways of the South Yorkshire Coalfield from 1880* (R.C. & T.S. 1984). The first section of the joint line was opened for mineral and goods traffic between Dinnington Junction (with a short stretch of GC & Midland Joint line north-east of Shireoaks) and Laughton on 2 October 1905, with opening for the same traffic on to Kirk Sandall Junction (with the GC north-west of Doncaster) taking place on 1 January 1909.

It was some time before a passenger service materialised, but such was finally started between Shireoaks and Doncaster on 1 December 1910 when SYJ stations were opened at Dinnington & Laughton, Maltby and Tickhill. Trains left joint metals over a spur from Low Ellers Junction to join the GN main line at Potteric Carr Junction and run from there into Doncaster station. The original service was of four trains each way daily except Sundays, two worked by the GN and two by the GC. Perhaps surprisingly, both first and third class accommodation was provided.

Tickhill was renamed Tickhill & Wadworth on 1 July 1911. Three months later, on 2 October, the GN withdrew to leave only the GCR operating a reduced service of three trains each way. In a rather vain attempt to make the operation more viable the GC & Midland Joint opened their Anston station to passenger traffic on 20 May 1912. Due to the war the service became Saturdays only from 1 June 1917 to 1 April 1920, on which date weekday running (two trains each way) was resumed with trains extended beyond Shireoaks over the GC to the next station at Worksop. The Committee retained its identity at the grouping on 1 January 1923, with ownership passing jointly to the L&NER and LM&SR but the service was withdrawn in April 1926 although restored briefly from 25 July 1927 to 2 December 1929.

# THE SOUTH YORKSHIRE JOINT LINE COMMITTEE.

## Passenger Train Service BETWEEN **DONCASTER & SHIREOAKS**

*Notice is hereby given that commencing on Thursday, December 1st, 1910, a SERVICE OF PASSENGER TRAINS will be run daily (Sundays excepted) between DONCASTER and SHIREOAKS, over the South Yorkshire Joint Line, as under:—*

		G.N.	G.C.	G.N.	G.C.
		a.m.	p.m.	p.m.	p.m.
Doncaster	... .. depart	9 7	12 25	2 17	5 27
Tickhill	... .. "	9 23	12 40	2 32	5 42
Maltby	... .. "	9 33	12 50	2 42	5 52
Dinnington & Laughton	... .. "	9 45	1 2	2 54	6 4
Shireoaks	... .. arrive	9 57	1 14	3 6	6 16
		G.C.	G.N.	G.C.	G.N.
		a.m.	a.m.	p.m.	p.m.
Shireoaks	... .. depart	8 25	11 20	1 58	6 5
Dinnington & Laughton	... .. "	8 37	11 32	2 10	6 17
Maltby	... .. "	8 49	11 44	2 22	6 29
Tickhill	... .. "	8 59	11 54	2 33	6 39
Doncaster	... .. arrive	9 15	12 10	2 50	6 55

November, 1910.

**BY ORDER.**

CHAS. SEVER, Printer, Lithographer, &c., King St. West, Manchester.

GREAT NORTHERN RAILWAY CONDITIONS ON JOINT LINE TICKETS

This Ticket is not transferable. It is issued subject to the conditions contained in the Company's Time Bills and Notices, and is available only on the day of issue, and to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station. (1)

1-190

This Ticket is not transferable. It is issued subject to the conditions contained in the Company's Time Bills and Notices, and is available only on the day of issue, and to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station. (1)

1-193

This Ticket is not transferable. It is issued subject to the conditions contained in the Company's Time Bills and Notices, and is available only on the day of issue, and to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station. (1)

1-196

This Ticket is not transferable. It is issued subject to the conditions contained in the Company's Time Bills and Notices, and is only available to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station. (1)

2-170

This Ticket is not transferable. It is issued subject to the conditions contained in the Company's Time Bills and Notices, and is only available to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station. (1)

2-175

This Ticket is not transferable. It is issued subject to the conditions contained in the Company's Time Bills and Notices, and is only available to the Station to which it is issued, and if used to any other Station, the passenger will have to pay the difference between the amount paid for this Ticket and the fare to such Station. (1)

2-178

**14FE14**  
This Ticket is not transferable. It is forfeited if transferred and the party so transferring or receiving it is liable to prosecution. (7)

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

3-170

This Ticket is not transferable. It is issued subject to the conditions contained in the Co's Time and Excursion Bills. If used for any other Train or Station than that named, the Ticket will be forfeited & the full fare charged. (7)

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

3-180

This Series of Tickets is for issue only to Company's Servants, their Wives or Children, in accordance with the Special Regulations as to Privilege Tickets. Any other Person using this Ticket will be prosecuted. (30)

**NOT TRANSFERABLE.**

This Series of Tickets is for issue only to Company's Servants, their Wives or Children, in accordance with the Special Regulations as to Privilege Tickets. Any other Person using this Ticket will be prosecuted. (30)

**NOT TRANSFERABLE.**

5-252

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

The Company will not be liable to the holder of this Ticket for any loss, damage, injury or delay arising from any cause whatsoever. (7)

3-190

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. (89)

8-330

ORDINARY SINGLES & RETURNS

Most known tickets were printed by the Great Northern Railway. However, the GC did supply some Edmondson printed tickets, both for journeys local to the line and the GC destinations via Doncaster.



271-193

15/2/14

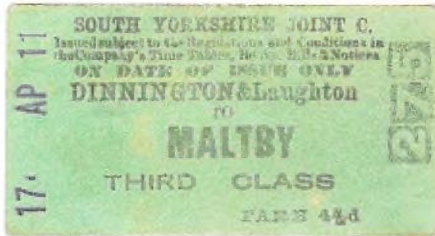


25-114

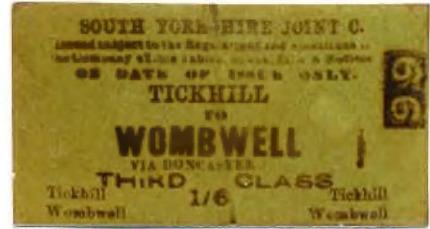


201-196

9/2/12



6/2

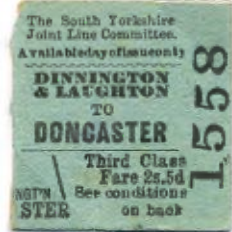


Blank 25/2/13

28/27



27/2/14



201-175 30/1/17



MISCELLANEOUS

The South Yorkshire Joint Line Committee. **Excursion Ticket LONG DATE**  
 RETURN only as per Bill advertising the Train.  
**KING'S CROSS**  
 TO  
**TICKHILL & WADWORTH**  
 Via Doncaster  
 Third Class / 3rd Ex L.D. / Third Class  
 See conditions on back / **KING'S CROSS** / See conditions on back

GN 3-170

247/22

The S. Y. Jt. L'ne Com. **Return on the Sunday following** (when trains are advertised) any day after Monday week inclusive. For the journey only.  
**Scarboro' to DINNERINGTON & LAUGHTON**  
 Via York & Doncaster  
 Third Class / 3rd 10or11 D. / Third Class  
 See conditions on back / **DINNERINGTON & LAUGHTON** / See conditions on back

GN 3-170

247/22

The South Yorkshire Joint Line Committee. Available for **FIFTEEN DAYS** including day of issue and day of Return.  
**Bridlington to DINNERINGTON & LAUGHTON**  
 Via Rotherham, Holms & Doncaster  
 Third Class / 3rd 15 D. / Third Class  
 See conditions on back / **DINNERINGTON & LAUGHTON** / See conditions on back

GN 3-170

247/22

The S. Y. Jt. L'ne Com. **Return only on the following days** (when trains are advertised) **MONDAY or TUESDAY** after date of issue.  
**Bridlington to DINNERINGTON & LAUGHTON**  
 Via Rotherham, Holms & Doncaster  
 Third Class / 3rd F. to T. / Third Class  
 See conditions on back / **DINNERINGTON & LAUGHTON** / See conditions on back

GN 3-170

The South Yorkshire Joint Line Committee. **Return** (when trains are advertised) **Saturday to Monday** Available as per the Co.'s Regulations.  
**Leeds to MALTY**  
 Via W. R. & G. By. & Doncaster  
 Third Class / S. to M. / Third Class  
 See conditions on back / **MALTY** / See conditions on back

256/15

2-115

153/14

The South Yorkshire Joint Line Committee. **COMMERCIAL TRAVELLER**  
 Return any train on the Sunday (if train service permitted) or Monday following date of issue.  
**MALTY**  
 to  
**MALTY**  
 Via  
 Third Class / See conditions on back.

256/20

The South Yorkshire Jnt Line Committee (Return) **CHILD under 12 years** Available day of issue only.  
**Doncaster to TICKHILL & WADWORTH**  
 TO  
**TICKHILL & WADWORTH**  
 TO  
**DONCASTER**  
 Third Class / **MARKET** / Third Class  
 See conditions on back. / See conditions on back.

Green (faded), 2-175 (unwanted), 2/20

The S. Y. Jt. L'ne Com. **SOLDIER ON LEAVE (FOREIGN)**  
 Issued as a Single Fare & available as per the Co.'s Regulations.  
**MALTY**  
 to  
**MALTY**  
 Via  
 Third Class / **SOLDIER ON LEAVE** / Third Class  
 See conditions on back / See conditions on back

246/17

The South Yorkshire Jnt Line Committee (Return) **CHILD under 12 years** Available day of issue only.  
**Dinnerington & Laughton to DINNERINGTON & LAUGHTON**  
 Via  
 Third Class / **13** / Third Class  
 See conditions on back / See conditions on back

259/21

MISCELLANEOUS



254/26

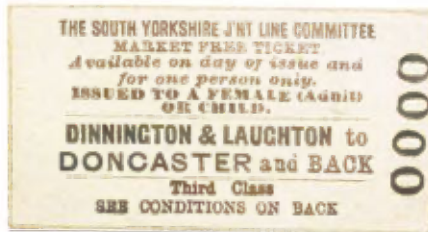


6N 5-252

254/26



253/27

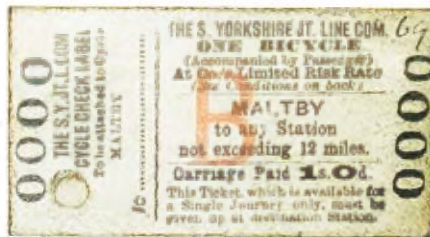


252/36



6N 8-330

254/12



6N 8-330

254/11



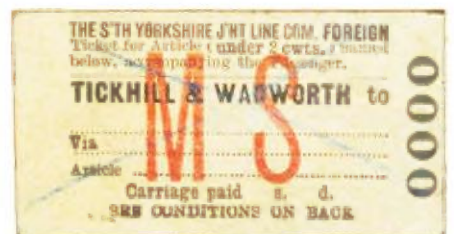
6N 8-330

254/11



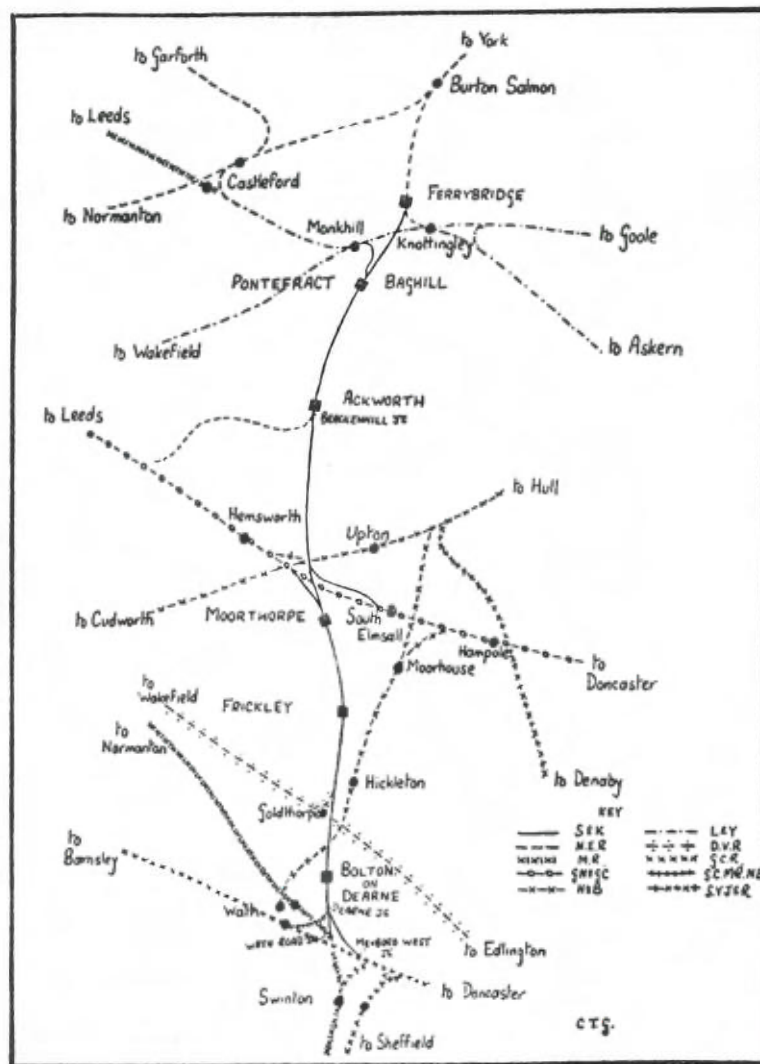
6N 8-330

254/11



254/10

SWINTON & KNOTTINGLEY JOINT RAILWAY



Although generally known as the Swinton & Knottingley Joint Railway the line was incorporated as the Midland & North Eastern Railway Companies Committee, jointly owned by those two companies. It opened from Wath Road Junction (with the MR) to Ferrybridge Junction (with the NER) for goods on 19 May 1879 and for passengers on 1 July 1879. The original stations were Hickleton, Clayton, Moorthorpe, Ackworth and Pontefract. Hickleton was renamed Bolton-on-Deerne on 1 November 1879, Clayton was renamed Frickley on 1 November 1882 and Moorthorpe became Moorthorpe & South Kirkby from 1 July 1902. A further station at Ferry Bridge was opened on 1 May 1882. From 1 July 1882 this was shown in timetables as Ferrybridge and has been seen on tickets as Ferrybridge Junction; on 1 June 1901 the name was altered to Ferrybridge for Knottingley.

The first passenger services were operated by the Midland between Sheffield and York and the Great Northern Rly between Doncaster and York via Ackworth. From 1 August 1879 Manchester Sheffield & Lincolnshire Railway trains between Leeds and Sheffield ran over the southern section of the line, joining the S&K at Moorthorpe. It was not until 1 July 1898 that the NER began to work over the line, with a Sheffield - York service. Other services of these companies also used the line at different periods.

An undated NER memo (PRO-RAIL 527/1293) thought to be from the 1900s reads: "There are six stations on the S&K Joint Line. The three Northern stations are regarded as N.E. stations, and the three Southern as Midland stations. The accounts at the three Northern stations are made out in accordance with the N.E. system, and those at the Southern stations in accordance with the Midland system. The same clerks at each of the six stations issue tickets to the N.E. as well as to the Midland line as may be required."

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

NORTH EASTERN RAILWAY CONDITIONS ON JOINT LINE TICKETS

Available on day of issue only.  
 Issued subject to regulations and  
 conditions in current Time Tables.

1-140

8 SEP 02  
**RETURN TICKET**  
 (Not transferable).  
 This Ticket is issued  
 subject to the Regula-  
 tions and Conditions  
 stated in the Co.'s  
 Time Tables and Bills  
 for the present month.  
 Available for the day  
 of issue only.  
 This Ticket is issued  
 subject to the Regula-  
 tions and Conditions  
 stated in the Co.'s  
 Time Tables and Bills  
 for the present month.

2-143

Available for return on  
 day of issue only.  
 Not transferable.  
 Issued subject to regu-  
 lations & conditions in  
 current Time Tables.  
 Available on day of  
 issue only.  
 Not transferable.  
 Issued subject to regu-  
 lations & conditions in  
 current Time Tables.

2-150

Not transferable,  
 Issued subject to regu-  
 lations and conditions  
 in current Time Tables.  
 Available on day of  
 issue only.  
 Not transferable.  
 Issued subject to regu-  
 lations and conditions  
 in current Time Tables.

2-160

This ticket is issued  
 subject to the regula-  
 tions and conditions  
 set out in the Co's  
 current Time Tables  
 and Bills.  
 -----  
 This ticket is issued  
 subject to the regula-  
 tions and conditions  
 set out in the Co's  
 current Time Tables  
 and Bills.

2-250

EXCURSION.  
 This Ticket is issued  
 subject to the Regula-  
 tions and Conditions  
 stated in the Co.'s  
 Bills advertising the  
 Special Excursion ar-  
 rangement.  
 EXCURSION.  
 This Ticket is issued  
 subject to the Regula-  
 tions and Conditions  
 stated in the Co.'s  
 Bills advertising the  
 Special Excursion ar-  
 rangement.

3-130

Notice.—This ticket is  
 not transferable. It is issued  
 subject to the regulations  
 and conditions stated in the  
 Company's bills advertising  
 the special excursion ar-  
 rangement, and also (so far  
 as the same are not varied by  
 such bills) to the conditions  
 and regulations stated in the  
 Company's time tables and  
 bills for the present month.  
 Notice.—This Ticket is  
 not transferable. It is issued  
 subject to the regulations  
 and conditions stated in the  
 Company's bills advertising  
 the special excursion ar-  
 rangement, and also (so far  
 as the same are not varied by  
 such bills) to the conditions  
 and regulations stated in the  
 Company's time tables and  
 bills for the present month.

3-140

This ticket is not transferable, and is issued  
 subject to the conditions contained in the  
 Company's Time Tables and Excursion Bills.  
 If the ticket be transferred, or is used for  
 any other stations than those named on it,  
 or for any other train than those for which it  
 is available, it is forfeited, and the person  
 using it is liable to pay the full fare for the  
 journey travelled, in addition to the sum  
 paid for the ticket.

3-150

This ticket is not transferable, and is issued subject  
 to the conditions contained in the Company's Time  
 Tables and Excursion Bills.  
 If the ticket be transferred, or is used for any  
 other stations than those named on it, or for any  
 other train than those for which it is available, it is  
 forfeited, and the person using it is liable to pay the  
 full fare for the journey travelled, in addition to the  
 sum paid for the ticket.  
 The Contract and Liability of each Company and  
 Proprietor of Coaches or Steam Boats are limited to  
 their own Railways, Coaches, and Steam Boats.

3-220

**NOT TRANSFERABLE.**  
 This ticket is issued subject to the conditions con-  
 tained in the Company's Time Tables and Excursion  
 Bills.  
 If the ticket be transferred, or used for any other  
 stations than those named on it, or for any other  
 train than those for which it is available it is  
 forfeited, and the person using it is liable to pay  
 the full fare for the journey travelled, in addition  
 to the sum paid for the ticket.  
 The Contract and Liability of each Company and  
 Proprietor of Coaches or Steamboats are limited to  
 their own Railways, Coaches, and Steamboats.  
**NOT TRANSFERABLE.**

3-266

This Ticket is available only for use  
 by a servant of the Company, or a  
 member of his family entitled to use  
 Privilege Tickets under the regulations  
 of the Company, and is not transferable.  
 It is issued subject to the regulations  
 and conditions stated in the Company's  
 time tables and bills for the present month.

5-130

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

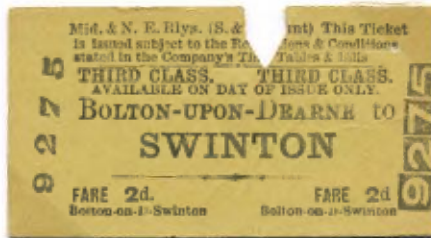
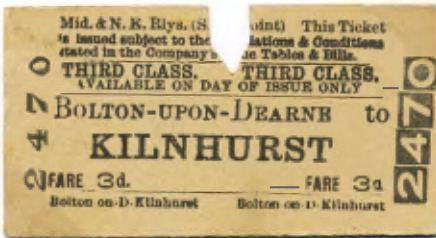
8-410

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.

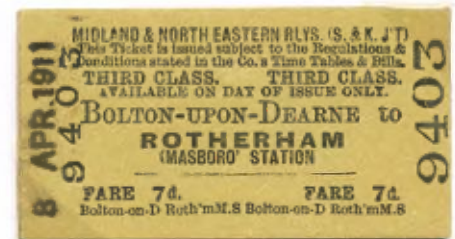
8-520

ORDINARY SINGLES - MIDLAND PRINTS

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. 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:



Tickets in the second format, with the title on a separate line. These are found in pre-1902 style with a plain rule between the fare and the miniature repeats and in later styles 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. The backs are blank. Earliest issue date seen:



Change of layout with reference number 1 or 2 added, the title may be in upper or lower case. This may have been the last Midland type. Earliest issue date seen:



ORDINARY SINGLES - NORTH EASTERN PRINTS

This could have been the first NER type used on the line, with the serial number appearing at both ends of the ticket so as to appear on each half after vertical bisection for issue to a child. The class was initially printed in lower case with initial capitals, but there seems to have been a gradual change to full capital letter presentation. The backs are blank.



Fare added in order to comply with the Regulation of Railways Act 1889. Initially this was shown centrally, but within a short time it was being printed at the left hand side of the ticket. The class now appears consistently in capital letters. The backs are blank. Earliest issue date seen:

Fare shown at each side of the ticket, in order to show on each half when the ticket is vertically bisected for issue to a child. This is the last type in which 2nd class tickets are found. The backs are blank. Earliest issue date seen:

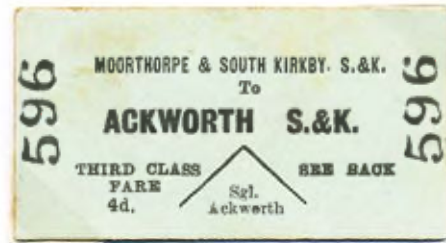


Wording of the conditions clause at the foot of the ticket changed. The backs are blank. Earliest issue date seen:



ORDINARY SINGLES - NORTH EASTERN PRINTS

Following recommendations from the NER Passenger Fares Committee new layouts were adopted for all local tickets used by the company, which presumably for the S&K meant bookings to S&K and NER stations only. The new single tickets shown below, with NER conditions 1-140 on the back, were introduced in 1913. Tickets in this format are known from Bolton-on-Dearne and Moorthorpe & South Kirby, indicating the possibility that Midland ticket supply may have ceased with the NER then supplying all stations. Earliest issue date seen:



Ordinary single fares were increased by 50% from 1 January 1917; the NER indicated the new fare (which was intended to be temporary) by enclosing it in brackets. Actual and Revised Fare tickets were introduced from 1 April 1920 and 6 August 1920 respectively. All have NER conditions 1-140.



NER foreign singles continued to be printed in the last style on the previous page, but with bracketed fare, Actual Fare and finally Revised Fare.

ORDINARY SINGLES - SPECIFIED CARRIER

Four companies provided passenger services over the S&K. Not all trains ran the full length and not all stopped at all stations. There were, however, many journeys which could be made by trains of different companies and tickets for at least some of these specified the carrier.

000  
**ACKWORTH, S. & K.**  
 Ackworth, S.&K. TO Ackworth, S.&K.  
**PONTEFRACT, S. & K.**  
 Pontefract, S.&K. Pontefract, S.&K.  
 BY MIDLAND TRAIN.  
 Fare 5d. Fare 5d.  
**FIRST CLASS FIRST**  
 Issued subject to regulations in time tables

FH

504  
**FERRYBRIDGE FOR KNOTTINGLEY, S.&K.**  
 Ferrybridge, S.&K TO Ferrybridge, S.&K  
**PONTEFRACT, S.&K.**  
 Pontefract, S.&K. Pontefract, S.&K.  
 BY MIDLAND TRAIN.  
 Fare 4d. Fare 4d.  
**FIRST CLASS FIRST**  
 Issued subject to conditions in current time tables

Blank

undated

1196  
**FERRYBRIDGE FOR KNOTTINGLEY, S.&K.**  
 Ferrybridge, S.&K TO Ferrybridge, S.&K.  
**PONTEFRACT, S.&K.**  
 Pontefract, S.&K. Pontefract, S.&K.  
 BY MIDLAND TRAIN.  
 Fare 2d. M Fare 2d.  
**THIRD CLASS THIRD**  
 Issued subject to regulations in time tables

Blank

137001

1840  
**FERRYBRIDGE FOR KNOTTINGLEY, S.&K.**  
 Ferrybridge, S.&K TO Ferrybridge, S.&K.  
**TADCASTER**  
 Tadcaster Tadcaster  
 By Mid. Train. Via Church Fenton  
 Fare 1s.1d. Fare 1s.1d.  
**THIRD CLASS THIRD**  
 Issued subject to conditions in current time tables

Blank

182003

9308  
**PONTEFRACT, S.&K.**  
 To  
**ACKWORTH S.&K.**  
 By Midland Train  
**THIRD CLASS** SEE BACK  
 FARE 8d. Sgl K  
 Ackworth

NE 1-140

157251

003  
**PONTEFRACT, S.&K.**  
 Pontefract, S.&K. TO Pontefract, S.&K.  
**ACKWORTH S.&K.**  
 Ackworth, S.&K. Ackworth, S.&K.  
 BY NORTH EASTERN TRAIN.  
 Fare 5d. Fare 5d.  
**FIRST CLASS FIRST**  
 Issued subject to conditions in current time tables

Blank

965

158  
**FERRYBRIDGE JUN., S.&K.**  
 Ferrybridge Jun., S.&K TO Ferrybridge Jun., S.&K  
**NEWTON KYME**  
 Newton Kyme Newton Kyme  
 By G.N. TRAIN.  
 Fare 1s.3d. Fare 1s.3d.  
**THIRD CLASS THIRD**  
 Issued subject to regulations in time tables

Blank

23781

1251  
 Mid. & N. E. Ry's (S. & K. & L.) 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.  
**BOLTON-UPON-DEARNE to**  
**ROTHERHAM**  
 By M. S. & L. Train. Via Dearne June.  
**FARE 7d. FARE 7d.**  
 Bolton D-Rotherham Bolton D-Rotherham

Blank



ORDINARY SINGLES - CHILD & BLANK CARD

Child tickets. The backs are blank.



195/15

212/19



27/20

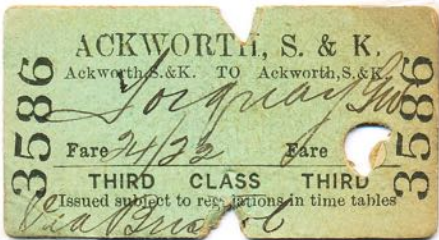
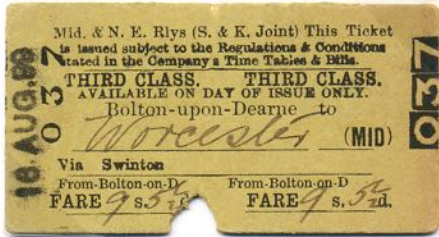


F4

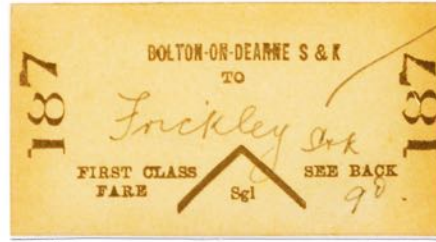


48/6

Blank card tickets. The backs are blank unless otherwise indicated.

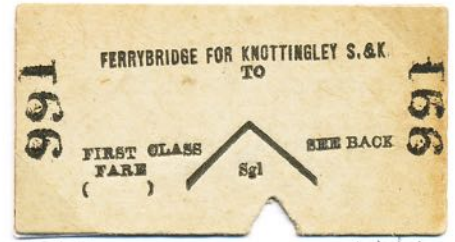


185/198



NE 1-140

202/27



NE 1-140

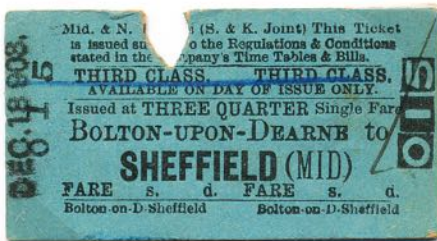
undated

ORDINARY & OTHER SINGLES

NER tickets to L&Y stations were for some years printed on distinctively coloured cards. The practice was followed for some S&K tickets.



Single tickets for other categories of traffic.



ORDINARY RETURNS - MIDLAND PRINTS

Available on day of issue only  
 M.&N.E.RYS. (S.&K. JT)  
 Bolton-upon-Dearne  
**SHEFFIELD**  
 FIRST CLASS  
 (Fare 3s. 6d.)  
**427**

M.A. R4a 20402

Available on day of issue only  
 M.&N.E.RYS. (S.&K. JT)  
 Moorthorpe to  
**ACKWORTH(S&K)**  
 THIRD CLASS.  
 (Fare 8d.)  
**208**

M.A. R4a 11992

**NOV 8 97**  
**931**  
 MIDLAND RYS. (S.&K. JT)  
 Available for the return journey within SEVEN DAYS including date of issue.  
 Sheffield to  
**MOORTHORPE**  
 THIRD CLASS.  
 (See back)  
 Available on day of issue only  
 M.&N.E.RYS. (S.&K. JT)  
 Moorthorpe to  
**SHEFFIELD**  
 THIRD CLASS  
 (FARE 2s. 0d.)  
**1192**

M.A. R4a 1199 / 2 1199

M.&N.E. (S.&K. JT)  
 Available on day of issue only  
 Bolton-upon-Dearne to  
**SHEFFIELD**  
 THIRD CLASS.  
 (Fare 2s. 1d.)  
**4847**

M.A. R4a 20304

**9389**  
 MIDLAND RYS. (S.&K. JT)  
 Available for return on day of issue or following day or from a Saturday to the following Monday night  
 SWINTON to  
**FRICKLEY**  
 THIRD CLASS  
 SEE BACK  
 Available on day of issue only.  
 M.&N.E.RYS. (S.&K. JT)  
 FRICKLEY to  
**SWINTON**  
 THIRD CLASS  
 FARE 10d.  
**9389**

M.A. R5 016111

ORDINARY RETURNS - NORTH EASTERN PRINTS

References are to North Eastern Railway conditions.

**1868**  
Return Fare 9s. 6d.  
SCARBORO'  
TO  
PONTFRAC T, S. & K.  
THIRD CLASS  
See back.

2-143 212E92

**609**  
Available for return  
on day of issue only  
Not transferable.  
LEEDS (NEW STN.)  
TO  
ACKWORTH, S. & K.  
Via Castleford  
3rd Class  
Fare 2s. 7d.

213/17

Pontefract, S. & K.  
TO  
LEEDS, NEW STN.  
Via Castleford.  
1st Class Fare 2s. 2d.  
Issued subject to the regula-  
tions & conditions in the Com-  
pany's current Tim & Tables.

**1695**

Blank 213/19

**000**  
AVAILABLE FOR SIX  
CALENDAR MONTHS  
Not transferable  
YORK  
PONTFRAC T, S. & K.  
THIRD CLASS  
Fare 3s. 6d.  
YORK  
PONTFRAC T, S. & K.  
3rd Class Fare 3s. 6d.  
Issued subject to the regula-  
tion & conditions in the Com-  
pany's current Tim & Tables.

**000**

Blank 116/26

**947**  
Return Fare 10s. 11d.  
SCARBORO'  
TO  
Ackworth, S. & K.  
THIRD CLASS  
See back.

PRO

FRICKLEY S. & K.  
To  
MOORTHORPE &  
SOUTH KIRBY, S. & K.  
THIRD CLASS  
FARE 6d  
SEE BACK  
**6388**

2-158 213/19

**018**  
MOORTHORPE  
To  
FRICKLEY, S. & K.  
1st CLASS FARE  
SEE BACK.  
Rtn.  
FRICKLEY S. & K.  
To  
MOORTHORPE.  
1st CLASS FARE  
SEE BACK.  
**018**

27/19

**072**  
Available for  
Return within one.....  
To  
FERRYBRIDGE FOR  
KNOTTINGLEY, S. & K.  
1st Cl Fare ( )  
See Back.  
Rtn.  
FERRYBRIDGE FOR  
KNOTTINGLEY S. & K. To  
1st Class Fare ( )  
SEE BACK.  
**072**

2-160 undated

**000**  
Return Fare 10d.  
PONTFRAC T, S. & K.  
To  
Ackworth, S. & K.  
By Mid. Train.  
1st. Class 2 Days  
See back.  
Ackworth, S. & K.  
2 Days  
PONTFRAC T, S. & K.  
By Mid. Train.  
1st. CLASS 2 DAYS  
Return Fare 10d.  
See back.  
**000**

2-143 FH

**000**  
Return Fare 5d.  
PONTFRAC T, S. & K.  
To  
Ackworth, S. & K.  
By Mid. Train.  
3rd. Class 2 Days  
See back.  
Ackworth, S. & K.  
By Mid. Train.  
3rd CLASS 2 DAYS  
Return Fare 5d  
SEE BACK.  
**1284**

2-143 FH/18001

Pontefract, S. & K.  
TO  
YORK  
By Mid. Train.  
THIRD CLASS  
Return Fare 3s. 6d.  
SEE BACK.  
**5966**

2-143 212001

Ackworth, S. & K.  
TO  
SHEFFIELD, MID.  
Via SWINTON.  
Return Fare 3s. 8d.  
Third Class  
SEE BACK.  
**2685**

2-150 87/112

MISCELLANEOUS RETURNS - MIDLAND PRINTS

References are to Midland Railway conditions.

**051**  
M. & N.E. J'NT RY. RETURN.  
DAY EXC'N.  
Including Admission  
to Belle Vue Gardens  
**Belle Vue** to  
**FRICKLEY**  
Via Marple & Swinton  
THIRD CLASS.  
(over)  
M. & N.E. J'NT RY.  
DAY EXC'N.  
**Frickley**  
to  
**BELLE VUE**  
Via Swinton & Marple  
THIRD CLASS.  
**051**

X2 Unaltered

**047**  
M. & N.E. Ry. (S. & K. J't)  
WEEK-END EXC'N  
Available to RETURN with after  
Saturday to the TUESDAY  
following date of issue, as  
advertised by the Bills.  
to  
**FRICKLEY**  
Via  
FIRST CLASS.  
(over)  
M. & N.E. R.S. & K.J.  
WEEK-END EXC'N  
Available on day of issue only  
**Frickley** to  
Via  
FIRST CLASS.  
**047**

W62a Unaltered

**195**  
M. & N.E. WEEK-END TICKET  
Available to RETURN with after  
Saturday to the TUESDAY  
following date of issue, as  
advertised by the Bills.  
to  
**FRICKLEY**  
Via Pontefract  
THIRD CLASS.  
See back  
M. & N.E. Available on  
day of issue only.  
WEEK-END TICKET.  
**FRICKLEY** to  
**YORK**  
Via Pontefract  
THIRD CLASS.  
**195**

X4c Unaltered

MID. & N.E. J'NT RY.  
Available only on the  
**SUNDAY** (after 6.0 a.m.  
if train service permits) or  
**MONDAY** following date  
of issue.  
to  
**FRICKLEY**  
Via  
FIRST CLASS.  
FOREIGN over  
FOREIGN  
M. & N.E. J'NT RY.  
SATURDAY to MONDAY  
TICKET  
**FRICKLEY** to  
Via  
FIRST CLASS.  
**008**

R5 Unaltered

**1358**  
MID. & N.E. RYS. (S. & K. J'T)  
MARKET TICKET  
NOT TRANSFERABLE  
**SHEFFIELD** to  
**MOORTHORPE & THIRKBY**  
THIRD CLASS  
SEE BACK  
**1358**

M3 Unaltered

M. & N.E. RYS. (S. & K. J'T)  
MARKET TICKET  
Bolton-upon-Dearne  
MABBORO' & ROTHERHAM  
THIRD CLASS.  
Fare 9d.  
**956**

M3 Unaltered

M. & N.E. RYS. (S. & K. J'T)  
MARKET TICKET  
Bolton-upon-Dearne to  
**SHEFFIELD**  
THIRD CLASS.  
(Fare 1s. 7d.)  
**2184** 5

M3 Unaltered

M. & N.E. RYS. (S. & K. J'T)  
MARKET TICKET  
Bolton-upon-Dearne to  
**SHEFFIELD (MID)**  
THIRD CLASS.  
(Fare 10 1/2d.)  
**1120**

M3 Unaltered

**349**  
Mid. & N.E. RYS. (S. & K. J't)  
Available for the RETURN  
journey within ONE Month  
from date of issue.  
to  
**FRICKLEY**  
Via  
THIRD CLASS.  
(See back)  
FOREIGN  
Available for one  
journey within Seven  
days from date of issue.  
Mid. & N.E. Rys. (S. & K. J't)  
**FRICKLEY** to  
Via  
THIRD CL. FARE s. d.  
**349**

P5a Unaltered

**011**  
Mid. & N.E. Rys. (P.T.)  
Available for the RETURN  
journey within ONE Month  
from date of issue.  
to  
**FRICKLEY**  
Via  
FIRST CLASS.  
(See back)  
Available for one  
journey within Seven  
days from date of issue.  
Mid. & N.E. Rys.  
(S. & K. Joint) P.T.  
**FRICKLEY** to  
Via  
FIRST CL. (Fare s. d.)  
**011**

P6 Unaltered

**341**  
MID. & N.E. RYS. (S. & K. J'T)  
Available for the RETURN  
journey within ONE Month  
from date of issue.  
to  
**FRICKLEY**  
Via Pontefract  
THIRD CLASS.  
P.T. (SEE BACK)  
Available for one  
journey within Seven  
days from date of issue.  
Mid. & N.E. RYS. (S. & K. J'T) P.T.  
**FRICKLEY** to  
**YORK**  
Via Pontefract  
THIRD CLASS.  
(FARE 1s. 3d.)  
**341**

P7 Unaltered

FOREIGN  
Available for one  
journey within Seven  
days from date of issue.  
Mid. & N.E. Rys.  
(S. & K. Joint) P.T.  
Bolton-upon-Dearne to  
**ANTON (MID)**  
THIRD CL. (FARE 3d.)  
**078**

62c

Available for one  
journey within Seven  
days from date of issue.  
M. & N.E. RYS. (S. & K. J'T)  
Moorthorpe to  
**SHEFFIELD**  
THIRD CLASS  
(FARE 9d.)  
P.T.  
**124**

62c

Mid. & N.E. Rys. (S. & K. J'T)  
HALF DAY EXC'N  
FEB. 1st. 1902.  
BOLTON on DEARNE  
to  
WAKEFIELD (W.G.)  
By G. G. Via Moorthorpe  
Third Class.  
**5**

FH

EXCURSION TICKETS - NORTH EASTERN PRINTS

References are to North Eastern Railway conditions.

**4568**  
 YORK  
 TO <sup>2</sup>  
 PONTEFRACT, S.&K.  
 THIRD CLASS  
 See back.

3-130

**679**  
 HALF-DAY EXCURSION.  
 YORK  
 TO  
 PONTEFRACT, S.&K.  
 THIRD CLASS  
 See back

3-150 281498

**000**  
 Half-Day Excursion  
 To  
 Ackworth, S.&K  
 THIRD CLASS  
 See back.  
 HALF-DAY EXC'N  
 Ackworth, S&K  
 To  
 THIRD CLASS  
 See back.  
**000**

FH

**000**  
 DAY EXCURSION  
 To  
 Ackworth, S.&K  
 THIRD CLASS  
 See back.  
 DAY EXCURSION  
 Ackworth, S&K  
 To  
 THIRD CLASS  
 See back.  
**000**

FH

**1383**  
 DAY EXCURSION  
 BRIDLINGTON  
 TO  
 PONTEFRACT, S.&K  
 Via Bathorpe  
 THIRD CLASS  
 See back.

3-150 35806

**053**  
 DAY EXCURSION.  
 SCARBOROUGH  
 TO  
 PONTEFRACT, S.&K.  
 Via ENTHORPE.  
 RET. July 5, 1898.  
 THIRD CLASS  
 See back.

3-140

**014**  
 DAY EXCURSION.  
 SCARBOROUGH  
 TO  
 PONTEFRACT, S.&K.  
 Via ENTHORPE.  
 RET. July 5, 1898.  
 THIRD CLASS  
 See back.

3-220

**181**  
 Day Excursion  
 YORK  
 To  
 FERRYBRIDGE FOR  
 KNOTTINGLEY S.&K  
 By N. E. Train.  
 THIRD CLASS  
 See back  
 Day Excursion  
 FERRYBRIDGE FOR  
 KNOTTINGLEY S.&K.  
 To  
 YORK  
 By N. E. Train.  
 THIRD CLASS  
 SEE BACK  
**181**

3-266 undecoded

MISCELLANEOUS RETURNS - NORTH EASTERN PRINTS

References are to North Eastern Railway conditions.

**000**  
Hunter's Ticket.  
To  
Ackworth, S. & K  
FIRST CLASS  
Return Fare  
See back.  
Hunter's Ticket.  
Ackworth, S. & K.  
To  
FIRST CLASS  
Return Fare  
See back.  
**000**

FH

**000**  
Hunter's Ticket.  
To  
Ackworth, S. & K  
THIRD CLASS  
Return Fare  
See back.  
Hunter's Ticket.  
Ackworth, S. & K.  
To  
THIRD CLASS  
Return Fare  
See back.  
**000**

FH

**000**  
PLEASURE PARTY  
TO  
Ackworth, S. & K.  
First Class  
See back.  
PLEASURE PARTY  
Available for day  
of issue only.  
Ackworth, S. & K.  
TO  
First Class See back  
**000**

FH

**1566**  
PLEASURE PARTY  
*Seely*  
TO  
PONTEFRACT, S. & K.  
Third Class  
See back.  
PLEASURE PARTY  
Available for day  
of issue only.  
Ackworth, S. & K.  
TO  
Third Class See back  
**000**

2-1431463

FH

**000**  
Return Fare  
SCARBOROUGH  
To  
Ackworth, S. & K  
Convalescent Home Patient  
THIRD CLASS  
See back.  
Ackworth, S. & K  
To  
SCARBOROUGH  
Convalescent Home Patient  
THIRD CLASS  
Return Fare  
See back.  
**000**

FH

**093**  
SPECIAL RETURN  
Return Fare  
To  
FERRYBRIDGE FOR  
KNOTTINGLEY, S. & K.  
Available for days  
FIRST CLASS  
See back.  
SPECIAL RETURN  
Ferrybridge for  
Knottingley S. & K. To  
FIRST CLASS  
Return Fare  
SEE BACK.  
**093**

2-143

Unaltd

**000**  
SPECIAL RETURN  
Return Fare  
To  
Ackworth, S. & K  
Available for days  
THIRD CLASS  
See back.  
Special Return  
Ackworth, S. & K  
To  
THIRD CLASS  
Return Fare  
See back.  
**000**

FH

**000**  
TEN DAY TICKET.  
Return as per bills.  
To  
Ackworth, S. & K  
FIRST CLASS  
SEE BACK  
TEN DAY  
TICKET  
Ackworth & K  
To  
FIRST CLASS  
SEE BACK  
**000**

FH

**000**  
TEN DAY TICKET.  
Return as per bills.  
To  
Ackworth, S. & K  
THIRD CLASS  
SEE BACK  
TEN DAY  
TICKET  
Ackworth S. & K  
To  
THIRD CLASS  
SEE BACK  
**000**

FH

**1190**  
PLEASURE PARTY  
Return Fare  
*Helmsley*  
To  
PONTEFRACT, S. & K.  
Third Class  
See back.  
**1190**

2-143

263-193

**000**  
WEEK END  
Return as per bills.  
To  
Ackworth, S. & K  
FIRST CLASS  
See back.  
WEEK END  
Ackworth, S. & K  
To  
FIRST CLASS  
SEE BACK.  
**000**

FH

**000**  
WEEK END  
Return as per bills.  
To  
Ackworth, S. & K  
THIRD CLASS  
See back.  
WEEK END  
Ackworth, S. & K  
To  
THIRD CLASS  
SEE BACK.  
**000**

FH

WEEK END.  
Pontefract, S. & K.  
TO  
WHITBY, (WEST CLIFF)  
Via SCARBOROUGH.  
THIRD CLASS  
Return Fare 6s.  
SEE BACK.  
**002**

2-143

5A493

Local Tourist  
Ackworth, S. & K.  
TO  
SCARBOROUGH  
Via YORK  
THIRD CLASS  
Return Fare 9s. 11d.  
SEE BACK.  
**1054**

62C

**1099**  
FOREIGN PRIVILEGE TICKET  
*Punta Salum*  
TO  
PONTEFRACT, S. & K.  
Via  
THIRD CLASS  
See back.  
**1099**

5-130

15N22

PRIVILEGE TKT  
Ferrybridge Jun.,  
S. & K. TO  
YORK  
THIRD CLASS  
See back.  
**294**

5-130

1463

DOG & ARTICLE TICKETS

MID.&N. E. J. RYS. Ticket for  
**PERAMBULATOR**  
No. in charge of Passenger  
**FRICKLEY** to

---

**PERAMBULATOR**  
**MAIL CART.**

Carriage Paid, s. d.  
Issued solely on, & subject  
to the Conditions stated on  
the back hereof.

**198**

Mid. N. E. Updated

(FOREIGN).  
**ONE BICYCLE IN CHARGE OF PASSENGER**  
Available for Day of Issue only.  
Ackworth, S.&K. TO

---

Carriage Paid s. d.  
Issued solely on, and subject to the  
conditions stated on the back hereof

FH

**ONE BICYCLE ACCOMPANIED BY PASSENGER**  
FRICKLEY S&K TO  
*Melton 035*  
with Bicycle ticket No. ....  
**EXTRA (INSURANCE) CHARGE, ONE PENNY.**  
To be surrendered with the Bicycle Ticket.  
**SEE CONDITIONS ON BACK.**

NE 8-520

12AP22

**CYCLE CHECK TICKET**  
Bicycle Ticket No. ....  
ACKWORTH, S.&K. TO  
*Bp Auckland*  
**TO BE ATTACHED TO CYCLE.**  
For instructions see other side.

NE 8-420

Undated



Midland & North Eastern Co.'s

(Swinton & Knottingley Joint Line).

No. 87

BOLTON-UPON-DEARNE

1 S

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.

THROUGH SINGLE JOURNEY TICKET

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

No. 87 June 1<sup>st</sup> 1888

FIRST CLASS.

BOLTON-UPON-DEARNE To Barton Walton on Mid

Via Swinton

Fare Paid £ 8 : 8 Booking Clerk.

Not available by IRISH 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 Terminal in Towns or between Railway Stations and Steam Boats.

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

Midland & North Eastern Co.'s

(Swinton & Knottingley Joint Rly).

No. 210

BOLTON-UPON-DEARNE

3 S

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

THROUGH SINGLE JOURNEY TICKET

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

No. 210 Oct 11<sup>th</sup> 1888

THIRD CLASS

BOLTON-UPON-DEARNE

To Barton Walton on

Via Swinton

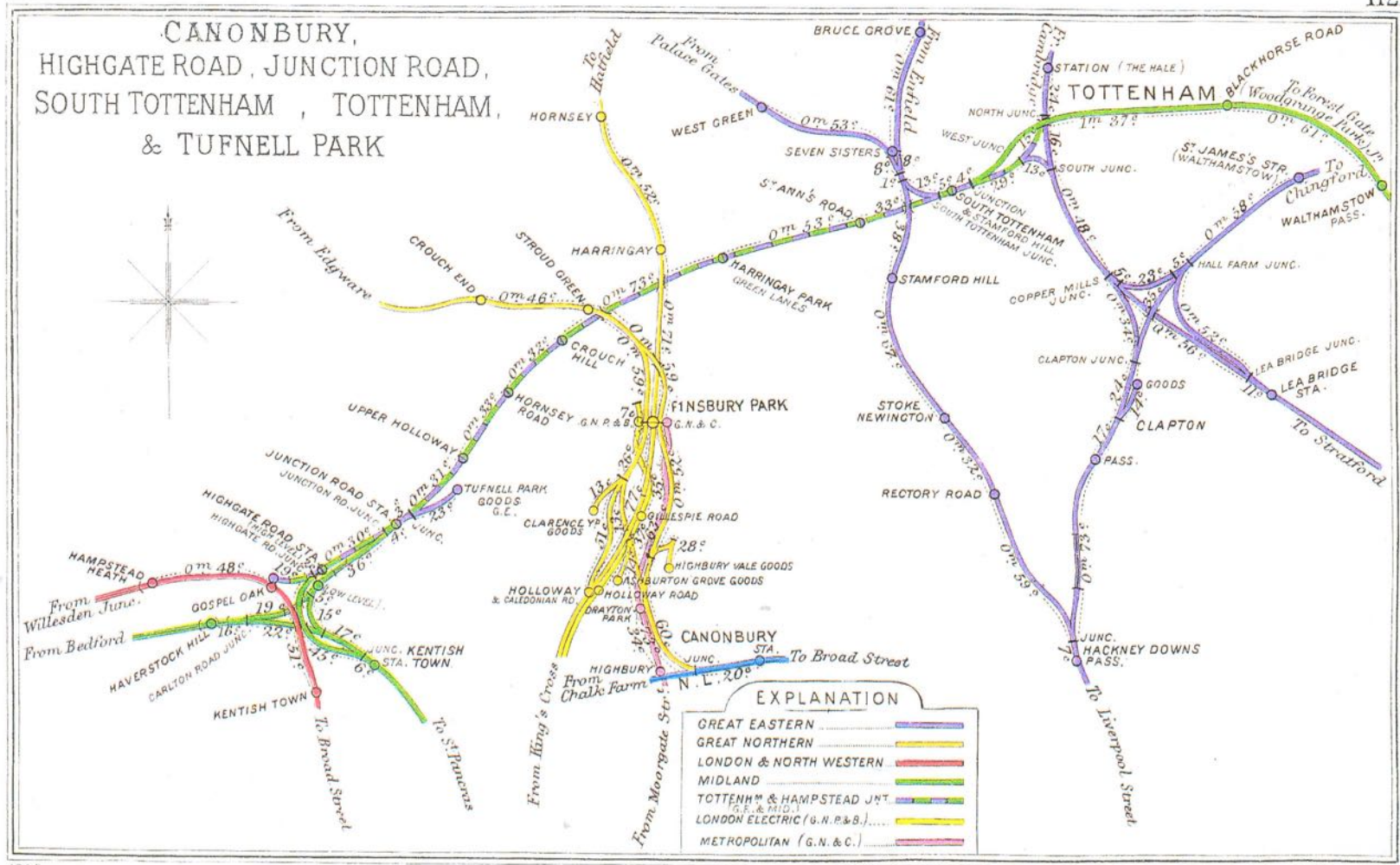
Fare Paid £ 5 : 3 Booking Clerk.

Not available by IRISH 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 Terminal in Towns or between Railway Stations and Steam Boats.

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

CANONBURY,  
HIGHGATE ROAD, JUNCTION ROAD,  
SOUTH TOTTENHAM, TOTTENHAM,  
& TUFNELL PARK



## TOTTENHAM & HAMPSTEAD JUNCTION RAILWAY

Although the T&HJR was independently incorporated, the Midland Railway and the Great Eastern Railway each subscribed one third of the capital, and thus effectively controlled the line. This opened from Tottenham to a terminus at Highgate Road on 21 July 1868, GER trains from Fenchurch Street via Stratford reversed at Tottenham and then served the original stations at Crouch Hill, Upper Holloway and Highgate Road. They were withdrawn from 31 January 1870; no ticket from this period has been seen but it can be assumed that standard GER prints were used.

On 3 January 1870 the Midland opened its Tottenham South Curve from Kentish Town to Highgate Road. Initially handling goods traffic only, this saw passenger trains from 1 July 1870 when the GE commenced its services into St. Pancras. Trains ran fast between Tottenham and Kentish Town, no calls being made at any T&HJ station. Not until 1 October 1870 did these again see a passenger service, with the inauguration by the Midland of suburban trains between Moorgate Street and Crouch Hill. These were extended to a new station at South Tottenham on 1 May 1871, additional stations opening at Junction Road and at Hornsey Road on 1 January 1872, at Green Lanes on 1 June 1880 and at St. Ann's Road on 2 October 1882. Tickets for this service were standard Midland prints.

On 1 August 1885 the GER commenced a service between Chingford and Highgate Road, from which day the line was operated as a joint line of the Midland and the GER as will be seen from the notice on the following pages. The new ticket regime was that all T&HJ stations issued:

- (a) a standard GER ticket to any GE destinations east of South Tottenham;
- (b) a standard Midland ticket to any Midland destinations beyond Highgate Road; and
- (c) a jointly titled ticket for any journey to another T&HJ station (with which the following pages deal).

The GER supplied the jointly titled tickets to Harringay Park, St. Ann's Road and South Tottenham; the Midland supplied them to the other stations.

A new station opened at Gospel Oak on 4 June 1888 to become the western terminus of the GER service. It was adjacent to the L&NWR station on that company's Hampstead Junction line and through bookings to L&NW and to N&SWJR stations became possible. As it was only served by GE trains all jointly titled tickets from, to and via Gospel Oak were supplied by the GER.

The Tottenham & Forest Gate Joint Railway opened on 9 July 1894 to link South Tottenham with the Forest Gate line of the LT&SR; on the same day a new LT&S station at Woodgrange Park was opened together with a curve to give direct access to East Ham station. The Midland's T&HJ service was then extended to East Ham, and all T&HJ stations were provided with standard Midland tickets to T&FG and to LT&S stations.

On 17 December 1900 the Midland opened an additional Kentish Town curve and added new Low Level platforms to Highgate Road station. A separate booking office is thought to have been unlikely.

The T&HJR was vested jointly in the Midland and the GER on 1 July 1902. The change was reflected in the title of those tickets printed by the GER, but not in Midland printed tickets.

Notes on the stations and their names are given on the following page.

The identity of the joint line was preserved at the grouping on 1 January 1923, with ownership passing jointly to the LM&SR and the L&NER.

TOTTENHAM & HAMPSTEAD JUNCTION RAILWAY - STATION NOTES

Station names on the T&HJ are confusing. The following notes are given in station order from west to east and are based on the notes given in John Gough's *Midland Railway Chronology* (and quoted in Quick), based largely on timetable evidence.

A reference to tickets printed by the GE covers those with the GER title and those with the Joint title; A reference to tickets printed by the Midland covers those with the Midland Railway title and those with the Joint title

**GOSPEL OAK** Opened 4 June 1888 for GER trains only. All tickets from, to or via the station were printed by the GER and all give the station name as shown.

**HIGHGATE ROAD** Opened 21 Jul 1868 for GER trains only and closed 31 Jan 1870. Re-opened with Midland trains 1 Oct 1870. Name shown in timetables from November 1894 as **Highgate Road for Parliament Hill**, reverting to **Highgate Road** from 1 July 1903. Closed for GE trains 1 October 1915 and for Midland trains 1 March 1918. All known tickets printed by the GE, from whatever period, simply show Highgate Road. Early Midland prints initially showed Highgate Road but by 1898 the longer form was being used and this probably continued until closure.

**JUNCTION ROAD** Opened 1 January 1872 as **Junction Road for Tufnell Park**, and shown under this name until 1 July 1903 from when timetables showed simply **Junction Road**. All known tickets printed by the GE, from whatever period, show Junction Road. All known Midland prints show Junction Road when it is the issuing station but Junction Road for Tufnell Park when it is the destination station.

**UPPER HOLLOWAY** Opened 21 July 1868 for GER trains only and closed 31 January 1870. Re-opened with Midland trains 1 October 1870. From 1 March 1871 to 1 April 1875 timetables showed **Upper Holloway for St. John's Park & Highgate Hill**, from 1 April 1875 until 1 July 1903 **Upper Holloway for St. John's Park** and thereafter **Upper Holloway** again. All known tickets, whether printed by the GER or by the Midland, from whatever period, simply show Upper Holloway.

**HORNSEY ROAD** Opened 1 January 1872. From 1 February 1880 to 1 July 1903 timetables showed **Hornsey Road for Hornsey Rise**. The longer name does not appear to have been used on any ticket, whether printed by the GER or by the Midland.

**CROUCH HILL** Opened 21 July 1868 for GER trains only and closed 31 January 1870. Re-opened with Midland trains 1 October 1870. All tickets, whether printed by the GER or by the Midland give the station name as shown.

**GREEN LANES** Opened 1 June 1880; this name only appeared on standard Midland titled tickets, it was changed to **Harringay Park Green Lanes** on 30 August 1884 (before the line became jointly owned and tickets with the T&HJ title came into use) and by April 1910 is shown in timetables as having reverted to **Harringay Park**. Tickets printed by the GER always showed the station as Harringay Park. The longer name was used on all tickets printed by the Midland after August 1884 and right up to the grouping.

**ST ANN'S ROAD** Opened 2 October 1882. All tickets, whether printed by the GER or by the Midland give the station name as shown.

**SOUTH TOTTENHAM** Opened 1 May 1871 as **South Tottenham & Stamford Hill** and shown in timetables from 1 July 1903 as **South Tottenham**. At all times, tickets printed by the GER show the shortened form; those printed by the Midland show the name in full.

# TOTTENHAM AND HAMPSTEAD JUNCTION RAILWAY.

MIDLAND & GREAT EASTERN JOINT COMMITTEE.

Instructions to Station Masters and others for the working of the railway and the general conduct of the business and the keeping of the accounts.

On and from Saturday, August 1st, 1885, the staff of the Tottenham and Hampstead Junction Railway will be a joint staff.

The line and stations between the Gospel Oak Junction and the centre of the bridge carrying the Maintenance Great Northern Railway over the Tottenham and Hampstead Line will be maintained by the Midland Company, and the line and stations between the centre of this bridge and the junction with the Great Eastern line at Tottenham will be maintained by the Great Eastern Company, and all reports respecting defects in the permanent way, points, or signals, hitherto sent to the Midland Company's Permanent Way Superintendent and Inspector, or Signal Inspector, must be sent to the District Engineer or Permanent Way Superintendent and Inspector, or Signal Inspector, of the Company maintaining the line, viz. :—

Permanent Way Superintendent, W. Hawksworth, Kentish Town.	} Midland Company.
„ „ Inspector, J. N. Bee, Kentish Town.	
Signal Inspector, C. Cornes, Luton.	
District Engineer, Horace Willmer, Stratford Station.	} Great Eastern Company.
Permanent Way Inspector, Alfred Currie, Stratford Station.	
Signal Inspector, Frederick Baker, Stratford Station.	

The Midland Company's block system now in operation on the line will be continued, and maintained Block System by the Midland Company, and telegrams and reports respecting failures must be sent to the Midland Company's Telegraph Inspector or Lineman as heretofore, viz. :—

G. Nichol, Telegraph Inspector, Bedford.  
W. Moore, Telegraph Lineman, St. Pancras.

Should an accident to a Midland train occur, and the breakdown vans be required, application must be made to Kentish Town for the Midland vans; and should an accident to a Great Eastern train occur, and the breakdown vans be required, application must be made to Stratford for the Great Eastern vans.

In the event of a collision occurring between a Midland and a Great Eastern train, and the breakdown vans being required, application must be made for the Midland vans.

In all cases telegraphic information must be sent to the heads of the departments of both Companies, also to Mr. Earp, Kentish Town (the District Traffic Inspector of the Midland Company), and to Mr. Randall, Liverpool Street Station (the District Superintendent of the Great Eastern Company).

Reports respecting accidents and irregularities which have hitherto been made to the heads of the departments of the Midland Company must be made to the heads of the departments of both Companies.

## Special trains.

An advice of the running of special trains will be sent direct to the stations by the Company running the trains.

## Lost luggage.

All articles found in Midland trains must be sent to the lost property depôt at Derby, and all articles found in Great Eastern trains must be sent to the lost property depôt at Liverpool Street.

A report must also be made to the Station Master at Derby, and to the Lost Property Office at Liverpool Street, 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, after the expiration of the seven days, found at stations, or on the line, must be sent to the lost property depôt of the Company maintaining that portion of the line.

## Salaries and wages.

With the under-mentioned exceptions, the salaries and wages of the staff employed at Highgate Road, Junction Road, Upper Holloway, Hornsey Road, and Crouch Hill, will be paid by the Midland Company; and of the staff at Haringay Park, St. Ann's Road, and South Tottenham, by the Great Eastern Company; and pay-bills must be sent accordingly to the Superintendents of the respective Companies, duplicates in each case being forwarded to the Superintendent of the non-paying Company.

EXCEPTIONS: The signalmen employed at Mortimer Street and Junction Road signal boxes, and the machine clerks at Upper Holloway and South Tottenham, must not be shown on the joint pay-bills, but separate bills must in each case be sent to the Midland Company.

Applications for advances must be submitted to the Superintendent of the Company paying the wages.

The salaries of the station masters and clerks will be allowed in full for one month when absent from duty through sickness, but the wages of other weekly-paid servants must be deducted in such cases.

## Superannuation and Friendly Society.

The officers and men will, as the case may be, be required to join the Superannuation Fund connected with the Company nominating them, or the Friendly Society of the Midland Company.

When the nominees of one Company are employed at a station where the wages are paid by the other Company, the contributions must be deducted from the pay-lists as in other cases, and credited to the Company to whose fund the contributors belong.

## Clothing, Stores, and Relief.

The supply of clothing and stores, and relief in cases of sickness, &c., will be undertaken by each Company in alternate years, the Midland Company doing so for the first period, which will be for eleven months from 1st August, 1885, to June 30th, 1886.

As the Midland Company's block system now in operation will be continued, that Company must in all cases be asked to supply relief signalmen when required. All block signalmen's vacancies will be filled by the Midland Company, but the signalmen will be considered joint servants.

## Accounts.

A separate account must be kept of all traffic conveyed by Great Eastern Co's. trains from and to each station to and from stations on the Great Eastern line (including Tottenham Hale) or beyond, and all returns and collected tickets in respect to the same must be transmitted to the Great Eastern Co.

The Great Eastern Co. will furnish the forms for that purpose, and also supply the necessary tickets.

A like account must be kept of traffic conveyed by Midland Co's. trains from and to each station to and from stations on the Midland Railway (including St. Pancras and Kentish Town) or beyond, and all returns and collected tickets in respect to the same must be transmitted direct to the Midland Company.

The Midland Co. will furnish the forms for that purpose, and also supply the necessary tickets.

A separate account must be kept of all local traffic conveyed between all stations on the joint railway, and the returns in respect to the same must be transmitted to the Great Eastern Company from

Haringay Park,  
St. Ann's Road, and  
South Tottenham;

and to the Midland Company from

Highgate Road,  
Junction Road,  
Upper Holloway,  
Hornsey Road, and  
Crouch Hill.

All forms and tickets for purely local traffic will be supplied by the Company to which the returns are sent.

All collected tickets in respect of local traffic must be returned to the Company which issued the same.

All cash in respect of through bookings to both Great Eastern and Midland Companies' lines, also all cash in respect of local traffic at all the stations on the joint Line, to be remitted to the Midland Company as at present, and a return to be sent to the Midland Audit, upon a form provided for that purpose, from each of the stations, showing the cash under the following heads:—

Cash received for bookings with Great Eastern stations.  
Ditto ditto Midland stations.  
Ditto in respect of local traffic.

A daily advice on a form, which will be provided, of the cash remitted to the Midland Company for the Great Eastern Company's through bookings, supplemented by the cash remitted for local traffic by those Stations who account for the local traffic to the Great Eastern Company, must also be made to the Great Eastern Company's Audit Office.

Demands for rates and taxes will be dealt with by each Company in alternate years, the Midland Company doing so for the first period—viz.: from 1st August, 1885, to June 30th, 1886—<sup>Rates and taxes.</sup> through their agent, Mr. W. P. Payne, Rates and Taxes Office, Midland Railway, Derby, and the Great Eastern Company in their year through their Land Agent, Mr. Charles Dabbin, Great Eastern Railway, Liverpool Street Station, London.

Goods traffic passing over the Midland Railway for stations on the Tottenham and Hampstead joint line must be accounted for to St. Pancras, as heretofore.

JOHN NOBLE, General Manager,  
MIDLAND RAILWAY.

WILLIAM BIRT, General Manager,  
GREAT EASTERN RAILWAY.

July, 1885.

GREAT EASTERN RAILWAY CONDITIONS ON JOINT LINE TICKETS

Not Transferable.  
Available on day of  
Issue only.  
Issued subject  
to Regulations in the  
Company's Time Tables.

Not Transferable.  
Issued subject  
to Regulations in the  
Company's Time Tables

2-110

JU.24.14

Not Transferable.  
Available for forward  
journey on day of issue  
only.  
Issued subject  
to Regulations in the  
Company's Time Tables.

Not Transferable.  
Issued subject  
to Regulations in the  
Company's Time Tables.

JU.24.14

2-120

AU 14 23

Not Transferable.  
Issued subject  
to Regulations in the  
Company's Time Tables.

Not Transferable.  
Issued subject  
to Regulations in the  
Company's Time Tables

AU 14 23

2-130

Not Transferable.  
Issued subject  
to Regulations of  
the Company.

Not Transferable.  
Issued subject  
to Regulations of  
the Company.

5-220

The Great Eastern Company  
are not, and will not be, Common-carriers of  
Bugs, nor will they receive them for carriage  
except on the terms that they shall not be  
responsible for loss, injury, or delay therein 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 25 shillings, the  
amount being the Dog he declared of a higher  
value and a percentage of £11 per cent be paid  
upon the higher value so declared.

8-130

JU.24.20.

The Company and all other Companies over whom  
issues the bicycle, for which this ticket is issued is  
covered will be liable for loss or damage exceeding  
10s. 0d. but will not be liable for loss or damage up to  
10s. 0d. unless an extra (insurance) fee of one penny  
has been paid.  
No liability will be admitted unless the loss or  
damage be pointed out and reported immediately before  
removal of the bicycle from the Company's premises

8-230

This Ticket is issued in respect  
of one Mail Bag, Trunk, or other  
article under two feet in weight accom-  
panied by a passenger. It is issued subject  
to the Regulations of the Company and must  
be shown or given up whenever required by  
the Company's Servants.

8-450

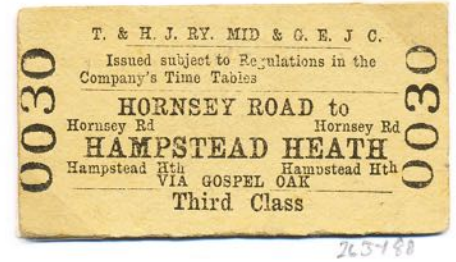
This Ticket is issued in respect  
of one Folding Mail Cart accompanied by  
a passenger. It is issued subject to the  
Regulations of the Company and must be  
shown or given up whenever required by  
the Company's Servants.

8-550



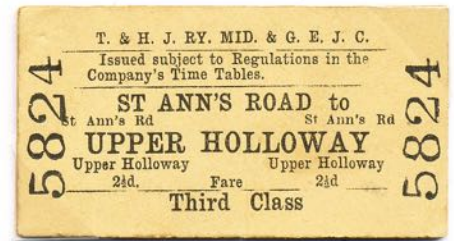
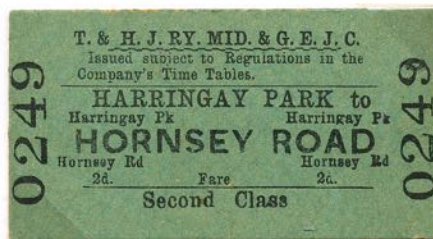
ORDINARY SINGLES - G.E. PRINTS

The first GE prints used on the line. First, second and third class accommodation was provided and directional colouring was used in accordance with GE conventions. Thus up tickets (towards Gospel Oak) were yellow, blue and buff and down tickets white, pink and green. The backs are blank.



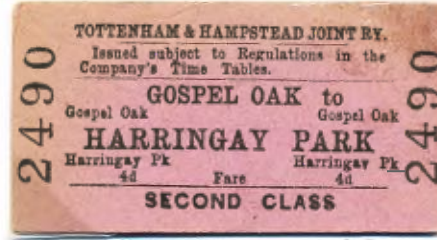
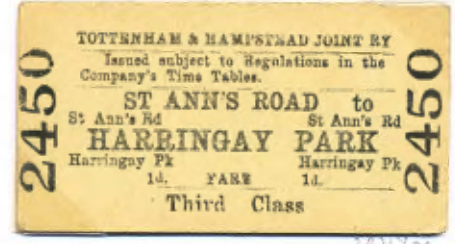
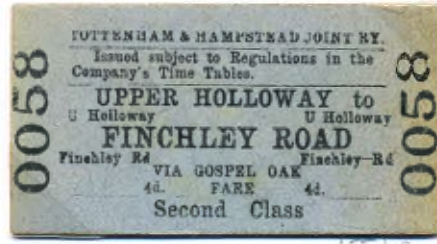
In order to comply with the requirements of the Regulation of Railways Act 1889 the fare was printed either centrally above or below the class, or slightly to the right above the class. The backs are blank.

The word "Fare" printed centrally, with the amount shown at each side of the ticket. Earliest issue date seen:



ORDINARY SINGLES - G.E. PRINTS

Title changed to reflect the changed ownership from 1 July 1902. The backs are blank. Earliest issue date seen:



'Not Transferable' added before the conditions, and the availability printed at the foot of the ticket. In 1914 the GE abolished directional colouring, white, blue and green then being used for the three classes. Blank backs, earliest date seen:



The general 50% increase in fares imposed by Order in Council from 1 January 1917 was regarded as a temporary measure to discourage wartime travel and tickets continued to show the earlier fares. This was finally deemed unsatisfactory and it was decreed that as from 1 April 1920 the higher fares should be printed on tickets, the notation "Actual Fare" was used. From 6 August there was a further fare increase of 16% and newly printed tickets showed "Revised Fare". The backs are blank.



ORDINARY SINGLES - G.E. PRINTS

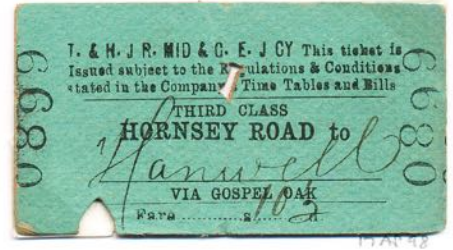
Jointly titled blank cards are only known for journeys beyond Gospel Oak. Blanks to GE destinations carried the GE title and were in that company's standard format.



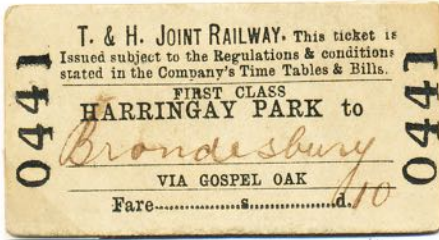
60c



8NR00



17A198



1uey



23515

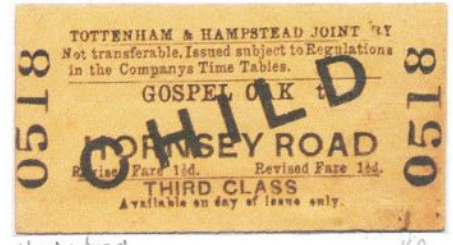


23515

child tickets.



205N36



unrated

KA

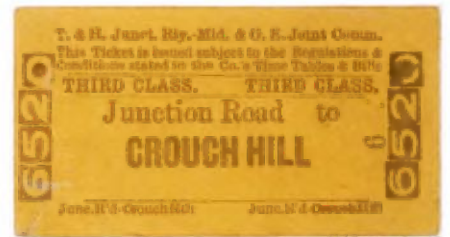
ORDINARY SINGLES - MIDLAND PRINTS

The first jointly titled Midland prints used on the line. Second class accommodation was provided in GE trains, so second class tickets were printed, marked "By G.E. Train". The backs are blank.



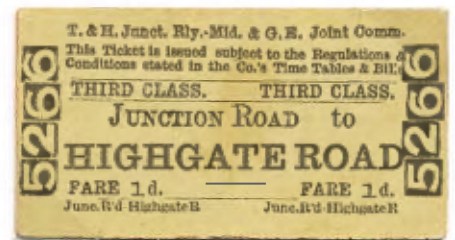
11/05

Class shown at each side of the ticket. The backs are blank. The earliest issue date seen is:



2/3/18

Fare printed at both sides of the ticket. The backs are blank.



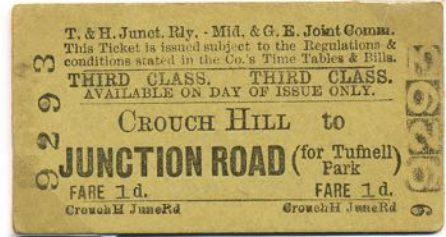
6/11/97

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. 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 - MIDLAND PRINTS

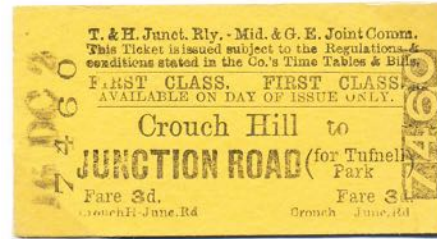
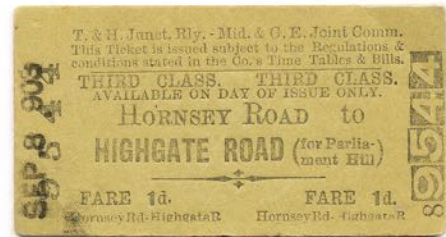
Tickets in the second format, with the title on a separate line. These are found in pre-1902 style with a plain rule between the fare and the miniature repeats and in later styles with (a) a decorative rule between the stations and the fare, or (b) a plain rule between the stations and the fare, or (c) no rule at all. The backs are blank. Earliest issue date seen:



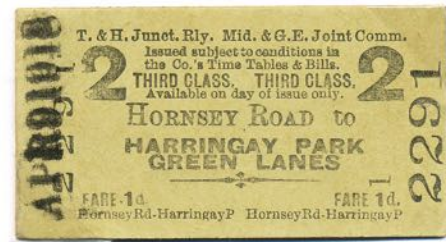
3 FE 12



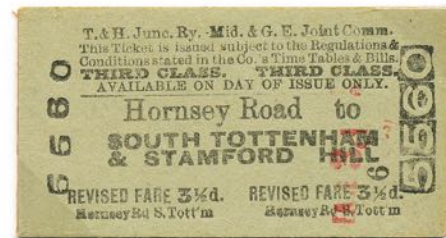
How Holloway Road.



Change of layout with reference number 1 or 2 added, the title may be in upper or lower case. Earliest issue date seen:



Actual and Revised Fare tickets introduced from 1 April and 6 August 1920 respectively.



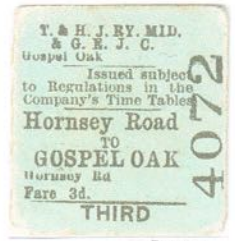
280037

ORDINARY RETURNS - G.E. PRINTS

The first jointly titled GE prints used on the line. The up coupons were white, pink and green, the down coupons yellow, blue and buff; this was a reversal of the colours used for ordinary singles. The backs are blank.

Fare added in the centre of each half to comply with the requirements of the Regulation of Railways Act 1889. The backs are blank. Earliest issue date seen:

Position of the fare changed on each half of the ticket. The backs are blank. Earliest issue date seen: 10 May 1901



153208

137109

140501

ORDINARY RETURNS - G.E. PRINTS

Title changed to reflect the changed ownership from 1 July 1902. The backs are blank. Earliest issue date seen:



"Not transferable" added to the conditions, and the availability added on the outward half only. There were two standard types of ticket at this time. The first carried all the information on the front, the back being blank. These have been seen with an earliest issue date of:



The second type had the conditions on the back, in GE form 2-110. These have been seen from an earliest issue date of:



ORDINARY RETURNS - G.E. PRINTS

Later prints and blank cards.

Revised Fare 74. Gospel Oak  
Crouch Hill

**0202** Gospel Oak TO Crouch Hill **0202**

TO  
CROUCH HILL GOSPEL OAK

Available on day of issue  
following day from  
Saturday to Monday

Available on day of  
issue only.  
Crouch Hill

Gospel Oak Revised Fare 8.

THIRD (See Back) THIRD  
T. & H. Joint Riv. T. & H. Joint Riv.

2-130 12 AP 33

T. & H. J. RY. MID  
& G. E. J. C.

0449 First Class (See Back)

Hornsey Road  
TO  
*Finchley Rd*

VIA GOSPEL OAK

T. & H. Joint Ry. First Class (See Back)

0000 Sth Tottenham TO

VIA GOSPEL OAK

Fare.....d

T. & H. Joint Ry. First Class (See Back)

TO  
STH TOTTENHAM

VIA GOSPEL OAK

Fare.....d

23575

T. & H. Joint Ry. Second Class (See Back)

0000 Sth Tottenham TO

VIA GOSPEL OAK

Fare.....d

T. & H. Joint Ry. Second Class (See Back)

TO  
STH TOTTENHAM

VIA GOSPEL OAK

Fare.....d

23575

T. & H. Joint Ry. Third Class (See Back)

0000 Sth Tottenham TO

VIA GOSPEL OAK

Fare.....d

T. & H. Joint Ry. Third Class (See Back)

TO  
STH TOTTENHAM

VIA GOSPEL OAK

Fare.....d

23574



ORDINARY RETURNS - MIDLAND PRINTS

The first jointly titled Midland prints used on the line. All local tickets were available to return on day of issue or following day, tickets issued on Saturdays being available until the following Monday night. Some (possibly later) prints may show the fare on the outward half. Directional colouring was used, up halves (towards Highgate Road) being yellow, blue and green and down halves white, pink and buff. The tickets have Midland conditions R2.



W/L



15/11/05

8/12

Conditions changed to R4a. These have the same wording as R2, but the text on one half of the ticket is inverted so that both blocks face outwardly away from the centre of the ticket.



12FE90

Style of audit snip changed. Conditions R4a continued. This is the last type in which directional colouring was used.



1025

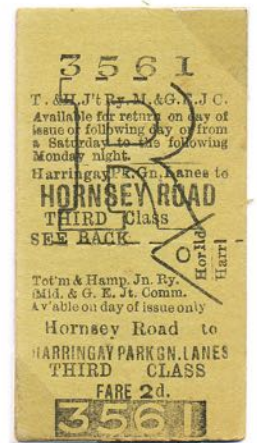
ORDINARY RETURNS - MIDLAND PRINTS

From 15 July 1892 new tickets printed had a small serial number on the return half. The outward half serial number in this and in all succeeding types was printed in either ordinary or negative form. Conditions R4a continued.

Availability added to the outward half. Conditions R4a continued. Many different title styles are found, but there is no clear date order to these. Tickets with "over" on the return half are earlier than those with "See back". The earliest issue date seen is:



Change to single colour card. Conditions R4a continued. On later prints an initial "O" was added in the audit snip, indicating Ordinary Return. The earliest issue date seen is:



ORDINARY RETURNS - MIDLAND PRINTS

Conditions moved to the front of the ticket, the backs being blank. Initially these tickets had a large R on the return half, this was later changed to a smaller style. Earliest issue date seen:



Addition of reference number 1 (for 1st class) or 2 (for 3rd class) to the back of each half of the ticket, the conditions then changing to R5.

Actual and Revised Fare tickets introduced from 1 April and 6 August 1920 respectively, and tickets showing the "(1-'23)" fare indication for use after 1 January 1923. Conditions R6a are on the backs.



undated 20/18



82/0

**ORDINARY RETURNS - MIDLAND PRINTS**

Child and other non-standard tickets.

**940**  
 T.&H. Jn. Ry. Mid. & G.E.J.C.  
 Available for RETURN  
 on the day of issue or following  
 day or from a Saturday to the  
 following Monday night.  
 Junction Road to  
**CROUCH HILL**  
 THIRD CLASS.  
**CHILD.**  
 T.&H. Jn. Ry. Mid. & G.E.J.C.  
 CROUCH HILL to  
**JUNCTION RD**  
 (For Tuftnell Park)  
 THIRD CLASS  
**CHILD**  
**940**

12588 Mid. Ry. 8/11

JAN 20 1914  
**1102**  
 T.&H. Jn. Ry. Mid. & G.E.J.C.  
 Available for return on day of  
 issue or following day or from  
 a Saturday to the following  
 Monday night.  
 Harringay Park G. Lanes to  
**UPPER HOLLOWAY**  
 THIRD CLASS  
 (over)

Tot'm & Hamp. Jn. Ry.  
 (Mid. & G. E. J. Comm.)  
 Available on day of issue only  
 Upper Holloway to  
 SOUTH WICKHAM &  
 STANFORD HILL  
 THIRD CLASS.  
 Fare 2½d.  
**5099**

Mid. Ry. 115

**3780**  
 T. & H. Jn. Ry. Mid. & G.E.J.C.  
 Available for return on day of  
 issue or following day or from  
 a Saturday to the following  
 Monday night.  
 Harringay Park G. Lanes to  
**JUNCTION RD.**  
 (For Tuftnell Park)  
 THIRD CLASS  
 SEE BACK  
 Tot'm & Hamp. Jn. Ry.  
 (Mid. & G. E. J. Comm.)  
 Available on day of issue only  
 Junction Road to  
 HARRINGAY PARK G. LANES  
 THIRD CLASS.  
 Fare 2d.  
**3780**

Mid. Ry. 1149

1075 APL 10.  
**1265**  
 T.&H. Jn. Ry. Mid. & G.E.J.C.  
 Available for return on day of  
 issue or following day or from  
 a Saturday to the following  
 Monday night.  
 Crouch Hill to  
**JUNCTION ROAD**  
 (For Tuftnell Park)  
 THIRD CLASS  
**CHILD.**  
 Tot'm & Hamp. Jn. Ry.  
 (Mid. & G. E. J. Comm.)  
 Available on day of issue only.  
**JUNCTION ROAD to**  
**CROUCH HILL**  
 3rd Class (ARE)  
**CHILD**  
**1265**

Mid. Ry. 115

PRIVILEGE TICKETS

GE prints.



Diak 31403



CE 5-220

237/1



CE 5-220

234/34



CE 5-220

234/34

Midland prints.



M.A. 956

DOG & ARTICLE TICKETS

TOTTENHAM & HAMPSTEAD JOINT BY  
**DOG TICKET.**  
 Available for a single journey and on the day of issue only.  
**HARRINWAY PARK to ANY STATION ON THE G. E. RY. NOT EXCEEDING 40 MILES.**  
 ZONE 40 Rate 1s 6d.  
 [For conditions see back]

668-130

237/71

TOTTENHAM & HAMPSTEAD JOINT BY  
**ONE BICYCLE.** (Accompanied by Passenger at Company's limited risk rate.)  
**GOSEL OAK to ANY STATION NOT EXCEEDING 30 MILES.**  
 ZONE 30 Rate 9d.  
 Available for a single journey & on the day of issue only & must be given up on completion of journey.  
 [For conditions see back]

668-120

237/10

TOTTENHAM & HAMPSTEAD JOINT BY  
**ONE BICYCLE.** (Accompanied by Passenger at Company's limited risk rate.)  
**ST ANN'S ROAD to ANY STATION NOT EXCEEDING 50 MILES.**  
 ZONE 50 Rate 1s 0d.  
 Available for a single journey & on the day of issue only & must be given up on completion of journey.  
 [For conditions see back]

668-220

237/16

TOTTENHAM & HAMPSTEAD JOINT BY  
**FOLDING MAIL CART.** (Accompanied by Passenger)  
**SOUTH TOTTENHAM to ANY STATION NOT EXCEEDING 50 MILES.**  
 ZONE 50 Rate 6c.  
 Available for a single journey & on the day of issue only & must be given up on completion of journey.  
 [For conditions see back]

668-350

237/24

TOTTENHAM & HAMPSTEAD JOINT BY  
**FOLDING MAIL CART. [C.R.]** (Accompanied by Passenger)  
**HARRINGAY PARK to ANY STATION NOT EXCEEDING 50 MILES.**  
 ZONE 50 Rate 9d.  
 Available for a single journey & on the day of issue only & must be given up on completion of journey.  
 [For conditions see back]

668-350

237/23

TOTTENHAM & HAMPSTEAD JOINT RAILWAY [C.R.]  
**MAIL CART, PERAMBULATOR &c** (Accompanied by Passenger)  
**SOUTH TOTTENHAM to ANY STATION NOT EXCEEDING 50 MILES.**  
 ZONE 50 Rate 1s 6d.  
 Available for a single journey & on the day of issue only & must be given up on completion of journey.  
 [For conditions see back]

668-450

237/17

T. & H. Joint Ry. **ONE BICYCLE** (Accompanied by Passenger) at Company's limited risk rate.  
**Crouch Hill to** \_\_\_\_\_ **to Crouch Hill**  
 Rate 9d. Rate 9d.  
 Available on the day of issue only & must be given up on completion of journey. Available on the day of issue only & must be given up on completion of journey.  
**FOR CONDITIONS SEE BACK.**

668-230

237/20