

TICKETS OF THE MIDLAND RAILWAY and CONSTITUENT COMPANIES

By David G Geldard

This forms part of the David G Geldard Collection of British Pre-grouping Railway Tickets. It covers the Midland Railway, the London Tilbury & Southend Railway and the other constituent companies and 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 - Ordinary singles and returns (standard).

Volume 2 – Ordinary singles and returns (non-standard); rail motor and omnibus tickets.

Volume 3 – Specified train tickets.

Volume 4 - Excursion tickets.

Volume 5 – Reduced fare tickets with standard conditions.

Volume 6 – Commercial traveller, market, tourist, privilege, weekend and workman's tickets.

Volume 7 – Shipping-related tickets.

Volume 8 – Free passes (edmondson); dog and article tickets; non-travel tickets; paper and large card tickets.

Volume 9 – Free passes and season tickets.

Volume 10 – L.T.& S.R.: ordinary singles and returns; other categories A – F (edmondson).

Volume 11 – L.T.& S.R.: other categories G – Z (edmondson); paper and large card tickets.

Volume 12 – Other M.R. constituent companies.

VOLUME 1:

ORDINARY SINGLES AND RETURNS (STANDARD)



David G Geldard

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

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

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

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

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

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

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

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

USING THE PDFs

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

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

PAGE FORMS

Company introduction pages

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

Background information pages

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

Conditions of issue (ticket backs) pages

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

Ticket pages

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

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

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

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

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

BACKGROUND HISTORY

Ticket Printing

The familiar pasteboard railway ticket, measuring $2\frac{1}{4}$ by $1\frac{3}{16}$ inches, was the invention of Thomas Edmondson. Having commenced railway employment with the Newcastle & Carlisle Railway in 1836 he moved to the Manchester & Leeds Railway in May 1839, leaving in 1841 to establish his own business producing tickets, ticket printing machines and associated equipment. The business was taken over by Thomas's son, John B Edmondson, and traded under his name. This work uses the now accepted convention of showing Edmondson if the ticket was a product of the family company of that name, and Edmondson as a generic term for all pasteboard tickets of the given size.

The Midland Railway was formed on 10 May 1844 by the amalgamation of the Midland Counties Railway, the North Midland Railway and the Birmingham & Derby Junction Railway. The first two companies are known to have used paper tickets from when they opened in 1839 and 1840 respectively, and it can be assumed that the B&DJR used similar tickets from its opening in 1839. B&DJR Board Minute No 2777 dated 4 of August 1841 [TNA RAIL 36/2] records that '*Mr. Birkinshaw having reported that it was understood the Companies principally in connection with this Line were preparing to adopt the system for the issue of Tickets invented by Mr. Edmondson and now in use on the Manchester & Leeds Railway RESOLVED that in the Opinion of this Board it is desirable to adopt the same system on the Line of this Railway, and that Mr. Birkinshaw be instructed to report to this Board on the Mode of carrying it into effect, and the fitting time for bringing it into operation.*' One of the companies with which the B&DJR was 'in connection, was the London & Birmingham Railway which in September 1841 was expecting to commission its Edmondson system at 'an early date'.

At the B&DJR board meeting on 5 October 1841 Mr. Birkinshaw tabled the draft of an agreement with Edmondson for 'licence to use his patent mode of printing, preparing and issuing passenger Tickets, and keeping and checking accounts relating thereto'. The fee was £20 per annum, rising to £25 after opening of the direct line. The board resolved that the terms of the agreement be acceded to and referred the draft to the company solicitor. It is therefore likely company's use of the Edmondson system commenced in 1842.

Minute books of the MCR and the NMR are silent as to their arrangements with Edmondson, but both companies are listed as being licencees (as is the B&DJR) on a circular of his dated 7 March 1843.

The printing arrangements adopted by the three constituent companies for their early card tickets can

not be stated with any certainty. Each could have done its own printing, but it is not impossible that they decided on a common printshop; there was clearly close cooperation in a number of operating areas. Tickets could have been printed for them, although it is unlikely that Edmondson undertook this work as the Midland is not shown as a customer on another of his circulars, dated June 1847 [Scottish Record Office BR/CAL 4/70].

But in early Midland days there could have been another possibility, Bemrose & Co who styled themselves as 'printers to the Company'. Midland Board minute No. 4539 dated 6 September 1854 [TNA RAIL 491/17] reads '*Mr. Allport having reported that Forged Railway Tickets had been extensively used in the neighbourhood of Sheffield and the Board having sent for Mr. Bemrose by whom they had been printed ORDERED that the Stores Committee be requested to consider the propriety of the Company executing their own printing in future.*' It would be nice to take this as being conclusive evidence, but it is likely that the forgeries were of paper rather than of card tickets.

More telling is the lengthy description of the Midland's use of card tickets given in the first (1876) edition of Williams's book *The Midland Railway*. This includes a brief description of the company's ticket printing department, which concludes with the statement that '*so excellent are the arrangements made, and so respectable are the men employed, that during the thirty years through which this service for the Midland Company has been under the direction of Mr. Mills, of Derby, no instance has occurred of any ticket having been misused by one of his employees.*' This establishes that the company had been printing its own Edmondson tickets for some eight years before the date of the Sheffield forgeries, a practice that continued for the rest of its existence.

One essential feature of Edmondson's system is the serial numbering of tickets. His original machines used two numbering wheels, one printing units and tens and the other printing hundreds and thousands. The first was engraved with the numbers 00 to 99, the second had a blank space which was followed by (blank)1 to (blank)9, then 10 to 99. The wheels were located downstream of the printing table and only one end of the ticket was numbered. The numbers were in "negative", or reverse cameo, print and early tickets clearly show the space resulting from the gap between the two wheels. Negative printing of serial numbers is a characteristic of a ticket printed on an early Edmondson machine.

The Birmingham & Gloucester Railway was an Edmondson licencee when absorbed (together with the Bristol & Gloucester Railway) by the Midland under an Act dated 3 August 1846. In December 1839 Joseph

Gibbins and Edward Sturge from the Birmingham company's Board visited the Manchester & Leeds Railway to see it in operation. One of the results of this visit was the adoption of the Edmondson ticket system, the B&GR purchasing a printing machine for £60, and paying a further £100 for patent royalties, £50 down and £50 if satisfied with the system after one year. It also offered employment to Thomas Edmondson's brother Joseph as check clerk, supervising the printing, distribution, collecting and checking of tickets. Joseph took up his duties on 1 January 1840 at a salary of £130 per annum, rising to £150 when the line opened. [P.J. Long and The Rev. W.V. Audrey *The Birmingham & Gloucester Railway* 1987.]

The Bristol & Gloucester Railway appears to have first approached its ticket printing rather differently. In October 1844 a firm under the name of Geo. & Alex Falkner issued a circular alleging that they were supplying tickets to that company and to the Trustees of the late Duke of Bridgewater's Canal [TNA RAIL 1005/51]. As was the case for the Birmingham company, the Br&GR was licensed by Edmondson to use his ticket system and the canal company could have held a similar licence. Each could have decided not to print in-house and to contract its ticket printing to Falkner, whose work would then legitimately have fallen within the scope of the licences to the companies. Any arrangement with Falkner would probably have been terminated when the B&GR and Br&GR were worked as a common operation from 14 January 1845, and the B&GR printshop would no doubt have been closed once the companies had been absorbed into the Midland.

The Midland printshop will initially have been equipped with Edmondson machines, no doubt inherited from the constituent companies. By late 1860 more modern equipment had been brought into use; it is not known whether this was of Edmondson manufacture, but it is thought unlikely in view of the different arrangement for printing the serial numbers. (Edmondson's first patent, No 8538/1840 dated 9 June 1840, expired in 1854 and other manufacturers were then free to use his inventions.) For many years the new machines worked alongside the old Edmondson machines, with at least one of these soldiering on until at least the late 1870s.

The final home of the printshop was a block of four former NMR houses located in Leeds Place, Derby. According to research by Peter Billson these were apparently knocked into a single unit and a large glazed frontage put in, probably some time during the 1870s. During the twentieth century the converted property was customarily referred to, and known locally as, the Midland Ticket Printing Office.

Some idea of the magnitude of the printing operation can be gained from a letter from the Midland in 1904 in response to a query received from the North Eastern Railway, in which the company advised that its

collected tickets were sent to Derby, where 23 boys check approximately 40,000,000 per annum.

Station Numbers

A number of the early railway companies used station numbering systems, and included on each edmondson ordinary single a large number indicative of (usually) the destination station, probably to assist swift recognition by the collecting staff.

No local edmondsons that could be attributed to the B&DJR are known, so there is no way of knowing whether or not that company used station numbers.

The only known edmondson that can possibly be attributed to the NMR is a first class single from Masbro' to Normanton with the station number 20 on the class line. This could have been the result of a number allocation made after closure of the early stations at Beighton, Killamarsh, Kilnhurst and Treeton on 2 January 1843, and possibly when edmondsons were first adopted, on a geographical basis as follows:

| | |
|----|--|
| 1 | Derby |
| 2 | Duffield |
| 3 | Belper |
| 4 | Amber Gate |
| 5 | Wingfield |
| 6 | Stretton |
| 7 | Clay Cross |
| 8 | Chesterfield |
| 9 | Staveley |
| 10 | Eckington |
| 11 | Woodhouse Mill |
| 12 | Masboro |
| 13 | Sheffield (Wicker – a Sheffield & Rotherham Railway station used by the NMR) |
| 14 | Swinton for Doncaster |
| 15 | Wath |
| 16 | Darfield |
| 17 | Barnsley |
| 18 | Royston & Notton |
| 19 | Oakenshaw for Wakefield |
| 20 | Normanton |
| 21 | Methley |
| 22 | Woodlesford |
| 23 | Leeds |

Obviously this table, although a perfect fit, is purely speculative, being based on the single specimen only.

Use of station numbers by the MCR is also indicated. Early Midland tickets exist with the following codes:

| | |
|----|---------------------------|
| 5 | Newark - Long Eaton |
| 5 | Newark - Winthorpe |
| 6 | Newark - Beeston |
| 8 | Sawley - Thurgaton (sic!) |
| 11 | Newark - Sibley |

None of these tickets are issued and all appear to be

from withdrawn batches. Most of them could have been part of the original supply to Newark, which opened with the rest of the Nottingham - Lincoln line on 4 August 1846. They provide no clear answers to the question of coding, but do remove the possibility of allocation on an issuing station basis - there is no likelihood of Newark having been allocated three different numbers.

The stations opened by the MCR before formation of the Midland are listed below, together with possible codes allocated on the basis of taking Derby as 1 (which would have been logical and consistent with the possible NMR system) and numbering the stations to Nottingham, then returning to Long Eaton and numbering the stations to Rugby.

- | | |
|----|----------------|
| 1 | Derby |
| 2 | Spondon |
| 3 | Borrowash |
| 4 | Sawley |
| 5 | Long Eaton |
| 6 | Beeston |
| 7 | Nottingham |
| 8 | Kegworth |
| 9 | Loughboro |
| 10 | Barrow |
| 11 | Sileby |
| 12 | Syston |
| 13 | Leicester |
| 14 | Wigston |
| 15 | Countesthorpe* |
| 16 | Broughton |
| 17 | Ullesthorpe |
| 18 | Rugby |

Although the codes noted for Long Eaton, Beeston and Sileby do fit with this list, it must not be taken as definitely correct. (Cossington Gate, between Sileby and Syston, was first shown in *Bradshaw* for December 1845 and may have been given a number.)

Winthorpe and Thurgarton (to use the correct spelling) remain to be considered and the discussion here becomes even more speculative. When the Lincoln line opened the Midland was already working with at least two different coding schemes so it may have seemed quite natural to use yet another list for this line. If this premise is pursued then the following could be suggested:

- | | |
|----|--------------|
| 1 | Lincoln |
| 2 | Thorpe |
| 3 | Swinderby |
| 4 | Collingham |
| 5 | Winthorpe |
| 6 | Newark |
| 7 | Fiskerton |
| 8 | Thurgarton |
| 9 | Lowdham |
| 10 | Burton Joyce |
| 11 | Carlton |

This use of a separate code list does provide an explanation as to why tickets to Long Eaton and to Winthorpe have the same number. It also produces the correct numbers for Winthorpe and Thurgarton, but this is dependent on the allocation of 3 to Swinderby. This was a later opening on 1 May 1847 but the station could have been projected and numbered at an earlier date. The horse-worked branch to Southwell, opened on 1 July 1847, is ignored; an early uncoded ticket to that station is known and may be an indicate that numbering schemes had been abandoned by that date. It must also be mentioned that Winthorpe itself is a mystery, it appeared in *Bradshaw* for November 1846 and some time afterwards but with no trains shown as calling. Gough's *Chronology* cites neither an opening nor a closing date.

Without further evidence this is as far as the matter of early station codes can be taken, perhaps the best approach is to ignore the known numbers and simply note that codes were used!

Station numbers are not thought to have been used by the two companies south of Birmingham. Two early tickets exist that show detail print differences from known Midland examples and that are dated with the train number, month and day rather than the simple month and day used by the Midland. They are likely to be prints for the Birmingham & Gloucester Railway and do not show station numbers, nor does the Bristol & Gloucester Railway ticket attached to Falkner's circular of October 1844.

It seems likely that the Midland took over two, and possibly three, different numbering systems on formation of the company, and that confusion was compounded by later openings and by the absorption in 1846 of the lines south of Birmingham. Numbers may then have simply been abandoned - perhaps the withdrawn Newark tickets are a symptom of that occurrence.

Whatever may have happened in the earlier days, there is the clear likelihood that a new numbering system based on destination station came into use probably in the late 1850s. Evidence to support this arises from later tickets numbered as follows:

- | | |
|-----|-------------------------------|
| 6 | Lancaster Green Area - Halton |
| 141 | Wickwar - Mangotsfield |
| 142 | Dursley - Bristol |
| 225 | Oakham - Manton |

Lancaster and Halton were on the 'Little' North Western Railway (from Morecambe to Skipton), which was worked by the Midland from 1 June 1852, leased by it some seven years later and absorbed with effect from 1 January 1871. The NWR could have had its own numbering system prior to and during the early years of the lease, although if so then the only logical basis for the number 6 (as the destination) is an allocation made to stations alphabetically between 1853

and 1861. Alternatively its stations could have been included in a new north to south destination numbering system for the whole of the Midland, including the leased and worked lines. Again though, the number 6 presents a problem – a straightforward geographical allocation beginning with 1 for Morecambe Harbour would have resulted in 4 for Halton (or 5 if the London & North Western Railway station at Lancaster Castle was included in the system).

Numbers 141 and 142 lead on to firmer ground. The issuing stations of Wickwar and Dursley (the branch terminus opened on 18 September 1856) were never adjacent (Charfield intervened) but the destinations Mangotsfield and Bristol were, after 1850 and until the opening on 1 March 1866 of Fish Ponds (according to research by John Gough known as Stapleton from April to December that year). There is thus a clear fit based on an allocation by destination prior to March 1866.

The use of 225 for Manton suggests that the line to Peterborough was numbered last in the sequence, Peterborough itself (the GE station) would then presumably have been the last numbered station and allocated 232. As accurately as can be calculated the number of stations served by Midland trains at the end of 1856 was 211; with the opening of the Leicester – Hitchin line on 8 May 1857 that number rose to 230. This is remarkably close to the number 232 assumed for Peterborough and must raise the possibility of a new numbering system being put in place in readiness for that opening.

If indeed this was the case then the system was short-lived, ticket evidence establishes that by the end of 1861 use of the numbers had been discontinued.

Classes and Fares

On 1 November 1844, some six months after the formation of the Midland, the Regulation of Railways Act 1844 came into force. This obliged every passenger railway company to run one train a day each way over the full length of its railway, including branches, at an average speed of not less than 12 miles an hour including a stop at every station if required to pick up or set down. Approved seating, protected from the weather, was to be provided and fares were not to exceed one penny per mile. A tax on travellers at the rate of one half-penny per mile for every four passengers had been levied on railways by an Act of 1832. This was repealed and replaced by the Passenger Duty Act of 1842, which imposed a duty of 5 per cent on the gross receipts from all passenger fares. The 1844 Act exempted the railway companies from this Government Duty in respect of the fares of passengers carried under the conditions of that Act, and such trains became commonly known as Parliamentary or Government Trains, the 1d per mile fare by these trains being the parliamentary or government fare.

Timetables of the 1840s and 1850s show that different class designations and fare structures were used on different sections of the line. Most services showed the available classes as first, second, third and Government but random examples (which may well have changed from timetable to timetable) show Skipton – Morecambe marked as first, second and third; Ambergate – Rowsley as first, second, third and fourth; and Derby – Ripley as first and Government. If Government or fourth class was shown then fares for this were at the rate of one penny per mile and third class fares were somewhat higher. If neither was shown then the third class fares were charged at one penny per mile. An expanded summary based on timetables for January 1849 and March 1852 is given by Glynn Waite in *Midland Railway Society Journal No. 27*.

Early tickets were printed as First, Second, Third or Fourth Class, the latter covering also those bookings shown as Government in the timetables. According to the Trains Office Diary (confirmed by a memo from the Office of the Superintendent of the Line, dated 20 March 1888) fourth class was withdrawn on 1 April 1859 and three classes of fares only were charged from that date. The Trains Office Diary also records third class tickets as being discontinued from 1 October 1859 and it is likely that they were then replaced by tickets showing “Gov’t Class”, i.e. charged at 1d per mile.

This simplification may have arisen from the generally held assumption that the Board of Trade had power to dispense with all or any of the seven conditions contained in the 1844 Act, except as to those concerning fares and it had accordingly removed the condition requiring stoppage at every station. The Inland Revenue had therefore allowed the exemption from Duty in respect of fares charged at 1d a mile (or less) on approved trains, authority for the concession being given by marking up copies of the monthly timetable supplied by the railway companies. Under this system the number of trains carrying Government class passengers gradually increased to many more than the one per day required by the Act.

In 1866, however, the Board of Trade was advised that, in fact, it did not have the power to dispense with the requirement that a train must stop at every station in order for 1d per mile fares to be exempted from Railway Passenger Duty. This caused consternation, and a long period of legal wrangling with the railway companies failed to resolve the situation. The Midland appears to have stood aloof from this, and indeed on 1 April 1872 it startled its competitors by allowing third class penny-a-mile passengers on to all its trains. Presumably the company decided that the simplification, and the resultant publicity, were sufficient to offset any extra duty that may be payable. The move led to the phasing out of the designation “Gov’t Class” on tickets, and the replacement of this

by "Third Class".

The action by the Midland brought matters with the Board of Trade to a head and eventually the dispensation was confirmed as not legal in a test case in the Court of Exchequer brought against the North London Railway and upheld by the House of Lords in 1876. The effect of this decision was not removed until passage of the Cheap Trains Act of 1883 which, from 1 October that year, exempted from duty all penny a mile fares and reduced the levy on fares for other classes of travel from 5% to 2% within certified urban areas.

On 1 January 1875 the Midland went even further by abolishing second class accommodation throughout its system, and reducing the basis for the first class single fare to the old second class level of 1½d per mile. From that date onwards only first and third class tickets were issued for ordinary local bookings except on the Keighley & Worth Valley Railway, still a nominally independent line but worked by the Midland. Sections of a Train Book from Oxenhope for January and May 1880 show normal third class fares of 1½d per mile and Gov fares of 1d per mile by one train each way. Bradshaw for November 1880 shows these marked 'Gov'. The K&WVR was vested in the Midland with effect from 1 July 1881; if the differential fares survived that event they will probably have been discontinued after the Cheap Trains Act 1883 came into force on 1 October that year.

In the mid-1880s the company started printing fares on many of its ordinary single and return tickets, an example not immediately followed by the other major companies. Williams, in the 1888 edition of *The Midland Railway*, recounts the Chairman's statement at the February 1885 shareholders' meeting, stating that in the past half-year the company had begun to print the fares on passenger tickets and had now issued 7,000,000 of such tickets sending some to 450 out of 460 stations to which we intend to send them.

This was a prescient move, Section 6 of the Regulation of Railways Act 1889 provided that *'From and after a date to be fixed by order of the Board of Trade, and subject to such exceptions, if any, as may be allowed by such order, every passenger ticket issued by any railway company in the United Kingdom shall bear upon its face, printed or written in legible characters, the fare chargeable for the journey for which such ticket is issued, and any railway company issuing any passenger ticket in contravention of the provisions of this section shall be liable to a penalty not exceeding forty shillings for every ticket so issued, to be recovered on summary conviction.'*

The Board of Trade Order exempted many reduced fare tickets from this provision of the Act, but it was applied to all ordinary full fare single and return tickets. The compliance date was originally set at 1 July 1890, but the task of updating their ticket stock

was proving so onerous for some companies that this was later extended to 1 January 1891. The Midland's task was obviously relatively light, nevertheless the Act had to be taken seriously and the company went to great pains to ensure that tickets without a printed fare were recalled for overprinting. The relevant circular from the General Manager's Office is illustrated overleaf.

Dating

Determining the sequence of early tickets is difficult, as initial Midland practice was to stamp on the ticket only the month and day of issue, but not the year. Full dating appears to have commenced in the early 1860s, the standard format then being *mm dd yy* and this continued until 25 January 1892. Superintendent of the Line Circular No 590 (dated 19 January) instructed that as from the 25th the date was to be shown as e.g. 92 JAN 1 and that thereafter the date order was to be rotated on a three-year cycle, in order to facilitate detection of fraudulent use of tickets. The cycle used from the effective date is shown below:

92 JAN 25
30 SEP 93
SEP 30 94
95 SEP 30
30 SEP 96
SEP 30 97
98 SEP 30
30 SEP 99
SEP 30 00
901 SEP 30
30 SEP 902
SEP 30 903
904 SEP 30
30 SEP 905
SEP 30 906
907 SEP 30
30 SEP 908
SEP 30 909
910 SEP 30
30 SEP 911
SEP 30 912
913 SEP 30
30 SEP 914
SEP 30 915
916 SEP 30
30 SEP 917
SEP 30 918
919 SEP 30
30 SEP 920
SEP 30 921
922 SEP 30

In practice, dates between the first and the ninth day of the month were nearly always shown using one digit, i.e. 1, 2, 3 etc. The abbreviations normally used for the months were JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV and DEC; exceptions that have been seen on more than one ticket are APL

Midland Railway.

GENERAL MANAGER'S OFFICE,

DERBY, JUNE 30TH, 1890.

CIRCULAR.

DEAR SIR,

PASSENGER TICKETS.

Under the "Regulation of Railways Act, 1889," every passenger ticket issued by any Railway Company must, from 1st July, 1890, bear upon its face, printed or written in legible characters, the fare chargeable for the journey for which such ticket is issued.

All Blank Card and Paper tickets hereafter supplied will have provision thereon for the fare to be inserted with the pen, and no ticket of such a character is to be issued to a passenger until this duty has been performed.

That you and your Booking staff may realize the full importance of the enactment, I would point out that the Company will be liable, after the date named, to a penalty not exceeding forty shillings for each ticket issued without the fare appearing thereon.

On receipt of this Circular your stock of tickets must be examined, and in those cases where you now have a large number of tickets to a Station without the fares printed thereon you must retain a sufficient number to serve you 5 or 6 days and the remainder you must send with particulars to the Accountant, who will have the fares printed upon them.

When issuing a ticket to a Child you must be careful in those cases where the Adult fare is printed on the ticket to alter it with a pen to the Child's fare, and on any portion of a ticket you issue to a Child without the fare printed upon it, the Child's fare must be written with a pen.

If you have any tickets in stock with the word "Cancelled" printed upon them, do not issue them, but send them to the Audit Office with your Classification as non-issued when you have sold up to the numbers.

When you are advised by the Superintendent of fares which differ from those printed on the tickets in stock, application must at once be made to the Accountant for tickets with the correct fare printed upon them and until you receive the new supply the fare printed upon the ticket must be erased with the pen and the correct fare inserted.

The fares on your public fare table must be corrected as usual to agree with the revised fares quoted to you by the Superintendent.

Stations collecting tickets which have been issued at Midland Stations without a printed or written fare upon them must at once inform the Accountant and Superintendent of the fact.

The tickets in stock to-day without fares, the numbers of which are brought forward on Classification, must be sent to the Audit Office with June Classification, and entered as non-issued in that account.

For the present the obligation to print or write the fares on the tickets does not apply to:—

1. Excursion Tickets where the fare is announced by public placards, advertisements in public papers, or by hand-bill.
2. Tickets issued in accordance with public service warrants by Local Authorities of a District or County, or by Government.
3. Tickets issued by special arrangements, such as Pleasure Parties, Congresses, or similar gatherings, charged at less than the ordinary fare.
4. Tickets which, in addition to the fare, include a charge for admission to a Show, Exhibition, or other entertainment, or any public gathering.

Acknowledge receipt of this on annexed form.

Yours truly,

JOHN NOBLE,

GENERAL MANAGER.

Mr. _____

Station.

and SEPT.

Until 1899, two digits were always used for the year. In 1900, 00 was the most common indication, but both 900 and 1900 were also used. From 1901 onwards, the year was shown either as 901, 902 etc or as 1901, 1902 etc, the three digit form being the more common.

The Midland booking clerks were extremely good at interpreting the scheme correctly and not making mistakes in its use, and errors are few.

Ticket Colours

This overview deals with the colours used for standard local singles and returns. It also applies to many of the tickets used for booking to other companies' stations, although some exceptions occurred as will be noted later.

By at latest the early 1850s the Midland was using a system of directional colouring. For a unidirectional journey up single tickets were first class yellow, second class blue and third class drab; down single tickets were first class white, second class pink and third class green. Determination of the up and down direction on any given line may sometimes be difficult. Gough's *Chronology* is very helpful as it lists all lines in the down direction unless otherwise stated, but there are instances where the running direction was changed. On opening of the Birmingham & Derby Junction Rly in August 1839 the down direction was from Birmingham to Derby, it is first shown as reversed in the working timetable for 1 January 1865, probably as a direct consequence of opening the Whitacre - Nuneaton line on 1 November 1864. Reversal is also likely for the Tewkesbury branch and possibly the 'Little' NWR.

A unidirectional journey is defined as one that starts and finishes in the same running direction. Some journeys started in one direction and finished in the other and deciding on the 'correct' ticket colours is then more difficult. The likely rules are (a) given two stations X and Y the colours for journeys from X to Y are always the opposite to those for journeys from Y to X and (b) if opening a new line resulted in possible bi-directional bookings then ticket colours were chosen to maintain the existing colour regime for tickets collected at stations on the lines already in use.

All fourth class singles appear to have been drab; this colour was also used for all Government class singles, irrespective of direction. "Drab" was the company's name for a colour which in practice varied from a pale brown or buff to a reddish brown, and later to a murky khaki and even a dark grey.

By 1860, and until about 1890 all returns were directionally bi-coloured, with halves of first and second class tickets using the same colour convention as for singles. Thus, tickets for up outward journeys were white/yellow and pink/blue respectively, those

for down outward journeys were yellow/white and blue/pink.

The story for early third and for Gov't class returns is not so clear. None of the former has been seen and the earliest known Gov't class return is the half shown here, dated 11 Aug 1873.



From 1859 singles for both directions were drab and there was thus no convention for returns to follow unless reference was made back to the early 1850s and drab was used for the up halves with green for the down halves. This, however, is inconsistent with the illustrated half, which is for a down journey and is drab.

It is clear that by early 1875 at the latest all third class returns did indeed have drab up halves and green down halves. There are thus two possibilities for the illustrated ticket, either it resulted from a simple error, the card being fed with the wrong end first, or that colours for halves of Gov't/third class returns were reversed in the early 1870s. In the absence of any other evidence the error theory is presently preferred (other instances of mis-feeds are known), and the colours for early returns are assumed on that basis.

Directional colouring for first class singles and for returns of both classes continued until about 1890 and was then abolished; all later first class singles were on yellow card, changing to a much deeper shade in the early 1890s. Returns continued to be bi-coloured (first class white/yellow and third class green/drab) until 1902. During that year there was a major simplification of ticket colours, with returns of all categories changing as far as possible to single coloured cards with the category distinguished by a skeleton letter or number overprinted on the return half. Thereafter, first and third class ordinary returns were printed on plain yellow and plain drab card respectively, with a skeleton letter "R" on the return half.

The 'Widened Lines'

The Midland main line from Bedford to junctions with the Metropolitan Railway at King's Cross was opened on 13 July 1868, when Midland trains began to run over the Met's 'Widened Lines' to serve King's Cross, Farringdon Street, Aldersgate Street and Moorgate Street. The running directions were taken as a continuation of the Midland line and towards Moorgate Street was thus considered as up.

Bookings to and from the Widened Lines stations gave rise to additional colours, apparently because of an attempt by the Midland to adjust its ticket colours to suit the Metropolitan. Singles of that company for eastward journeys towards Moorgate Street were pink, blue and buff for the three classes and for westward journeys from Moorgate Street were white, yellow and green respectively.

Accordingly, Midland singles to King's Cross, Farringdon Street, Aldersgate Street and Moorgate Street were first class pink (later a more lilac shade) changed from the usual up colour of yellow, second class the standard up colour of blue and Gov't (later third class) the standard universal drab (which could be taken as reasonably similar to the Met buff). Singles from these four stations to Midland destinations were first class the standard down colour of white, second class yellow changed from the usual down colour of pink and Gov't (later third class) green changed from the standard drab. Up halves of first class returns were pink (rather than yellow) and down halves of second class returns were yellow (rather than pink). Gov't and third class returns were the same colours as those on the main system, up halves being drab and down halves green from at least the early 1870s. Although the Metropolitan abandoned its directional colouring in about 1870, and the Midland followed suit in about 1890, such colouring for tickets to and from the Widened Lines stations (up – pink and drab, down – white and green) persisted until replacement by standard yellow and drab cards in the colour revisions of 1902, a remarkable example of fossilisation.

Booking office arrangements at the Widened Lines stations are worthy of mention. The Midland opened its own booking office in the Met concourse at King's Cross on 1 March 1871 and it also had an office on the down Widened Lines platform. These were replaced early in 1911 by an office on a reconstructed central island platform, equipped and staffed by the Met. The Midland also had its own booking office at Moorgate Street. The original premises closed in 1895 to be replaced from 16 February 1896 by a new office which closed on 1 July 1909, from which date Midland tickets were issued from a Widened Lines office staffed by the Met. This closed on 26 June 1916 from when its work was subsumed into the main office. Aldersgate Street and Farringdon Street never had Midland booking staff, and tickets were always issued by Met personnel from that company's offices.

The Met staff did not use Midland equipment. Accordingly all tickets from Aldersgate Street and Farringdon Street (and early and late issues from King's Cross and Moorgate Street) were dated in Met presses. The type used differed from that used in the Midland presses, and the date was always applied to the back of the ticket – a particular contrast to the Midland's front dating system used from 1892 onwards. It should also be mentioned that from mid-1884 the dates on Widened Lines tickets issued by Met

staff were changed to the Met format of *dd mm yy* together with a numerical code printed vertically in small numerals after the year and identifying the booking clerk who issued the ticket.

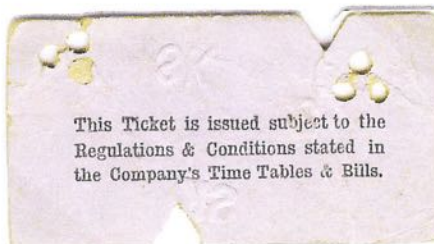
Local and Foreign

The Midland did not, for the majority of its existence, generally seek to distinguish tickets for local journeys from those for foreign (or through) journeys. A local journey was wholly over Midland metals, a foreign one involved use of track owned (wholly or jointly) by another railway company for part of the journey. The sequences of standard singles and returns to be described can thus be taken as applicable to most tickets for both local and foreign destinations. One departure from this general practice was, as already described, the use of different colours for Widened Lines tickets, but the sequence notes deal with these as they occur. There were some other exceptions, which are dealt with in the second album of tickets.

CONDITIONS ON ORDINARY SINGLES AND RETURNS



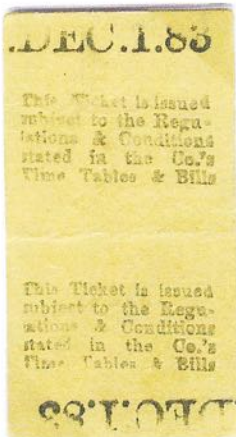
Monogram



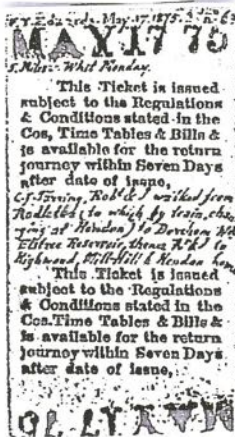
51



R1/R1a



R2



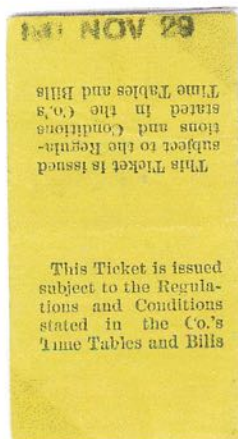
R3 (7D)



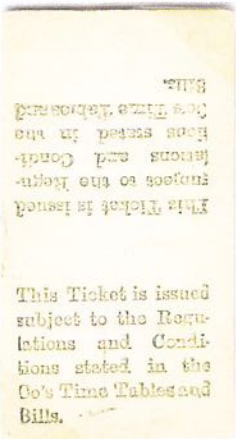
R3 (1M)



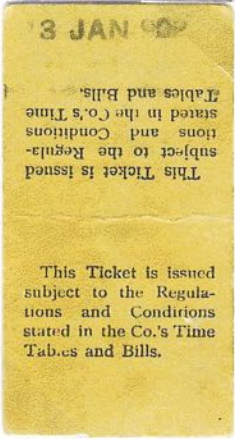
R3 (6M)



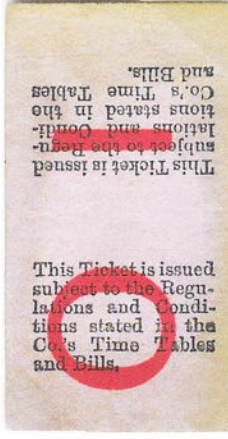
R4a



R4b



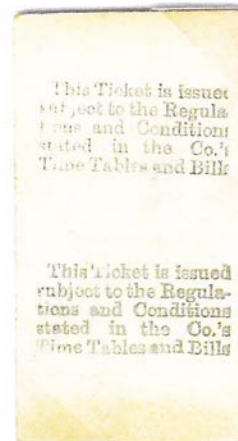
R4c



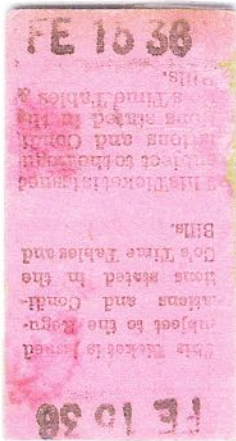
R4d



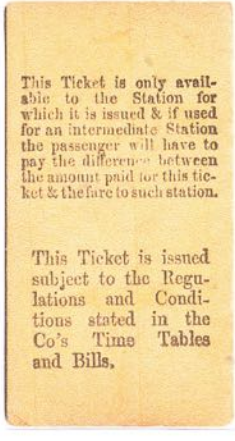
R5



R6a



R6b



RE1



RE2



RE3

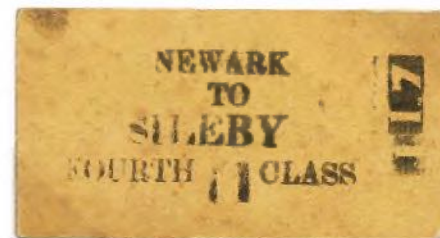
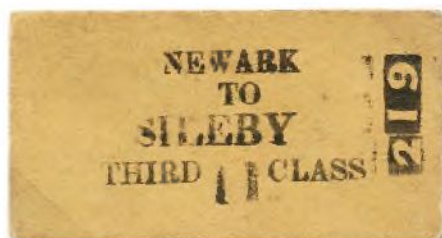
STANDARD ORDINARY SINGLES

It is not easy to formulate a cohesive theory about early Midland singles due to the shortage of specimens, the lack of a year in the dates on those tickets that are known and uncertainty over the use of station numbers. The decision has been made to designate all tickets assumed to be earlier than the late 1850s as Type 1 and to use three sub-divisions of the Type, Type OS1A indicating tickets with a station number, Type OS1B tickets with what is assumed to be a direction code and Type OS1C tickets with neither of these.

All were printed on early Edmondson machines and exhibit the characteristic gap between the two numbering wheels. The whole of the text was printed through an inked ribbon, as was the serial number, and the ribbon marks are clearly visible, often to the naked eye.

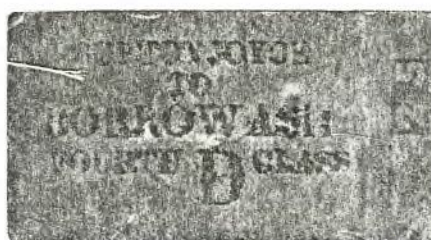
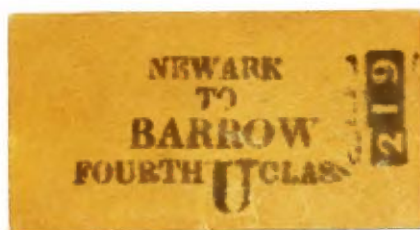
TYPE OS1A Back: Blank Earliest date seen: Not clear

Tickets showing the stations and the class, together with on the class line a station number in a series assumed to have been based on one inherited from one of the constituent companies or, in the case of the Nottingham - Lincoln line, an early Midland series.



TYPE OS1B Back: Blank Earliest date seen: Not clear

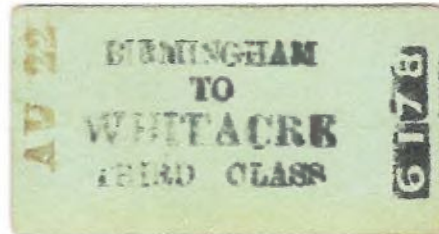
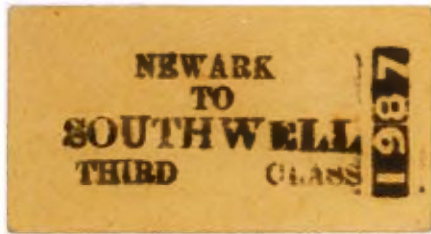
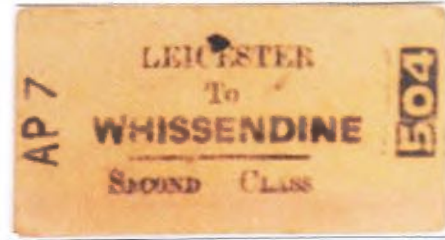
Tickets similar to those shown above, but with a capital U or D shown in the class line instead of a station number. Presumably this denoted Up or Down travel and could have been adopted following a decision to discontinue the original numbering systems and/or could have been applied only to fourth class tickets, which were not directionally coloured.



STANDARD ORDINARY SINGLES

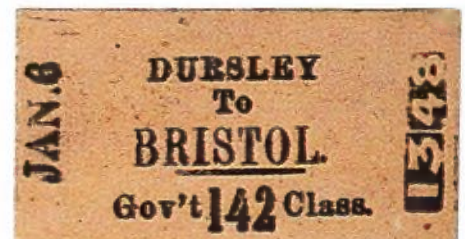
TYPE OS1C Back: Blank Earliest date seen: Not clear

Tickets similar to Types OS1A and OS1B but with neither a station number nor a direction code. This is assumed to have been the most prevalent Type during the late 1840s and early 1850s and is similar to the earliest tickets known from the lines south of Birmingham.



TYPE OS2 Back: Blank Earliest date seen: Not clear

Tickets with a station reference number from the assumed later allocation; thought to have been used from the late 1850s. In contrast to all known Type OS1 tickets, which used uniform capital letters for the class, these used enlarged initial capitals and showed the class in either upper or lower case. While the Type was current fourth class was abolished (from 1 April 1859) and third class was re-designated as Government class.

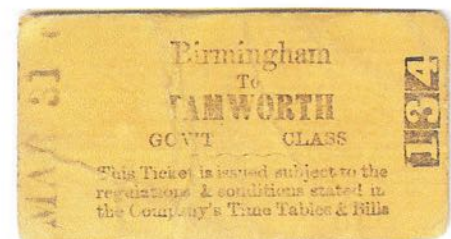
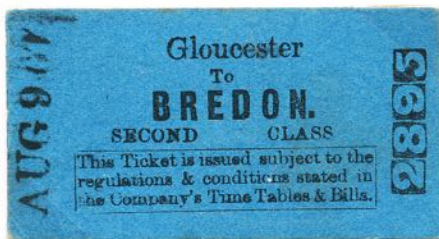
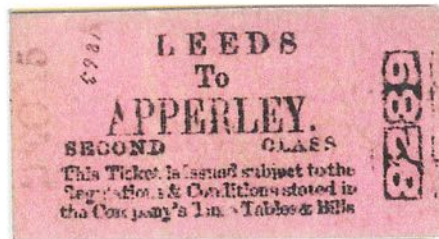


STANDARD ORDINARY SINGLES

TYPE OS3 Back: Blank Earliest date seen: 30 Dec 1861

Conditions notice added to the front of the ticket. This notice may or may not be enclosed in a box; the varieties are not thought to have date significance.

During the currency of this Type new printing equipment was brought into use, and tickets printed directly off the type began to appear, as in the lower group. The new machines used four separate numbering wheels, the spaces between the digits of the serial number being clearly visible on the tickets.



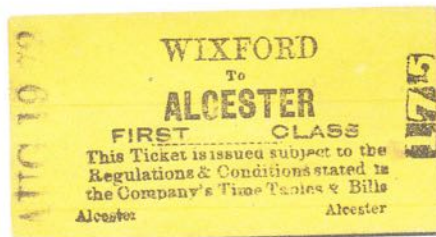
STANDARD ORDINARY SINGLES

TYPE OS4 Back: Blank Earliest date seen: 2 July 1864

Miniature repeats of the destination station added at the foot of the ticket. Children over three and under twelve years of age travelled at half fare, and booking office practice was to bisect an adult ticket vertically and to issue one of the resulting halves for the child's journey. Use of miniature repeats meant that the full name of the destination station appeared on each half. Again the conditions notice may or may not be enclosed in a box and the tickets may be ribbon printed on the original Edmondson machines (as in the upper group) or directly printed on the new machines. Some tickets are found with the word "To" on the same line as the issuing station; these may be later but are not considered to be a separate Type.



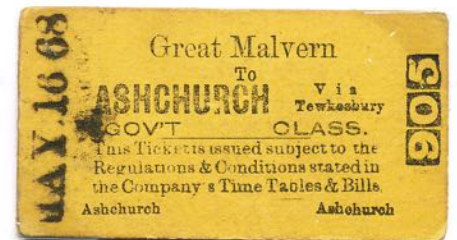
84/23



1665



84/20



STANDARD ORDINARY SINGLES

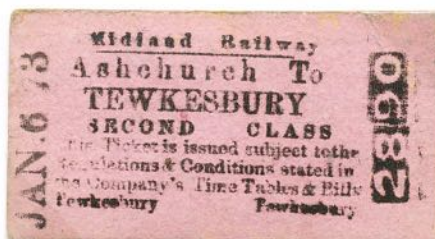
TYPE OS5 Back: Blank Earliest date seen: 18 Sep 1867

Title added at the top of the ticket, usually in lower case with initial capitals although occasional issues are found with capital letters throughout. The miniature repeats of the destination station may be found in either lower case or upper case, although the latter variant only seems to occur during the later part of the period in which this type was current (having been seen with dates from June 1872). The tickets may be ribbon printed on the original Edmondson machines (as in the upper group) or directly printed on the new machines.

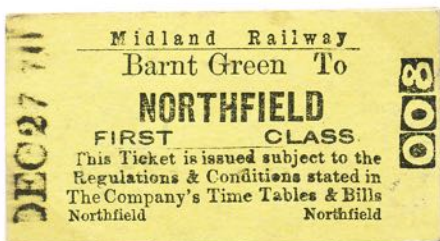
It was while this Type was current that trains began running through to Moorgate Street over the Widened Lines of the Metropolitan Railway (from 13 July 1868), so giving rise to the colours of pink for first class up to Widened Lines stations and of yellow and green respectively for second and Government class down from Widened Lines stations. No ribbon printed ticket has been seen to or from a Widened Lines station.



712



202/13



STANDARD ORDINARY SINGLES

TYPE OS6 Back: Blank Earliest date seen: 22 Oct 1873

Serial number added at the left hand end of the ticket, and miniature repeats of the issuing station also added. It appears that the two changes were made at the same time in order to provide all essential information on each half of a bisected ticket. The vast majority of tickets of this type have the title in capital letters throughout, but very occasionally the title appeared in lower case with initial capitals. From 1 April 1872 the Midland carried third class passengers by all trains, and most Government Class on tickets will have been withdrawn. From 1 January 1875 second class carriages were abolished throughout the system and this is the last type in which local second class tickets are found.

As will be seen from the lowermost row at least one of the old Edmondson machines soldiered on and a version of the new design was produced thereon. The added miniature repeat caused space problems, and the title was therefore relegated to initials next to the issuing station. The machine could, of course, only number the right hand side of the ticket. Tickets in this format have only been seen in Government class and third class versions.



32077



2811478



1165



23574



33274



182073



19432



31775



1165



1165



1165



1165



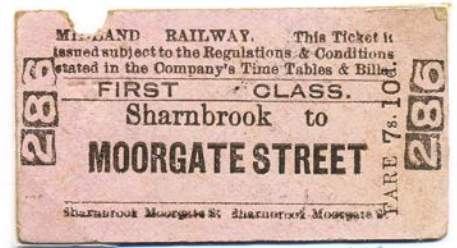
STANDARD ORDINARY SINGLES

TYPE OS7 Back: Blank Earliest date seen: 16 Jun 1878

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. It would appear that initially (as in the upper group) the miniature repeats were either enclosed in brackets or there was a closing bracket after the left hand repeat and an opening one before the right hand repeat, but that soon all brackets were omitted, as in the lower group.

Government class tickets in the type are possible, sections of a Train Book from Oxenhope show that the normal 3rd class fares on the Keighley & Worth Valley branch exceeded the penny per mile rate and there was thus an obligation to offer the lower fares by at least one train each way per day. *Bradshaw* for November 1880 shows these marked 'Gov'; they were probably withdrawn after the Cheap Trains Act 1883 came into force on 1 October that year.

Yet again an attempt was made to create a version of the new format on an old Edmondson machine, as illustrated by the lowermost ticket. This is a passable imitation, but the title was still the major casualty and appeared in initials next to the issuing station. No later ribbon printed types have been seen and presumably the machine was, finally, scrapped.



STANDARD ORDINARY SINGLES

TYPE OS8 Back: Blank Earliest date seen: 6 Dec 1884

The company began to print fares on some passenger tickets in the second half of 1884. The fare was shown centrally below the destination station.



142087



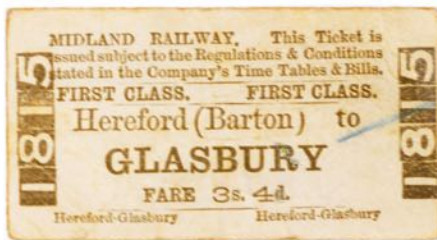
122090



185486

TYPES OS9A and 9B Back: Blank Earliest date seen: 25 Nov & 9 Nov 1889

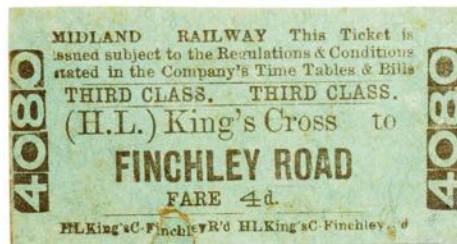
The class printed at both sides of the ticket so as to appear on each half after vertical bisection for child issue. The commoner version (Type 9A shown in the upper group) included the fare below the destination station but there were still some tickets on which the fare was not shown (Type 9B shown in the lower group).



201/13



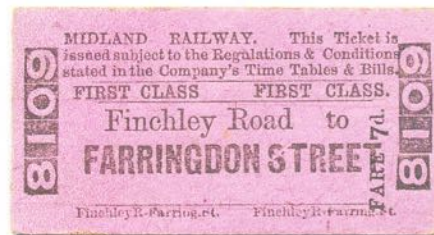
24FE90



30/26



17029



3/7



92089



301R90

Midland Railway.

OFFICE OF SUPERINTENDENT OF THE LINE,

DERBY, JULY 15TH, 1892.

Circular No. 598.

DEAR SIR,

DATING OF PASSENGER TICKETS.

To enable Ticket Examiners and Collectors to see more readily the date of issue, and thereby detect any tickets that may be out of date, it has been arranged for future supplies of tickets to be so printed as to admit, where practicable, of the date being stamped on the front instead of the back of the ticket. Thus, future supplies of tickets will have a small number at one end and a large number at the other, and the date must be stamped in the small space between the small number and the end of the ticket. A fresh set of small type will be supplied you by Stores Department for this purpose, on receipt of which the type at present in use must be returned to that department. You must retain the present stock of metal spaces for packing the new type.

The tickets now in stock with large numbers at both ends must be issued until they are exhausted, when they will be replaced with tickets printed in the new style.

The following instructions must be acted upon in the dating of tickets from receipt of the new type:—

Single or Return Tickets bearing 2 large numbers, date on the back as usual.

Single Tickets bearing 1 small and 1 large number, date on the front above the small number.

Return and Tourist Tickets bearing a small and large number, date on the front above the small number, also on the back of the forward portion of the ticket.

Keep this Circular, affix it in your Order Book, and acknowledge receipt.

Yours truly,

W. L. MUGLISTON,

SUPERINTENDENT OF THE LINE.

Mr. _____

Station.

STANDARD ORDINARY SINGLES

TYPE OS10 Back: Blank Earliest date seen: 17 Jul 1889

Fare printed at both sides of the ticket, thus completing the duplication of all essential information on each ticket half. This appears to have been the last type in which directional colouring was used for first class tickets on the company's own lines, yellow and drab then becoming standard. Such colouring continued, however, for tickets of both classes to and from the Widened Lines, up tickets being pink and drab respectively and down tickets white and green.



TYPE OS11 Back: Blank Earliest date seen: 7 Jan 1893

Superintendent of the Line's Circular No. 598 (shown opposite) is self-explanatory, and tickets with small serial numbers at the left hand end accordingly started to appear from July 1892. In this and all succeeding Types the serial number at the right hand end was in negative print as before or in positive print.



TYPE OS12 Back: Blank Earliest date seen: 19 Dec 1893

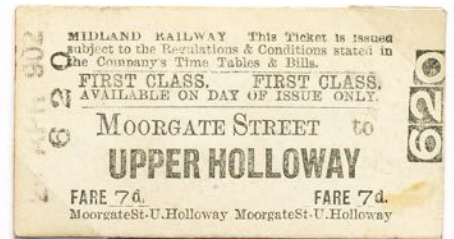
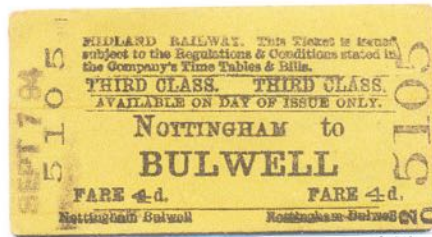
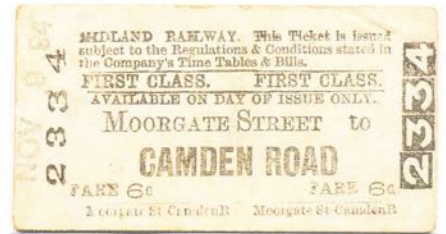
Availability added below the class. This was a very short-lived Type.



STANDARD ORDINARY SINGLES

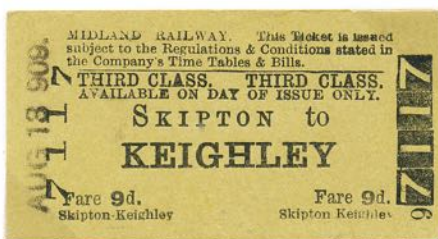
TYPE OS13 Back: Blank Earliest date seen: 13 Oct 1893

Reduced size typeface used for the title and conditions, resulting in a change of spacing for the latter. The availability on some earlier prints lies below a rule, as on tickets in the upper group, but the standard rule position was below the availability as on those in the lower group. During the currency of the type the card used for first class tickets was changed to a much deeper shade of yellow.



TYPE OS14 Back: Blank Earliest date seen: 20 April 1902

A clear change can be determined to have occurred in about 1901, when the ruled line between the fare and the miniature repeats was omitted and was replaced by (a) a decorative rule between the stations and the fare, or (b) a plain rule between the stations and the fare, or (c) no rule at all. In most cases the rule below the availability was also omitted. Various different versions of the decorative rule are found, and all forms appeared at random throughout the currency of all succeeding Types. This was the last Type in which directional colouring was used for tickets to and from Widened Lines stations, the practice was abolished as part of the 1902 colour revision.



STANDARD ORDINARY SINGLES

TYPE OS15 Back: Blank Earliest date seen: 5 Sep 1904

Spacing of the conditions changed so that the top line ends in "This Ticket is". This is similar to the conditions layout of Types OS8 to OS12, but set in a slightly smaller typeface.



TYPE OS16 Back: Blank Earliest date seen: 13 Jun 1910

Layout of the title and conditions changed so that the company name appeared in bold capitals by itself on the top line.



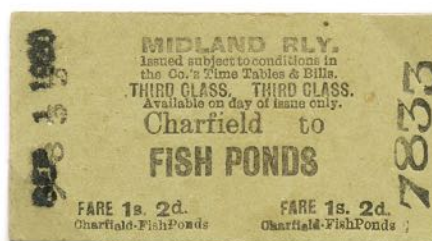
TYPE OS17 Back: Blank Earliest date seen: 19 Aug 1912

Addition of reference number 1 (for first class) or 2 (for third class) at each side of the ticket, "RAILWAY" being abbreviated to "RLY" and the conditions being shortened to accommodate this. The purpose of these numbers is not yet known. The title is found in either small or large capital letters, the two forms being contemporary. Presentation of the reference numbers was remarkably consistent, but occasional tickets are found which use a non-standard typeface for these.



TYPE OS18 Back: Blank Earliest date seen: 16 Jun 1920

Probably from late 1919/early 1920 use of the reference numbers was discontinued; the two print varieties of the title continued. It is likely that Type OS16, used before introduction of the reference numbers, was also brought back into use and that there was contemporary printing of Types OS16 and OS18.



STANDARD ORDINARY SINGLES

TYPES OS19A and OS19B Back: Blank Earliest date seen: 24 Jul 1920

A general 50% increase in fares was imposed by Order in Council from 1 January 1917. This was regarded as a temporary measure designed to discourage travel during the First World War, and tickets continued to show the earlier fares. This situation was finally accepted as being unsatisfactory and it was decreed that as from 1 April 1920 the higher fares should be printed on tickets. As these represented the amounts that the passenger actually had to pay, tickets printed with the new fare were inscribed "Actual Fare". There were two styles, OS19A similar to the preceding Type OS18 and with the title in either large or small capital letters and OS19B similar to Type OS16 that was in use before the introduction of the reference numbers. They appear to have been contemporary.



TYPES OS20A and 20B Back: Blank Earliest date seen: 6 Aug 1921

From 6 August 1920 there was a further fare increase of 16 2/3%, to 75% above the pre-War levels. Rather than delay as before, the new fares immediately appeared on all new tickets, showing the notation "Revised Fare". The new fares remained in force until 31 December 1922. The two styles found for Actual Fare issues continued, although it is likely that version OS20A was discontinued while this Type was current.



TYPE OS21 Back: Blank Earliest date seen: Not clear

The last tickets to carry the Midland title were printed either immediately before or immediately after the grouping on 1 January 1923, on which date the company was absorbed into the London, Midland & Scottish Railway. They carried the indication "(1-'23)" indicating that the fares were charged at the new scale that came into force on 1 January 1923.



ORDINARY SINGLES - CHILD TICKETS

Children over three and under twelve years of age travelled at half fare; booking office practice was to bisect an adult ticket vertically and to issue one of the resulting halves for the child's journey. Unlike returns, no effort appears to have been made to introduce specially printed child singles until into the twentieth century, but they then came into use for some regularly booked journeys. First class tickets were on the ordinary yellow card, but third class tickets were printed on green card, not the standard drab used for adult tickets. The earliest type of child ticket known is the equivalent of Type OS14, they could then have existed in all types through to OS21. In Type OS17CH the large reference number is shown only on the left hand side rather than both sides as for the corresponding adult tickets.



Type OS14CH

Type OS15CH



Type OS16CH



Type OS17CH

Type OS18CH



Type OS19CH



Type OS20CH



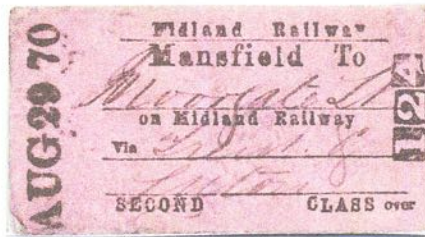
Type OS21CH

ORDINARY SINGLES - LOCAL BLANK CARDS

Directional colouring does not seem to have been used for blank cards, the standard colours being white, pink and drab for the three classes. The use of blank card singles to Widened Lines stations is considered highly unlikely and it would be wrong to guess at practice with blank singles from Widened Lines stations. Only two examples are known, the Moorgate Street issue of Type OSB1 suggests that the earliest prints will have been in the Met down colours of white, yellow and green. White and green blanks may then have continued through to Type OSB11 and the colour revision of 1902. The second known example is one from King's Cross of Type OSB14 on, as expected, standard drab card. The existence of Widened Lines blanks in non-standard colours for Types OSB2 onwards has not been assumed during the preparation of these pages.

TYPE OSB1 Back: S1 Earliest date seen: 27 Aug 1870

The first blank cards seen have the title at the top of the ticket, in lower case with initial capitals; obviously miniature repeats of the destination station could not be shown.



62c



125/14

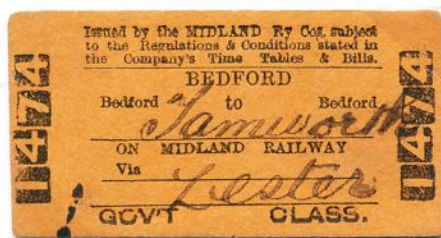


TYPE OSB2 Back: Blank Earliest date seen: 29 July 1872

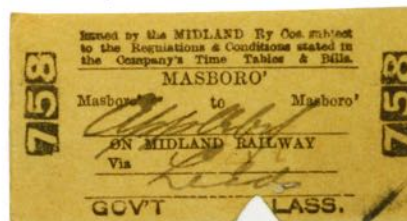
Radical change of layout, with the conditions moved to the front of the ticket, the title being incorporated therein. The serial number was added to the left hand end of the ticket, and miniature repeats of the issuing station were also added. It is likely that all these changes were made at the same time. From 1 April 1872 the Midland carried third class passengers by all trains, and it is probable that from that date the designation "Gov't Class" on tickets was replaced by "Third Class". From 1 January 1875 second class carriages were abolished throughout the system. This is, therefore, the last type in which Government and second class tickets are found.



29572



41473

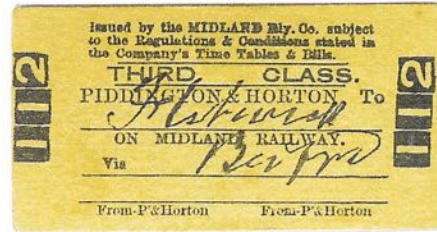


48/20

ORDINARY SINGLES - LOCAL BLANK CARDS

TYPE OSB3 Back: Blank Earliest date seen: Not clear

The class designation moved to below the conditions and miniature repeats moved to the foot of the ticket.



3APP2

TYPE OSB4 Back: Blank Earliest date seen: 8 Jul 1889

Minor change made to the spacing of the conditions.



2AP20

240090

TYPE OSB5 Back: Blank Earliest date seen: None seen

Class designation printed at both sides of the ticket.

TYPE OSB6 Back: Blank Earliest date seen: 6 Jul 1892

Fare printed at both sides of the ticket. In printed destination tickets there are two intermediate types on which the fare is printed centrally below the destination. This may not have occurred with blank cards. The corresponding printed destination Type OS10 appears to have been the last in which directional colouring was used for first class tickets on the main system. It is likely that the colour used for first class blanks will have been changed from white to yellow at the same time and there may thus have been white and then yellow tickets in this Type.



65092

TYPE OSB7 Back: Blank Earliest date seen: Not clear

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



1017

ORDINARY SINGLES - LOCAL BLANK CARDS

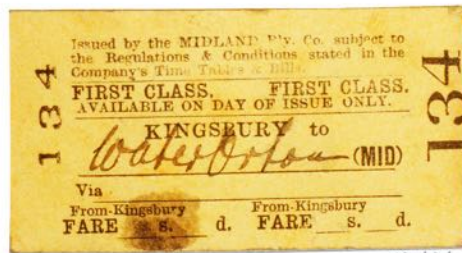
TYPE OSB8 Back: Blank Earliest date seen: 6 Dec 1897

"ON MIDLAND RAILWAY" below the destination line replaced by "(MID)" at the end of that line.



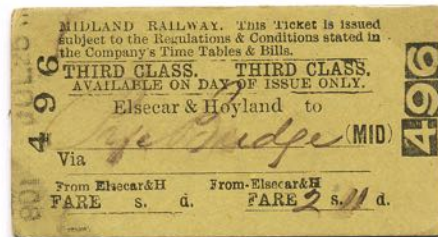
TYPE OSB9 Back: Blank Earliest date seen: 26 Oct 1894

Availability added below the class.



TYPE OSB10 Back: Blank Earliest date seen: 12 Jan 1895

Format of the title and conditions changed to correspond with that of the printed tickets. The colour of first class tickets was standardised at a much deeper yellow than that previously used.



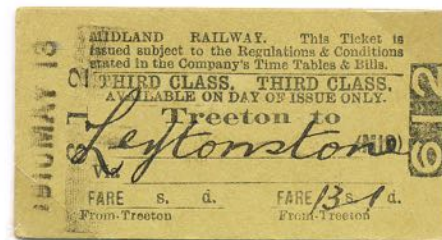
TYPE OSB11 Back: Blank Earliest date seen: 18 Jun 1901

Positions of the fare and miniature repeats interchanged, so making blank cards fully consistent with printed destination tickets.



TYPE OSB12 Back: Blank Earliest date seen: 13 May 1910

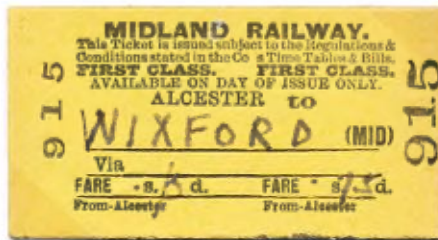
Spacing of the conditions changed.



ORDINARY SINGLES - LOCAL BLANK CARDS

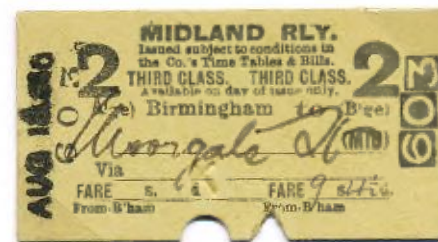
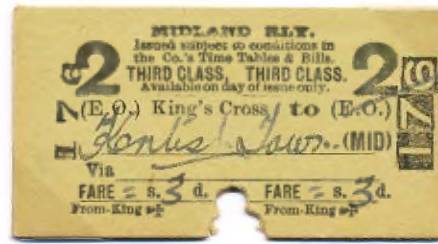
TYPE OSB13 Back: Blank Earliest date seen: 23 Jan 1911

Layout changed to emphasise the company title on the top line.



TYPE OSB14 Back: Blank Earliest date seen: Not clear

Addition of reference number 1 (for first class) or 2 (for third class) at each side of the ticket, the conditions being shortened to accommodate this. The title is found in either small or in large capital letters, the two forms being contemporary.



It is possible that a later blank card Type appeared in this format but with the reference numbers omitted, i.e. similar to Type OS18. This has not been assumed, as it is perhaps more likely that when use of the reference numbers was discontinued tickets reverted to the Type OSB13 format that had been in use before introduction of those numbers.

TYPE OSB15 Back: Blank Earliest date seen: Not clear

Actual Fare tickets introduced from 1 April 1920.



TYPE OSB16 Back: Blank Earliest date seen: 29 Sep 1921

Revised Fare tickets introduced from 6 August 1920.



ORDINARY SINGLES - LOCAL BLANK CARDS

TYPE OSB17 Back: Blank Earliest date seen: Not clear

The last tickets to carry the Midland title were printed either immediately before or immediately after the grouping on 1 January 1923. They carried the indication "(1-'23)" indicating that the fares were charged at the new scale that came into force on 1 January 1923.

ORDINARY SINGLES - CHILD BLANK CARDS

Blank cards printed specifically for issue to children are found in some of the later types. Only third class tickets are known, all printed on green card and with blank backs.



3114

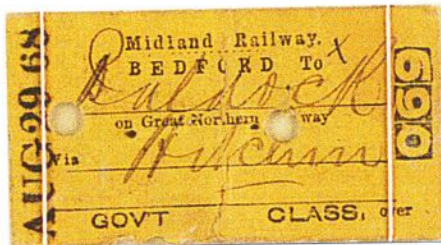


6FP34

ORDINARY SINGLES - FOREIGN BLANK CARDS

The formats and colours used for local blank cards were also adopted for most through bookings, the indication "ON MIDLAND RAILWAY" or "(MID)" being replaced by the name or initials of the foreign company. There were also some foreign blank cards in non-standard formats and colours, which are shown in a later volume.

Early tickets are shown on this page.



0581

ORDINARY SINGLES - FOREIGN BLANK CARDS

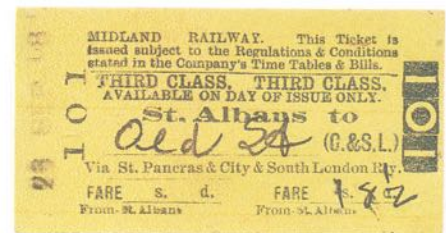
TYPE OSB10 Format of the title and conditions changed to correspond with that of the printed tickets.



TYPE OSB11 Positions of the fare and miniature repeats interchanged, so making blank cards fully consistent with printed destination tickets.



TYPE OSB12 Spacing of the conditions changed.

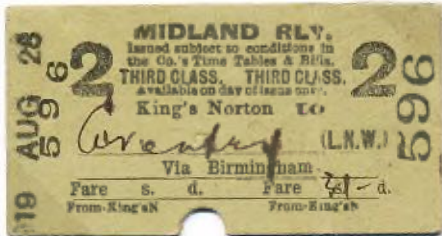
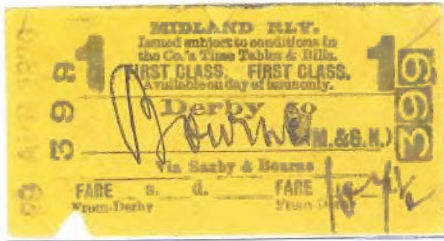


M65

TYPE OSB13 Layout of the title and conditions changed.

ORDINARY SINGLES - FOREIGN BLANK CARDS

TYPE OSB14 Addition of reference number 1 (for first class) or 2 (for third class) at each side of the ticket, the conditions being shortened to accommodate this.



TYPE OSB15 Actual Fare tickets introduced from 1 April 1920.



TYPE OSB16 Revised Fare tickets introduced from 6 August 1920.



TYPE OSB17 The last tickets with the Midland title carried the indication "(1-'23)", indicating that the fares were charged at the new scale that came into force on 1 January 1923.

ORDINARY RETURNS - INTRODUCTION

No definite statement can be made about the first use of return tickets by the Midland Railway. There is an indication in the April 1849 timetable that day tickets were issued on market and fair days to towns where those events were held. This is missing from the July 1849 issue and is there replaced by a notice to the effect that day tickets are issued to first or second class passengers (only). Third class Day Tickets were introduced on a widespread basis from 1 July 1851; a timetable notice indicated that *on and after Tuesday 1 July an experimental reduction will be made in the passenger fares between Derby and Leeds, Derby and Birmingham, Derby and Leicester, and Nottingham and Leicester and third class day tickets will be issued to and from all the above stations, and to and from all stations between Leeds, Bradford and Colne.*

Perhaps the offer was too popular, the October 1851 timetable states that *on and after Monday September 1st no Third Class Day Tickets will be issued except between Burton and Birmingham and the intermediate stations.* The Burton limit was later extended north to Derby. From 1852 until June 1859 timetables included the notice *Third Class Day Tickets on the West Branch (as the Birmingham - Derby line was then known) are available to return with only by Trains to which there are Third Class Carriages attached,* the bold wording changing to *Government Day Tickets* at some date between June and October 1859 and continuing in that form until at least November 1869.

By 1866 the word "Day" was no longer printed on return tickets and it can be assumed that longer availabilities had been introduced. Timetables prior to 1870 do not include information on availability, the first issue noted so to do is that for April 1870. It gives no clear statement as to any general rules, but the following examples are given, all based on journeys from London:

RETURN TICKETS issued to & from LONDON and Midland stations north of Harlington & south of Derby, including Leicester & Birmingham, Leicester & Burton, and Leicester & Peterboro' Branches, and Sandiacre are available to return on the day they are issued or on the following day. Sunday will not be counted as a day in this case, in computing the time for which the Ticket is available.

RETURN TICKETS issued to and from LONDON and Derby, Willington, and Stations north of Derby to Cudworth inclusive, Nottingham, Beeston, Trent, Nottingham & Lincoln Line, Mansfield, Ilkeston, Codnor Park, Pye Bridge, Alfreton, Matlock and Buxton Branch, Peak Forest, Chapel-en-le-Frith, Chinley, Bugsworth, New Mills, Sheffield, Rotherham and Doncaster are available to return on the day of issue or either of the two following days. Sunday will not be counted as a day in computing the time for which the Ticket is available.

FIRST AND SECOND CLASS RETURN TICKETS issued

to and from LONDON and Woodley, Stockport, Warrington, Liverpool, Hyde, Guide Bridge, Ashton-under-Lyne, Staley Bridge, Oldham Manchester and Stations from Oakenshaw, Leeds, Bradford, Ilkley, and Stations to Colne, Ingleton & Morecambe including, York, Hull, Harrogate, & principal Stations on the North Eastern Railway, south of and including Newcastle; also, Kirkby Lonsdale, Kendal, Windermere, and principal stations on the Lancaster & Carlisle Railway, south of and including Carlisle, are available for returning on the day of issue or other of the three following days. Sunday will be counted as a day in computing the time for which the Ticket is available.

FIRST AND SECOND CLASS RETURN TICKETS issued to and from LONDON and principal stations on the North Eastern Railway, north of Newcastle and South of Berwick and excluding Newcastle are available for return on the day of issue or any of the five following days. Sunday will be counted as a day in computing the time for which the ticket is available.

FIRST AND SECOND CLASS RETURN TICKETS issued to and from LONDON and principal stations north of Carlisle and Berwick, Edinburgh, Glasgow and Stations in Scotland beyond are available to return within eight days from the date of issue. Sunday will be counted as a day in computing the time for which the Ticket is available.

Although not specifically stated it may be assumed that returns from London to Harlington and stations south thereof were available for the day of issue only and the assumption to be made from these notices is that the possible availabilities for local return tickets were **1 day, 2 days, 3 days or 4 days.**

The January 1872 timetable codified local (and some other) availabilities by the notice:

FIRST AND SECOND CLASS RETURN TICKETS (not transferable) are issued between most of the Stations between which Single Journey Tickets are issued. The period for which Return Tickets are available are (with a few exceptions) as follows:-

Not exceeding 50 miles: - 1 day.

Above 50 and not exceeding 125 miles: - 2 days.

Above 125 and not exceeding 200 miles: - 3 days.

Above 200 and not exceeding 300 miles: - 4 days.

Above 300 and not exceeding 400 miles: - 5 days.

RETURN TICKETS issued on Saturdays are in all cases available to return on the day of issue or the following Sunday or Monday. Return Tickets issued on Sunday are in all cases available to return on the day of issue or the following day. In computing the period for which Return Tickets are available, the day of issue is in all cases counted as one of the days for which the Tickets are available. In the case of Tickets issued on weekdays and available for 2 or 3 days, Sunday is not counted; but when

Tickets are available for more than 3 days, Sunday is reckoned as a day in computing the time for which Tickets are available.

The timetable gives examples of local journeys for which 1 day, 2 days, 3 days and 4 days local availabilities applied. No local journey could have exceeded 300 miles and there were thus no local tickets with 5 day availability. Timetables through to October 1874 give the same information.

The first day of January 1875 heralded one of the Midland's revolutionary changes, the abolition of second class accommodation and the introduction of third class return tickets by all trains. On the same date, reductions for return fares were withdrawn. The timetable for that month simply states that:

FIRST AND THIRD CLASS RETURN TICKETS (not transferable) are issued between all Stations on the Midland Railway where Single Journey Tickets are issued, available for the return journey on any day within six months of the date of issue.

Although the same notice appears in the April 1875 issue, a return from Haverstock Hill to Camden Road issued on 25 February 1875 and printed as available for seven days establishes that a change had occurred before this, in at least the London area. By August 1875 there was a modified timetable notice:

FIRST AND THIRD CLASS RETURN TICKETS are issued

between all Stations on the Midland Railway where Single Journey Tickets are issued, available for the Return Journey on any day within six months of the date of issue, except between the following Stations where the Return Tickets are only available for the periods named:-

To and from all Stations between Hendon, South Tottenham, Moorgate Street and St. Pancras: - seven days;

Between London and Birmingham, and Stations West of Birmingham including Saltley and Camp Hill: - one month;

Between Bristol and Bath: - seven days.

Possible local availabilities thus became: **7 days, 1 month and 6 months.**

Timetables from November 1875 to May 1879 give the same information, but by June 1880 there had been a change to a straightforward system based simply on the distance for which the fare was charged – 7 days not exceeding 50 miles and 1 month for over 50 miles. This, and later changes, can be combined with those already described and summarised in the following table.

Exact dates for the changes can not be given as not all timetables have been seen and there is the possibility that a change may have occurred between the issue dates of two successive timetables.

| Availabilities | First seen in timetable | Last seen in timetable |
|-----------------------------|-------------------------|------------------------|
| 1, 2, 3 or 4 days | April 1870 | October 1874 |
| 6 months | January 1875 | April 1875 |
| 7 days, 1 month or 6 months | August 1875 | May 1879 |
| 7 days or 1 month | June 1880 | July 1884 |
| 2 days, 7 days or 1 month | October 1884 | May 1898 |
| 2 days, 8 days or 1 month | July 1898 | April 1904 |
| 2 days or 6 months | July 1904 | October 1911* |
| 2 days or 2 months | September 1918** | |

* Last timetable to show availabilities.

** Not a timetable date; assumed as described below.

From October 1884 the 2 day availability, or more accurately "day of issue or following day or from a Saturday to the following Monday night", applied to journeys not exceeding 12 miles. The 7 day (later 8 day) period was for journeys over 12 and not exceeding 50 miles and the 1 month period for journeys over 50 miles. From July 1904 all ordinary returns for journeys over 12 miles were valid for 6 months. A reduction of this to 2 months was imposed by the Railway Executive Committee on behalf of the Board of Trade under Paragraph 8 of Section 1 of the Defence of the Realm Regulations 7B (*Railway Gazette Vol 29 page 249*). It is known that this was made effective on the LB&SCR from 1 September 1918, and this is probably also the effective date for all other companies including the Midland.

STANDARD ORDINARY RETURNS

TYPE OR1 Back: Blank Earliest date seen: Not clear

The earliest day return tickets are assumed to have been horizontally printed in single coupon form. Both first and second class tickets were probably on white card, the latter had two horizontal red stripes and the former probably had one such stripe. Directional colouring is unlikely. The example shown is likely to be from the first period during which Southwell station was open, i.e. 1 July 1847 to 1 August 1849. By the time it re-opened on 12 April 1852 vertically printed tickets were probably in use.



TYPE OR2 Back: Blank Earliest date seen: Not clear

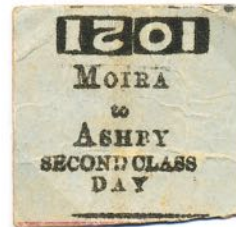
This is likely to have been the first type of vertically printed day return, with the serial number on the outward lower half only. The ticket shown is illustrated as Figure 154 in *Passenger Tickets* by Lionel Wiener, who dates it as c.1845. However, Draycott (to use the correct spelling) did not open until 1 April 1852 and the ticket may well be from the first print run supplied for the opening. This does not preclude an earlier change from horizontal to vertical prints and in view of the known use of third class day tickets in 1851 that class is assumed to have first existed in this Type. The colour of the Draycott ticket is not known, and directional colouring has not been assumed.



STANDARD ORDINARY RETURNS

TYPE OR3 Back: Blank or R1a Earliest date seen: 22 Dec 1860

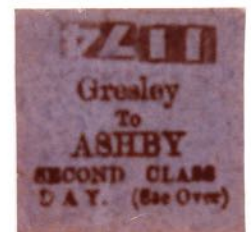
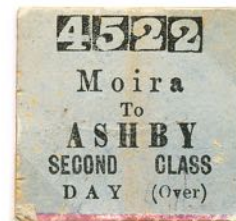
Serial number added to the upper return half. On early Edmondson machines this could only be achieved by passing the ticket through the press a second time, during which the number only was printed at the second end of the ticket and also faced outwardly therefrom. The new printing equipment was brought into use during the currency of the Type. As already stated, these machines printed directly off the type; moreover they could number both ends in a single pass through the machine. Both serial numbers face the lower edge of the ticket and are printed using four separate and spaced numbering wheels. Conditions R1a were probably only used on lines on which an express service was provided. Third class returns were used on the West Branch only, and directional colouring is assumed for these.



R1a KR

TYPE OR4 Back: R2 Earliest date seen: 1 Aug 1862

Conditions added to the back of the ticket, and the legend "(See Over)" or "(over)" added to the return half. The two forms were almost certainly contemporary. Both Edmondson and new machines were used for printing this Type, although it is suspected that use of the former for return tickets was soon discontinued and that they were then confined to the printing of singles. It is assumed that the lowest class of return on the West Branch was by this Type designated Gov't rather than third class.



STANDARD ORDINARY RETURNS

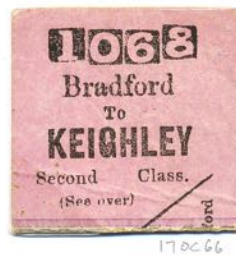
TYPE OR5 Back: R2 Earliest date seen: 17 Feb 1863

Triangular audit snip added to the right hand side of the ticket, with the name of the destination station printed therein. When a return ticket was issued to a child the audit snip was cut from the ticket, pasted on to a paper sheet and sent to the audit office as a voucher covering the reduced fare that had been charged. The return half continued to show either "(See Over)" or "(over)".



TYPE OR6 Back: R2 Earliest date seen: 17 Oct 1866

The word "(Day)" removed from both halves of the ticket. Presumably this coincided with the introduction of different availabilities for longer distance return tickets, thought to have happened before 1866. The return half continued to show either "(See Over)" or "(over)".



STANDARD ORDINARY RETURNS

TYPE OR7a Back: R2 Earliest date seen:

Title added to each half of the ticket. A relatively small number of tickets were printed with "(See over)", probably only during the first couple of years or so after the change.



STANDARD ORDINARY RETURNS

TYPE OR7b Back: R2 Earliest date seen: 16 Nov 1868

Title added to each half of the ticket and reference to the conditions standardised as "(over)". This is the type that was in use in July 1868 when the Midland main line from Bedford to London was opened and trains began running through to Moorgate Street over the Widened Lines of the Metropolitan Railway. This gave rise to modified colours of white/pink and yellow/blue for first and second class returns issued to Widened Lines stations and pink/white and blue/yellow for such returns from those stations. From about 1872 Gov't class was re-designated third and from 1 January 1875 second class accommodation was abolished.



16 Nov 68 84/25



1869 1869



17 Feb 71 195/11



55P74 28 Feb 72



28 Feb 73



1869



1869 2065



23AP73

STANDARD ORDINARY RETURNS

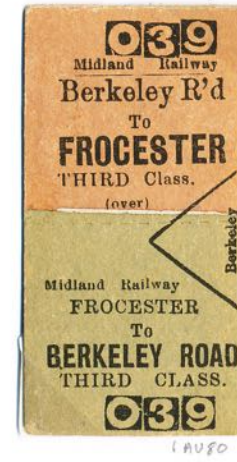
TYPE ORS

Back: R3 series

Earliest date seen: 25 Feb 1875

The universal 6 month return availability announced in the January 1875 timetable was short-lived and, although it is still shown in the April 1875 issue, ticket evidence establishes that it had in fact been changed within a few weeks in at least the London area. By August 1875 the timetable showed availabilities of 7 days, 1 month or 6 months according to distance. The availability appropriate to the journey was incorporated into the conditions on the back of the ticket, which were in form R3(7D), R3(1M) or R3(6M) as appropriate. On the Widened Lines, only first class tickets differed from the main line colours.

The top row shows tickets with 7 days availability, the centre row those with 1 month availability and the bottom row those with 6 months availability.



STANDARD ORDINARY RETURNS

TYPE OR9

Back: R2

Earliest date seen: 23 Feb 1878

Not surprisingly, showing the availability on the back was considered unsatisfactory, and it was moved to the front of the return half with the title on that half being reduced to the initials of the company. The conditions reverted to R2 as used for Type OR7. Availabilities of 7 days, 1 month or 6 months continued until at least the May 1879 public timetable, they had changed to 7 days or 1 month by the June 1880 timetable

The top row shows tickets with 7 days availability, the centre row those with 1 month availability and the bottom row those with 6 months availability.



188079



103178 207491



267480



1145



170127



236678



1145

STANDARD ORDINARY RETURNS

TYPE OR10

Back: R2

Earliest date seen: 12 Apr 1881

Name of the issuing station added to the audit snip.

The availability continued as 7 days or 1 month, the upper row shows the former and the lower row the latter.



24-11R #2 GP



12-11R #1

STANDARD ORDINARY RETURNS

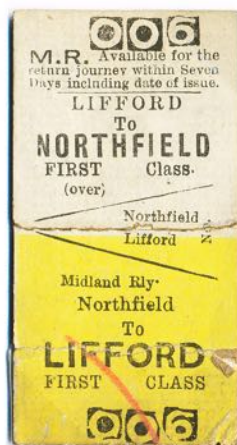
TYPE OR11

Back: R2

Earliest date seen: 5 Aug 1882

Shape and layout of the audit snip changed; in addition to the station names this now included "No." vertically printed to the left of a space where the ticket number was to be entered. Removal of the snip cut the ticket in half, and both halves were issued to the child passenger. Initially, the availabilities in this Type were 7 days or 1 month but between July and October 1884 there was a change to 2 days, 7 days or 1 month.

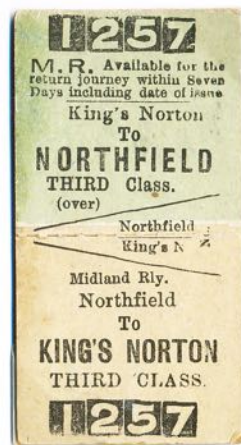
The top row shows tickets with 7 days availability, the centre row those with 1 month availability and the bottom row those with the new 2 days availability.



185495



5A082



12E83



225P84



215P83



1163



1163



150088

1F583



145485

18A084



212E87



1163

STANDARD ORDINARY RETURNS

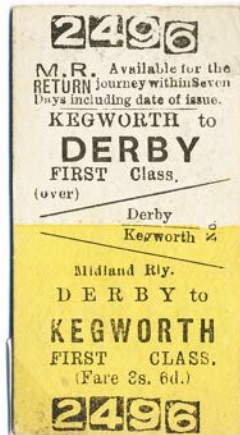
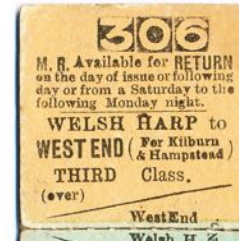
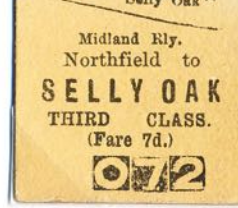
TYPE OR12

Back: R2

Earliest date seen: 17 Jul 1885

The company began to print fares on passenger tickets in the second half of 1884, showing this below the class on the outward half only. Many tickets were, however, still printed without the fare and Types OR11 and OR12 were used contemporaneously for some years.

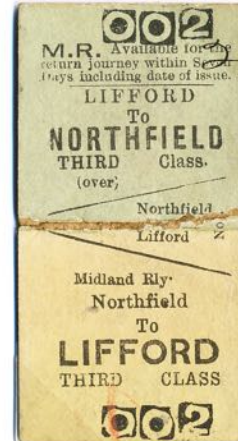
The top row shows tickets with 2 days availability, the centre row those with 7 days availability and the bottom row those with 1 month availability.



28/8/91



10/5/89



26/5/85



12/10/87

STANDARD ORDINARY RETURNS

TYPE OR13A

Back: R4a

Earliest date seen: 3 Jul 1888

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. Some (probably earlier) prints show "Regu" on the second line but on most tickets the second line ends "Regula-".

This page shows the commoner version of Type 13, with the fare printed below the destination station on the outward half only. There were still some tickets on which the fare was not shown and these are shown on the following page as Type 13B. The two forms were contemporary.

The top row shows tickets with 2 days availability, the centre row those with 7 days availability and the bottom row those with 1 month availability.



STANDARD ORDINARY RETURNS

TYPE OR13B

Back: R4a

Earliest date seen: 10 Sep 1889

Tickets contemporary with those shown on the previous page, having conditions R4a, but without the fare printed on the outward half.

The top row shows tickets with 2 days availability, the centre row those with 7 days availability and the bottom row those with 1 month availability.



4A-290



Kentish T^a



1043 265-189



24 2-190 20-2024



1043



57291

STANDARD ORDINARY RETURNS

TYPE OR14A

Back: R4a

Earliest date seen: 23 Feb 1891

Audit snip reverted to the previous style as used for Type OR10, showing only the station names. This is the commoner version of Type 14A, which became standard, including the fare below the destination station on the outward half only. There were still some tickets on which the fare was not shown and these are shown on the following page as Type 14B.

This appears to have been the last Type in which directional colouring was used on the company's own lines but such colouring continued for tickets of both classes to and from the Widened Lines.

The top row shows tickets with 2 days availability, the centre row those with 7 days availability and the bottom row those with 1 month availability.



STANDARD ORDINARY RETURNS

TYPE OR14B

Back: R4a

19 Dec 1890

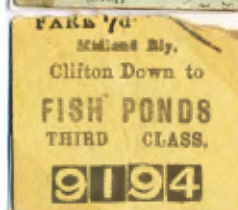
Earliest date seen: 23 Feb 1891

Tickets contemporary with those shown on the previous page, with the changed audit snip, but without the fare printed on the outward half.

The top row shows tickets with 2 days availability, the centre row those with 7 days availability and the bottom row those with 1 month availability.



1894



1890 19 Dec 90



1890

STANDARD ORDINARY RETURNS

TYPE OR15 Back: R4a Earliest date seen: 4 Mar 1893

From 15 July 1892 new tickets printed had a small, positively printed, serial number on the return half. In this and all succeeding Types the serial number on the lower half was in negative print (as standard before) or in positive print. Bi-coloured tickets continued on the main system, but without any directional significance, all local first class returns being white/yellow and all third class being green/drab. Directional colouring for Widened Lines tickets continued as before.

The top row shows tickets with 2 days availability, the centre row those with 7 days availability and the bottom row those with 1 month availability.



STANDARD ORDINARY RETURNS

TYPE OR16 Back: R4a Earliest date seen: 22 Sep 1894

Availability added to the outward half, the title being changed to initials in order to accommodate this.

The top row shows tickets with 2 days availability, the centre row those with 7 days availability and the bottom row those with 1 month availability.

494
M.R. Available for RETURN
in the day of issue or following
day or from a Saturday to the
following Monday night.
CAMDEN ROAD to
ST. ANNS ROAD
FIRST CLASS.
(over)

MID
FIN
M.R. Available on
day of issue only.
Mill Hill to
FINCHLEY ROAD (MID)
FIRST CLASS.
(Fare 1s. 8d.)
836

225994

187296

AUG 11 1894
744
M.R. Available for RETURN
on the day of issue or following
day or from a Saturday to the
following Monday night.
Blackhorse Road to
WALTHAMSTOW
THIRD CLASS.
(Over)
Wstow
E'rses

M.R. Available on
day of issue only.
Walthamstow to
BLACKHORSE ROAD
THIRD CLASS
(FARE 2d.)
744

5 JUN 20
683
M.R. Available for RETURN
on the day of issue or following
day or from a Saturday to the
following Monday night.
Moorgate St. to
KENTISH TOWN
FIRST CLASS.
(over)

94 JAN 7
683
M.R. Available for RETURN
on the day of issue or following
day or from a Saturday to the
following Monday night.
Kentish Town to
KING'S CROSS (H.L.)
THIRD CLASS
(over)

834
M.R. Available for the
RETURN journey within Seven
days including date of issue.
Leicester to
SWANNINGTON
FIRST CLASS.
(Over)
Swann
Le'ics

M.R. Available on
day of issue only.
Swannington to
LEICESTER
FIRST CLASS.
(Fare 8s. 8d.)
834

undated

Par
E'cs
M.R. Available on
day of issue only.
LONDON St. Pancras to
BEDFORD (MID)
THIRD CLASS
(FARE 7s. 11d.)
722

125497

Br
SH
M.R. Available on
day of issue only.
Bristol to
SHEFFIELD (MID)
THIRD CLASS.
(Fare 27s. 10d.)
246

28548

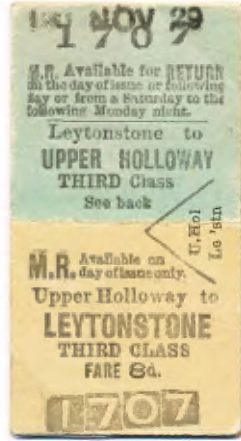
STANDARD ORDINARY RETURNS

TYPE OR17 Back: R4 series Earliest date seen: 16 Nov 1896

The legend "(over)" on the return half changed to "See back". Detail variations in the printing of these words and of the class and fare are found, but these do not appear to have any date significance. Conditions R4a are the commonest for this type, although occasional issues are found with other variants of R4; again this has no apparent date significance

The top row shows tickets with 2 days availability, the centre row those with 7 days availability and the bottom row those with 1 month availability.

While this type was current the 7 day availability for journeys of over 12 and up to 50 miles was changed to 8 days (first noted in the July 1898 public timetable); tickets with this availability are shown overleaf.



STANDARD ORDINARY RETURNS

TYPE OR17 Back: R4 series Earliest date seen: 16 Nov 1896

Continued from previous page, tickets with "See back" on the return half and with the new 8 day availability.



TYPES OR18 and 18a Back: R4a Earliest date seen: 20 Jun 1902

As a result of the 1902 colour revision the cards used for all local ordinary return tickets (including those to and from the Widened Lines) were changed to be the same as those for ordinary singles, i.e. plain yellow for first class and plain drab for third class. The return half was distinguished by an overprinted skeleton letter "R". Some anomalies are found, for example ticket 183 shows that stocks of existing green/buff card were used up after introduction of the overprints. It seems that a decision was taken to duplicate the "R" overprint in the child snip (Type 18a) although the realisation quickly dawned that this initial was generic to all types of return and that it should be replaced by "O" as shown overleaf.



STANDARD ORDINARY RETURNS

TYPE OR19 Back: R4a Earliest date seen: 25 Oct 1904

Initial "O" added in the audit snip, indicating Ordinary return. While this Type was current, the 8 day and 1 month availabilities for journeys over 12 and over 50 miles respectively were both replaced by 6 months (this change is first noted in the July 1904 public timetable).



TYPE OR20 Back: R4a Earliest date seen: 15 Jan 1912

Change in style of the overprinted "R" on tickets to a smaller and more pointed version.



STANDARD ORDINARY RETURNS

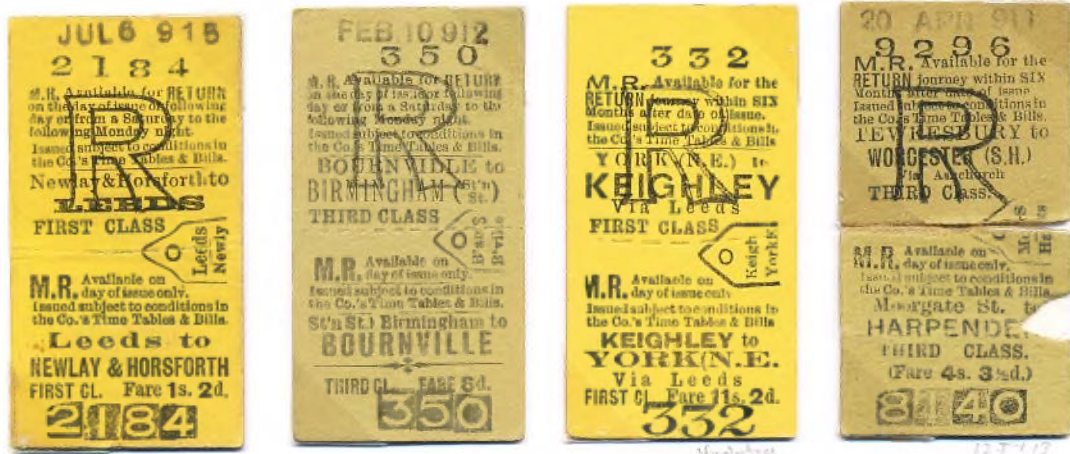
TYPE OR21A Back: Blank Earliest date seen: 31 Aug 1910

Conditions moved to the front of the ticket. This version has the earlier, larger form of R overprint; there was clearly some overlap with Type OR20 and with version OR21B below.



TYPE OR21B Back: Blank Earliest date seen: 10 Jun 1911

Tickets with the conditions on the front and with the later, smaller form of R overprint. Again, there was overlap with Type OR20.



TYPE OR22 Back: Blank Earliest date seen: 8 Dec 1916

Addition of reference number 1 (for first class) or 2 (for third class) to each half of the ticket. The purpose of these numbers is not yet known. Few tickets of this type have been seen; they appear to have been a very short-lived transitional type.



STANDARD ORDINARY RETURNS

TYPE OR23 Back: R5 Earliest date seen: 1 Aug 1913

Conditions restored to the back of the ticket, where the reference number also appears. The presence of both conditions and reference number on the front had led to a very cramped layout. While this Type was current the 6 month return availability was reduced to 2 months, probably as from 1 September 1918.



TYPE OR24 Back: R6 series Earliest date seen: 27 Mar 1928

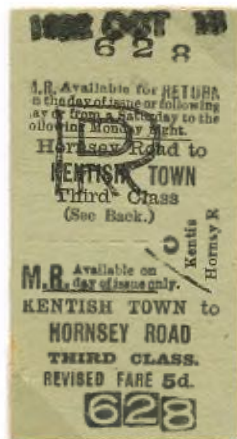
Actual Fare tickets introduced from 1 April 1920. Conditions changed to R6a or, more rarely, R6b.



STANDARD ORDINARY RETURNS

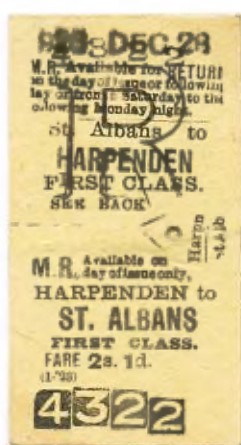
TYPE OR25 Back: R6 series Earliest date seen: 13 Oct 1922

Revised Fare tickets introduced from 6 August 1920.



TYPE OR26 Back: R6 series Earliest date seen: 30 May 1923

The last tickets to carry the Midland title were printed either immediately before or immediately after the grouping on 1 January 1923. They carried the indication "(1-'23)" indicating that the fares were charged at the new scale that came into force on 1 January 1923.



ORDINARY RETURNS - WIDENED LINES

A series of first and third class ordinary returns existed which were printed without an audit snip, and with the fare shown on both halves of the ticket, not just the outward half. These tickets appear to have been stocked only at Aldersgate Street and Farringdon Street, where they were issued by Met staff using the dating presses of that company. The staff would neither be familiar with the Midland audit snip system, nor equipped with the necessary punch for it. The position of the fare on each half suggests that the tickets were destined for diagonal bisection if issued to a child, following the procedure adopted by the Met for its own bookings. Colours were those used for down outward bookings from the Widened Lines, i.e pink/white and drab/buff until the 1902 colour revisions when standard yellow and drab were substituted. The type references used below are those for the equivalent standard types plus the suffix WL. All known tickets have 2 day availability.

The first of these types seen is OR14WL, with conditions R4A, shown to the left below. There may have been earlier tickets without a printed fare and with the earlier form of conditions R2 but their existence has not been assumed. Type OR15WL, with the small serial number on the return half, is shown to the right below and was in use from 15 July 1892.

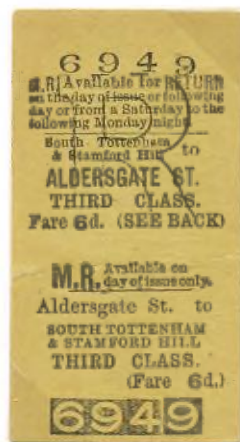


Type OR16WL has the availability added to the outward half and is shown to the left below. On the right below is Type OR17WL, with the legend "(over)" on the return half changed to "See back".



ORDINARY RETURNS - WIDENED LINES

Type **OR18WL**, shown to the left below, resulted from the 1902 colour revision when the colours for Widened Lines tickets were changed to the standard plain yellow and drab. The type was contemporary with standard Types **OR18** and **OR19**; these differed only in the content of the audit snip which was of course missing from these prints. Type **OR20WL**, shown to the right below, had the smaller and more pointed form of "R" overprint on the return half.



Types **OR21AWL** (left) and **OR21BWL** (right) with conditions on the front and with the large and small versions of the "R" overprint are shown below. Nothing later than Type **OR21BWL** has been seen.



Perhaps the change of arrangements at Moorgate Street, where Midland booking was transferred to the Met office from 1 July 1909, was the trigger for discontinuing this special format.

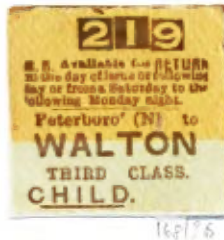
Any earlier or later tickets that come to light are shown below. Also shown are any anomalous prints; ticket 9712 is odd in having "(over)" rather than "See back" printed on the return half.



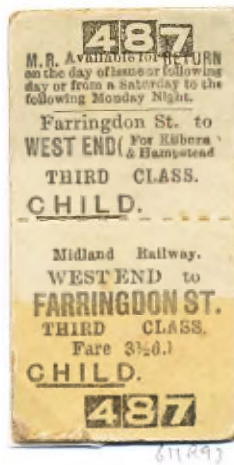
ORDINARY RETURNS - CHILD TICKETS

Specially printed child tickets for return journeys date back to the 1880s, thus significantly pre-dating child singles. The formats used for adult tickets were followed, but the audit snip was omitted as it was obviously redundant. The word "CHILD" also appeared on each half of the ticket, initially as body print, later as an overprint and later still as body print again.

The earliest known child return is a third class ticket of Type **OR11CH** printed on pink/drab card, so differing from the standard colours used for third class returns. Later in the 1880s the standard directional colours had been adopted, but printed so as to leave a white band across the centre of the card. Thus tickets for up outward journeys were green/white/drab and those for down outward journeys drab/white/green. The tickets have conditions R2; tickets with these conditions and with the fare printed on the outward half, Type **OR12CH**, may also have existed.

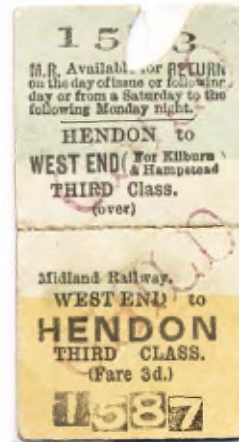


By mid-1888 the conditions had been changed to R4a, so giving Type **OR13ACH** with the fare printed on the outward half. This is the only type in which (as yet) a first class child return has been seen and suggests that for that class standard directionally coloured cards were used embellished by a longitudinal blue stripe to distinguish them as child tickets. Adult tickets of Types **OR13A** and **OR14A** differed only in the shape of the audit snip and Type **OR13ACH** is thus the equivalent of both of these. There may have been similar tickets of Type **OR13BCH**, without a printed fare, and thus equivalent to Types **OR13B** and **OR14B**.



ORDINARY RETURNS - CHILD TICKETS

Type **OR15CH** with a small serial number on the return half is the first to have been seen with a "CHILD" overprint. This is in a very distinctive fancy font and printed in lilac ink on the front and back of both halves of the ticket. Early in the 1890s directional colouring was abolished for tickets confined to the company's own system, later standard child tickets were on green/white/drab card. It continued as before for the Widened Lines and tickets from the Met stations thereon would have been drab/white/green, as yet none have been seen.



In the following Type **OR16CH**, with the availability on the outward half, the overprint is shown on the front only and may be found in either lilac or black ink.



While Type **OR17CH** (with "See back" on the return half) was current the font used for the overprint was changed to a plainer style.



ORDINARY RETURNS - CHILD TICKETS

For Type OR23CH the conditions were changed to R5, including the reference number 1 or 2 on the back of the ticket. Ticket 248 shows an unusually late (and probably non-standard) use of the large "R" overprint. While the Type was current, and by October 1916, green card was adopted for third class child tickets, use of the "CHILD" overprint ceased and that word was incorporated into the body text, either immediately below the class or below the words "See Back".



This format continued through to the grouping, with Actual and Revised Fare Types OR24CH and OR25CH. It is likely that a child equivalent to the January 1923 fare adult Type OR26 was also used.

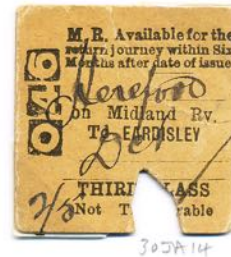


ORDINARY RETURNS - LOCAL BLANK CARDS

The earliest blank cards were horizontally printed. Directional colouring does not appear to have been used on the main system and down colours were used for the outward (right hand) halves, the tickets thus being yellow|white and drab|green - no second class prints are known. As with singles, the use of blank cards to Widened Lines stations is considered very unlikely but blanks may have been issued at least at Moorgate Street and King's Cross. It is possible that any such first class tickets could have been on pink|white card; drab|green would of course be correct for third class.

TYPE ORB1 Back: R2 Earliest date seen: 30 Jan 1914

Despite its late date of issue this is the earliest blank card return that has been seen, the six month availability indicates that it must have been printed between January 1875 and June 1880 and the style of the audit snip is consistent with this period. Presumably there were similar tickets printed with shorter availabilities.



TYPES ORB2A and ORB2B Back: R2 Earliest date seen: Not clear

Shape and layout of the audit snip changed; unlike the contemporary fully printed returns the snip did not include the name of the issuing station (obviously the destination could not be shown) and showed only "No." above the space where the ticket number was to be entered. It is assumed that the practice with fully printed returns was followed and that there was an earlier version ORB2A that did not have a space printed for the fare on the outward half, and a later version ORB2B that included such a space.

On this and the following Types the availability notice shows the period as "within ___ days after date of issue". In view of the pattern of availabilities from 1880 onwards it is assumed that all blank returns carried this notice and that if a period of one month was applicable the booking clerk simply amended the ticket accordingly.



TYPES ORB3A and ORB3B Back: R4a Earliest date seen: 14 Apr 1890

Conditions changed to R4a. Again it has been assumed that blank cards followed the example of fully printed returns and that there will have been a commoner version (Type ORB3A) with a space for the fare on the outward half and a version (Type ORB3B) without this space.



ORDINARY RETURNS - LOCAL BLANK CARDS

TYPES ORB4A and ORB4B Back: R4a Earliest date seen: 12 Sep 1891

Audit snip reverted to the previous style as used for Type ORB1, showing only "No.". It is assumed that there were still some tickets on which there was no space provided for the fare (Type ORB4B) but the commoner version Type ORB4A which became standard included such space.



TYPE ORB5 Back: R4a Earliest date seen: Aug 1892

Name of the issuing station added to the audit snip and, possibly at the same time, directional colouring abolished on the company's own lines with consequent reversal of the colours of blank cards to match those of fully printed tickets, i.e. white|yellow for first class and green|drab for third class. Fully printed Widened Lines tickets continued to be directionally coloured and this is probably also the case for blank cards from the Met stations (a down outward journey), which thus persisted in the former colours. Not all types may have been used for these bookings.



TYPE ORB6 Back: R4a Earliest date seen: 31 Jan 1895 [Below left]

From 15 July 1892 new tickets printed had a small, positively printed, serial number on the return half. It is likely that at the same time the print format of blank card returns was changed from horizontal to vertical. The lower serial number in this and all succeeding types was in either positive or negative form.

TYPE ORB7 Back: R4a Earliest date seen: 20 Sep 1899 [Below right]

Availability added to the outward half, the title being changed to initials in order to accommodate this.



ORDINARY RETURNS - LOCAL BLANK CARDS

TYPE ORB8 Back: R4a Earliest date seen: 31 Jan 1895

The legend "(over)" on the return half changed to "See back".

This is the only pre-1902 Type in which a blank card return from a Widened Lines station has been seen; ticket 544 is illustrated to show the colour reversal.



TYPE ORB9 Back: R4a Earliest date seen: Not clear

The 1902 colour revision resulted in a change to single colour card for all local (and Widened Lines) ordinary return tickets, yellow for first class and drab for third class. The return half was distinguished by an overprinted skeleton letter R.



TYPE ORB10 Back: R4a Earliest date seen: Not clear

"O" for Ordinary return added in the audit snip. Possibly at the same time the return half was changed to simplify the availability notice and to change the title to initials only. It is noteworthy that even though the R overprint on fully printed returns was changed to the smaller version while this type was in use there is no evidence of the corresponding change ever having been made on blank cards.



ORDINARY RETURNS - LOCAL BLANK CARDS

TYPE ORB11 Back: R5
Earliest date seen: 14 Jul 1917

Reference number 1 (on first class) or 2 (on third class) added to the conditions on the back of the ticket.



TYPE ORB13 Back: R6 series
Earliest date seen: 16 Apr 1935

Revised Fare tickets introduced from 6 August 1920.



ORDINARY RETURNS - FOREIGN BLANK CARDS

As with singles, the standard formats and colours used for local blank cards were also adopted for through bookings to some foreign companies, the "(MID)" indication on the destination line being replaced by the initials of the foreign company. Non-standard foreign blank returns are dealt with in a later volume.



TYPE ORB12 Back: R6 series
Earliest date seen: 25 Jan 1934

Actual Fare tickets introduced from 1 April 1920. Conditions changed to R6a or, more rarely, R6b



TYPE ORB14 Back: R6 series
Earliest date seen: Not seen

Tickets with the "(1-23)" fare indication.