

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 10:

L.T.& S.R.: ORDINARY SINGLES AND RETURNS; OTHER CATEGORIES G – Z (EDMONDSON)



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. The references are in the numeric form ‘n-xxx’ with the ‘n’ prefix designating ticket categories as follows:

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

Ticket pages

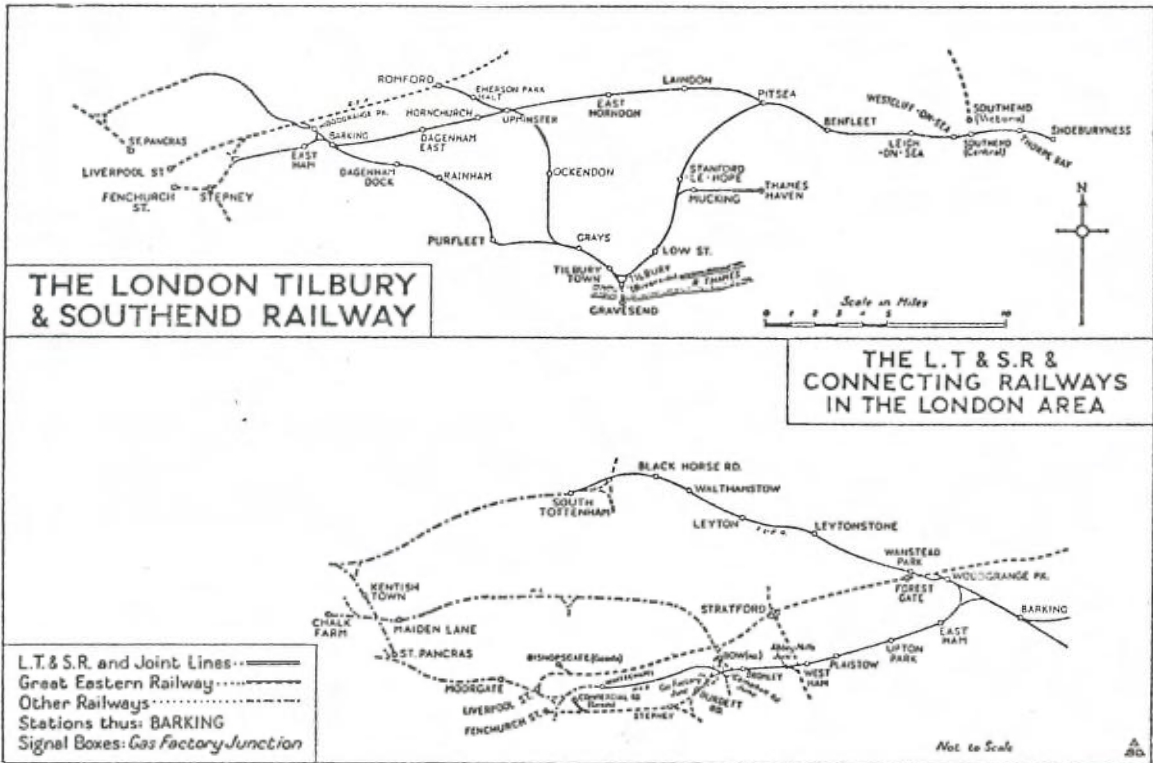
Most pages show edmondson or punch tickets together with commentary thereon. Most tickets in the collection are originals although extensive use is also made of photographs and photocopies. The conditions of issue or other print on the back of a ticket is indicated either in the commentary or below the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

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

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

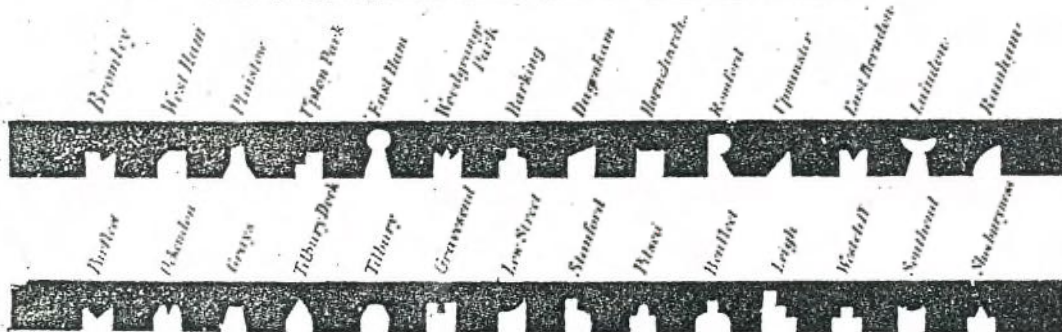
Whole return tickets are very much more difficult to find than singles and the collection therefore makes extensive use of severed halves. When two non-matching halves are placed in contact then care has been taken to ensure that together they illustrate the print layout of a whole ticket even though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

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



LONDON TILBURY & SOUTHEM RAILWAY.

DIAGRAM SHOWING THE "CUT-OUTS" OF PASSENGER TICKETS MADE BY THE TICKET COLLECTORS' NIPPERS AT EACH STATION.



NIPPERS, WHICH DO NOT CONFORM TO THE ABOVE DIAGRAM MUST NOT ON ANY ACCOUNT, BE USED

*Audit Office,
 41 Trinity Square, Tower Hill,
 London, E.C.*

18 February, 1906.

CONDITIONS ON LT&SR ORDINARY SINGLES

This Ticket is issued subject to the By-Laws, Rules and Regulations of the Company, as published in the Co's Train Time Bills and Train Table Book and is not transferable. It is issued on the express condition that the holder shall travel from and to the Stations named thereon only. If used for any other Station, the full fare from the Station shall be paid from the place of starting.

1-105

This Ticket is issued subject to the By-Laws, Rules and Regulations of the Company, as published in the Company's Train Time Bills and Train Table Book, and is not transferable. It is issued on the express condition that the holder shall travel from and to the Stations named thereon only. If used for any other Station, the full fare from the Station shall be paid from the place of starting.

1-110

SEP 19 83
This Ticket is issued subject to the By-Laws, Rules and Regulations of the Company, as published in the Company's Train Time Bills and Train Table Book, and is not transferable.

1-120

This ticket is available for the stations named hereon, and no other. If used for any other station the passenger will be required to pay the difference between the sum actually paid & the fare between the station from & to which the passenger has travelled, or at the option of the Company, the fare from the station to which he was booked to the end of his journey.

1-130

JULY 22 09
This ticket is available for the stations named hereon, and no other. If used for any other station, the passenger will be required to pay the difference between the sum actually paid and the fare between the station from and to which the passenger has travelled, or at the option of the Company, the fare from the station to which he was booked to the end of his journey.

1-140

AP 14 06
This ticket is available for the stations named hereon, and no other. If used for any other station the passenger will be required to pay the difference between the sum actually paid and the fare between the station from and to which the passenger has travelled, or at the option of the Company, the fare from the station to which he was booked to the end of his journey.

1-143

MAY 0 99
This Ticket is available for the stations named hereon & no other. If used for any other station the passenger will be required to pay the difference between the sum actually paid & the fare between the station from & to which the passenger has travelled, or at the option of the Company, the fare from the station to which he was booked to the end of his journey.

1-135

This ticket is available for the stations named hereon and no other. If used for any other station the passenger will be required to pay the difference between the sum actually paid & the fare between the station from & to which the passenger has travelled, or at the option of the Company, the fare from the station to which he was booked to the end of his journey.

1-137

This ticket is available for the stations named hereon & no other. If used for any other station the passenger will be required to pay the difference between the sum actually paid & the fare between the station from & to which the passenger has travelled, or at the option of the Company, the fare from the station to which he was booked to the end of his journey.

1-143

Not Transferable
This ticket is available for the stations named hereon & no other. If used for any other station the passenger will be required to pay the difference between the sum actually paid & the fare between the station from & to which the passenger has travelled, or at the option of the Company, the fare from the station to which he was booked to the end of his journey.

1-146

This through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Train Bills, and Notices of the respective Companies and Proprietors of whose Railways, Coaches, or Steamboats it is available, and the holder, by accepting it, agrees that the respective Companies or Proprietors are not to be liable for any loss, damage, injury, delay, or detention caused or arising out of their respective Railways, Coaches, or Steamboats. The contract and liability of each Company are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE. If used in contravention of the conditions and Proprietors' conditions and regulations it will be void, and the fare forfeited.

1-220

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

Where the journey is not continuous it does not include cost of transfer between Railway Terminals in Town, or between Railway Stations.

1-310

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

Where the journey is not continuous it does not include cost of transfer between Railway Terminals in Town, or between Railway Stations.

1-520

CONDITIONS ON LT&SR ORDINARY RETURNS & MISCELLANEOUS TICKETS

JUL 18 1902

This ticket is available for the stations named hereon and no other. If used for any other station, the passenger will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Company, the fare from the station to which he was booked to the end of his journey.

This ticket is available for the stations named hereon and no other. If used for any other station, the passenger will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Company, the fare from the station to which he was booked to the end of his journey.

2-130

This ticket is available for the stations named hereon and no other. If used for any other station, the passenger will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Company, the fare from the station to which he was booked to the end of his journey.

This ticket is available for the stations named hereon and no other. If used for any other station, the passenger will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Company, the fare from the station to which he was booked to the end of his journey.

2-132

This ticket is available for the stations named hereon and no other. If used for any other station, the passenger will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Company, the fare from the station to which he was booked to the end of his journey.

This ticket is available for the stations named hereon and no other. If used for any other station, the passenger will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Company, the fare from the station to which he was booked to the end of his journey.

2-140

AUG 27 1902

This ticket is available for the stations named hereon and no other. If used for any other station, the passenger will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Company, the fare from the station to which he was booked to the end of his journey.

This ticket is available for the stations named hereon and no other. If used for any other station, the passenger will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Company, the fare from the station to which he was booked to the end of his journey.

2-135

AUG 27 1902

This ticket is available for the stations named hereon and no other. If used for any other station, the passenger will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Company, the fare from the station to which he was booked to the end of his journey.

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2-145

This ticket is available for the stations named hereon and no other. If used for any other station, the passenger will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Company, the fare from the station to which he was booked to the end of his journey.

2-133

Not Transferable.

This ticket is issued subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Co's, on whose Railway Tickets or Steamboats it is available, and the holder is bound to observe the same. It is not valid for any other railway duty or other purpose.

The control and liability of such Co's are limited to the area between the stations named in the Bill of Fare.

Where the journey is not continuous it does not include cost of transfer between Railway Terminals in Town, or between Railway Stations.

2-320

Available on day of issue or full-day, day or from Saturday until the following Monday.

Not Transferable.

This ticket is issued subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Co's, on whose Railway Tickets or Steamboats it is available, and the holder is bound to observe the same. It is not valid for any other railway duty or other purpose.

The control and liability of such Co's are limited to the area between the stations named in the Bill of Fare.

Where the journey is not continuous it does not include cost of transfer between Railway Terminals in Town, or between Railway Stations.

2-325

This ticket is available only on day of issue except when issued on Saturday when it is available to return on the following Sunday or Monday.

Not Transferable.

This ticket is issued subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Co's, on whose Railway Tickets or Steamboats it is available, and the holder is bound to observe the same. It is not valid for any other railway duty or other purpose.

The control and liability of such Co's are limited to the area between the stations named in the Bill of Fare.

Where the journey is not continuous it does not include cost of transfer between Railway Terminals in Town, or between Railway Stations.

3-320

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

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

2-326

This ticket is available at Passenger's option, from either EARLS COURT, WEST KENSINGTON, or WEST BROMPTON (D.L.R.) Stations.

This ticket is available at Passenger's option, at either EARLS COURT, WEST KENSINGTON, or WEST BROMPTON (D.L.R.) Stations, available on day of issue ONLY.

4-410

This Bill of Fare is subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Co's, on whose Railway Tickets or Steamboats it is available, and the holder is bound to observe the same. It is not valid for any other railway duty or other purpose.

The control and liability of such Co's are limited to the area between the stations named in the Bill of Fare.

Where the journey is not continuous it does not include cost of transfer between Railway Terminals in Town, or between Railway Stations.

4-510

27 13 95

This ticket is issued subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Co's, on whose Railway Tickets or Steamboats it is available, and the holder is bound to observe the same. It is not valid for any other railway duty or other purpose.

The control and liability of such Co's are limited to the area between the stations named in the Bill of Fare.

Where the journey is not continuous it does not include cost of transfer between Railway Terminals in Town, or between Railway Stations.

4-520

ORDINARY SINGLES - LOCAL

The LT&SR was promoted by the Eastern Counties Railway and the London & Blackwall Railway which, three weeks after passing of the Act, set up a Joint Committee. This then placed the construction contract with Messrs Peto, Brassey and Betts and agreed to lease the finished line to them, the contractors also entering into an agreement with the ECR for that company to work the line. The first section, between Forest Gate Junction (with the ECR) and Tilbury, together with the ferry service to Gravesend, opened for public services on 13 April 1854; all trains were joined/split at Stratford with one portion for Mile End and Bishopsgate (the ECR terminus) and one for Stepney and Fenchurch Street (the L&B terminus and also host to the North London Railway). Trains were extended to Stanford-le-Hope from 14 August 1854, on to Leigh from 1 July 1855 and to Southend on 1 March 1856. Only first and second class coaches were run; throughout the term of the lease (which expired on 3 July 1875) third class was never provided [*Peter Kay's company history Vol. 1 page 24*].

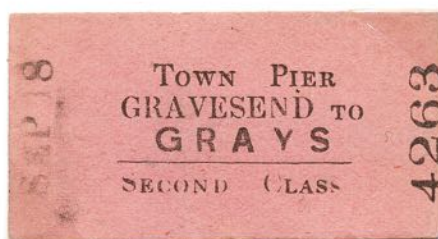


82/11



It is almost certain that tickets were printed and supplied by the ECR. Its Stratford works was equipped with Edmondson machines from the mid-1840s and at least one Waterlow machine was in use by August 1860. Tickets from the former have negatively printed serial numbers as on 979 (possibly from the first print run for the journey) and those from the latter have the serial numbers in positive print. It is untitled, as are contemporary prints for the whole of the ECR system and the other railways worked by that company - a practice that continued for a short time even after their amalgamation to form the Great Eastern Railway on 7 August 1862. The ticket carries on the back the commercial advertisement also shown, such advertisements will have been pre-printed on the ticket blanks supplied to Stratford.

The ECR appears to have used directional colouring for its own tickets, those for down journeys being white and pink for the respective classes and those for up journeys being yellow and blue. It is not surprising that ticket 979 to Bishopsgate conforms to this and it is possible that the convention applied for all tickets initially printed for the LTS system. But if so it was to change later, as evidenced by ticket 4263 printed on a Waterlow machine. This is for a short distance up journey and is on pink card, rather than blue. Why may the change have happened?



On 1 June 1854, in order to alleviate congestion at Bishopsgate, some EC trains serving the North Woolwich branch were diverted to use Fenchurch Street. This was the stations preferred by LTS passengers; Peter Kay [*ibid*] records that in the year 1855 a total of 757,811 passengers used this station and only 196,527 used Bishopsgate. As a result many trains lost their Bishopsgate portions during 1856 and finally from 1 November that year all those portions ceased and LTS trains were wholly Fenchurch Street based. By then the staff there will have been collecting yellow and blue EC tickets from the North Woolwich passengers, tickets of the same colours from passengers off North London Railway trains and, if indeed the LTS had adopted the EC colour scheme, tickets of these colours from those arriving on Tilbury line trains. All of these were untitled, as were the tickets of passengers from the L&B's own line although the colours of these are not known.

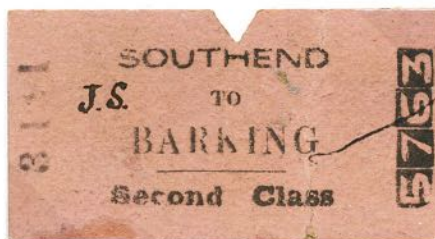
ORDINARY SINGLES - LOCAL

Sorting the collected tickets so that they were returned to the correct audit departments must have been something of a nightmare and it could well have been decided that a logical step was to change the colours used by at least one of the companies, the LTS being that chosen. The new colours for its up tickets then at some unknown date became white and pink for the respective classes, with yellow and blue used for those issued to down passengers. This suggestion is, of course, speculative; another possibility is that tickets to Bishopsgate (and Mile End) were differently coloured to those for the rest of the LTS system *ab initio*.

Two significant changes occurred in 1862, the LTS was incorporated as a separate company by an Act dated 16 May and the ECR merged with three other companies on 7 August to form the Great Eastern Railway. This was followed by a period of extensive wrangling between the LTS, the lessees and the GE and then by the GE taking over the L&B on a 999-year lease from 1 January 1866. It was at some stage of these events (or during the ensuing few years) that the LTS was prompted to change its ticket supply from the EC/GE to Edmondson. A Minute of the Stores & Traffic Committee dated 27 January 1886 (RAIL 437/18) recorded that tenders were submitted by Waterlow & Sons Ltd and by Mr. J. B. Edmondson, both quoting 1/6d per thousand, and stated that 'as Edmondson had hitherto supplied the Company with Tickets the Committee decided to recommend the Board to accept his tender for a period of 3 years'. This was Edmondson's standard contract term and extrapolating backwards means that the change is likely to have been in 1865, 1868 or 1871.

The change affected only the tickets supplied to stations on the LTS line; as will be seen later the GE continued to supply all tickets to Fenchurch Street and the other GE stations at which LTS trains called.

The untitled tickets shown below are typical of the first Edmondson products. Directional colouring is used; white and pink for up journeys, and yellow and blue for down - a continuance of the scheme adopted and already described. The backs are blank and the earliest issue date seen is:



109/33



7/12

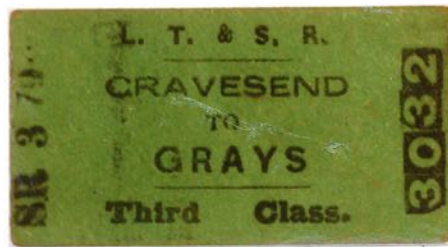
As no third class coaches were run before July 1875 it is surprising to see a Parliamentary ticket with an 1873 date. Research is needed as to the company's fare structure but it is worth noting that the statutory maxima allowed under the Act for building the line were 1d per mile 1st class, ½d per mile 2nd class and ¼d per mile 3rd class. All would have qualified for relief from passenger duty and obviated the need for specific Parliamentary tickets but there may, of course, have been later formal amendment to these rates. Whatever may be the answer the likelihood is that the holders of such Parliamentary tickets will have travelled in second class carriages.

ORDINARY SINGLES

The lease to Peto, Brassey & Betts came to an end on 3 July 1875, the LT&S board taking over management of the line on the first of that month probably for financial simplicity. One early change was the addition of third class carriages to all trains except the Southend expresses. It is likely that the company title was added to tickets at or about this date and a further change, possibly at the same time, was to add conditions 1-105 to the backs of the tickets. Earliest issue date seen:



H65

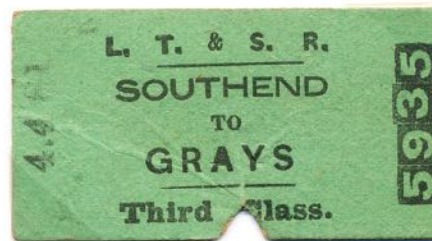


207/15

Conditions changed to 1-110. Earliest issue date seen:

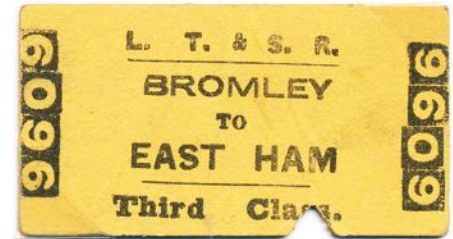
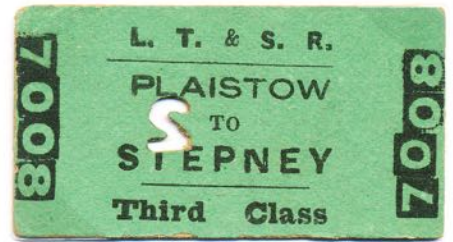


7/12

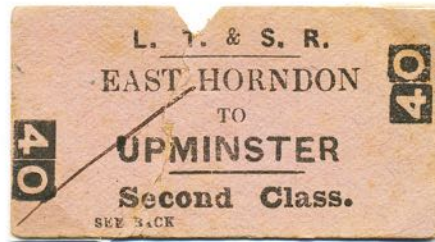


ORDINARY SINGLES

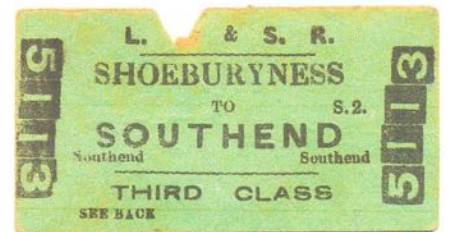
Serial number added to the left hand side of the ticket, and conditions changed to 1-120. Earliest issue date seen:



Conditions changed to 1-130 and the words "see Back" added to the front of the ticket, in either lower or upper case. The type was in use when Shoeburyness opened on 1 February 1884 and East Horndon on 1 May 1886. Earliest issue date seen:



Miniature repeats of the destination station added. Tickets were vertically bisected for child issue and this change ensured that the station name appeared in full on each cut half. Conditions 1-130 continued. Earliest issue date seen:



ORDINARY SINGLES - LOCAL

Fare added at the right hand side of the ticket only, to conform with the requirements of the Regulation of Railways Act 1889. Conditions 1-130 continued.

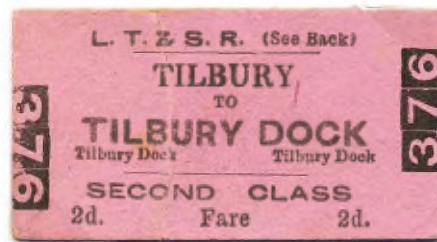


174070

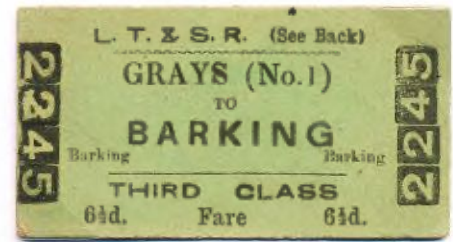
Fare printed at each side of the bottom of the ticket, and the words "(See Back)" moved to the title line. Conditions 1-130 continued. The LT&S withdrew 2nd class bookings east of Tilbury as from 1 January 1893 and on the rest of the system from 1 April 1893, during the currency of this type. Earliest date seen: 1870/1890



184002



187191



147201



18803



109

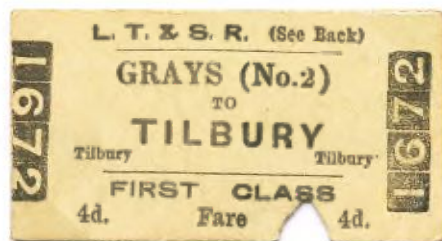
The spacing, but not the wording, of the conditions was changed to form 1-140. Earliest issue date seen: 29 Feb 00



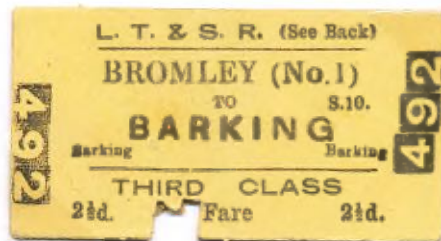
142000



213700



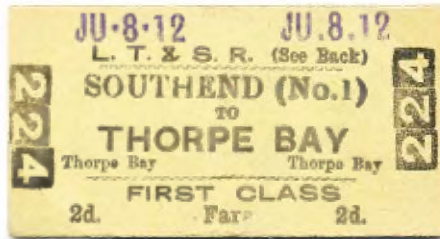
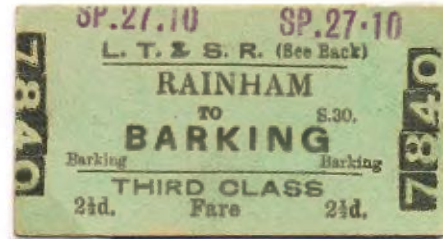
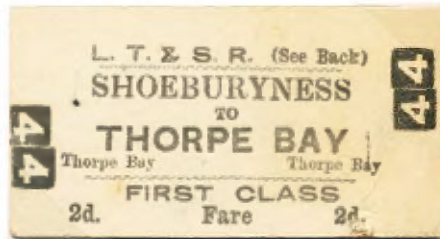
20704



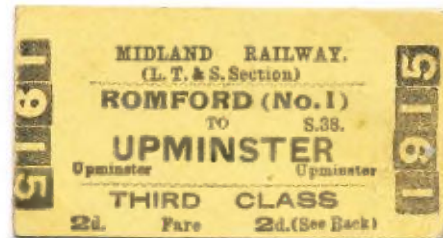
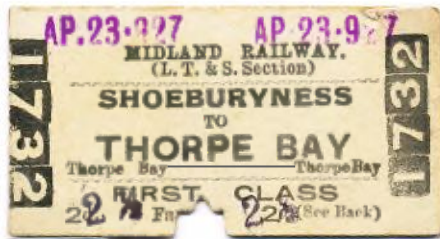
63700

ORDINARY SINGLES - LOCAL

Print spacing reduced in order to leave a more significant margin along the upper edge of the ticket. This allowed dating at both sides on the front by new style dating presses thought to have been introduced from 1 June 1906 (a specimen workman ticket bearing that date is known). Conditions 1-140 continued. Earliest date seen:



Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway became effective. Conditions 1-140 continued.



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 were the amounts the passenger actually had to pay, the new tickets were inscribed "Actual Fare". Conditions 1-140 continued.



ORDINARY SINGLES - LOCAL

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". Conditions 1-140 continued.



NBR records in the Scottish Record Office (BR/NBR/4/24) contain a copy of a circular letter from the LT&SR to other railway companies stating that on and from 1 October 1920 the LT&S Section of the Midland will be fully merged for all purposes in the general undertaking of the company. It is presumably from this date that the L.T. & S. Section sub-title was omitted from tickets. Probably at the same time, the words "(See Back)" were moved on to the same line as the class. Conditions 1-140 continued.

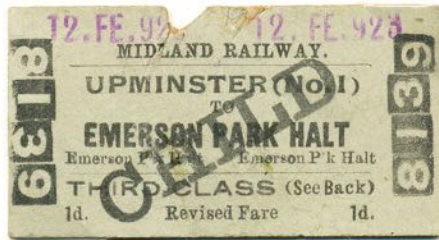
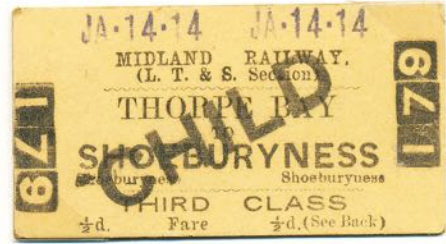
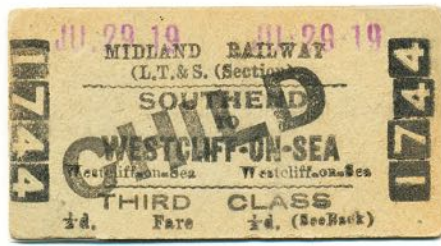


Tickets printed for issue after the grouping, showing the January 1923 fare scale. Conditions 1-140 continued.



ORDINARY SINGLES - LOCAL - CHILD TICKETS

No child tickets pre-dating the Midland Railway titled era have yet been seen, nor have any 1st class issues been seen. There are thus five possible types of child ticket, following the last five types of adult ticket. Note the difference in the 'CHILD' overprint from the first to the second type.



3/16



ORDINARY SINGLES - EMERSON PARK HALT

Emerson Park Halt, between Romford and Upminster, was opened on 1 October 1909. The only tickets issued were roll tickets, available to either of the adjacent stations, and carrying conditions 1-140.

1679
L. T. & S. R. (See Back)
Emerson Park Halt
TO
ROMFORD or UPMINSTER
FIRST CLASS ADULT
2d Fare 2d

136 9548
L. T. & S. R. (See Back)
Emerson Park Halt
TO
ROMFORD or UPMINSTER
THIRD CLASS ADULT
1d Fare 1d

3408
L. T. & S. R. (See Back)
Emerson Park Halt
TO
ROMFORD or UPMINSTER
THIRD CLASS CHILD
1d Fare 1d

8749
MIDLAND RAILWAY.
(L. T. & S. Section.)
Emerson Park Halt
TO
ROMFORD or UPMINSTER
FIRST CLASS ADULT
2d Fare 2d

720 8464
MIDLAND RAILWAY.
(L. T. & S. Section.)
Emerson Park Halt
TO
ROMFORD or UPMINSTER
THIRD CLASS ADULT
1d Fare 1d

715
MIDLAND RAILWAY.
(L. T. & S. Section.)
Emerson Park Halt
TO
ROMFORD or UPMINSTER
THIRD CLASS CHILD
1d Fare 1d

112 3445
MIDLAND RAILWAY.
(L. T. & S. Section.)
Emerson Park Halt
TO
ROMFORD or UPMINSTER
THIRD CLASS ADULT
1d Fare 1d

130 0411
MIDLAND RAILWAY.
Emerson Park Halt
TO
ROMFORD or UPMINSTER
THIRD CLASS ADULT
2d. Revised Fare 2d.

130 9833
MIDLAND RAILWAY
Emerson Park Halt
TO
ROMFORD or UPMINSTER
THIRD CLASS ADULT
2d. Revised Fare 2d.

ORDINARY SINGLES - NORTH LONDON RAILWAY

Until 1869 passengers between the NLR and the LT&SR were required to change trains once, twice or even three times, apart from a nine week period in 1866 during which the NLR ran a through Chalk Farm - Victoria Park - Stratford - Barking through service (see *The London Tilbury & Southend Railway* by Peter Kay, Vol 1 p 40). On 17 May 1869 a spur was opened from Bow NL to Bromley LTS, and from the following day the NLR worked trains through from Chalk Farm to Plaistow. These proved unremunerative and from 1 October 1871 the service was replaced by a Bow - Plaistow shuttle. The full Chalk Farm - Plaistow service was resumed on 1 June 1877, again proving unviable and again being replaced by a Bow - Plaistow service, this time from 1 February 1878. As such, it lasted until 31 December 1915, although through tickets between LT&S and NLR stations continued to be issued thereafter, passengers walking between Bow NL and Bow Road (W&B Jt). On Sundays and Mondays in the summers of 1869 to 1886 one NLR train each way per day worked through between Chalk Farm and Southend. These called at all stations to Bow (also at Plaistow in the later years) and then ran non-stop to Tilbury and Southend. The idea was restored in the summer of 1907, when a daily LT&SR through train ran between Chalk Farm and Southend, via the Upminster line. In the summers of 1869-75 and 1877-80 through coaches were run daily from Chalk Farm for attaching at Plaistow to LT&SR Fenchurch Street - Thames Haven (for Margate) Boat Trains. In 1882 this service was resumed, but to Tilbury instead of Thames Haven. From 1886 the NLR ran a complete train through to Tilbury. Tickets through to NL (and L&NWR Hampstead Junction line) stations were generally identical to local tickets, in the up colours of white, pink and green. Some distinctive issues were used, however, and these are noted below.

Early tickets valid to any North London station other than Bow, including the flat fare that was standard on the NLR at that time.



69C

Tickets at a flat fare to stations between Mildmay Park and Chalk Farm were again available in later years.



194/14



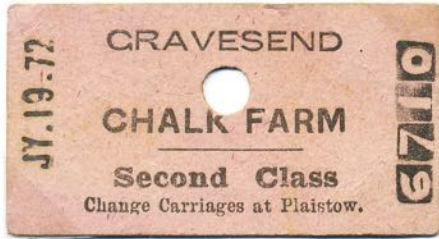
194/14



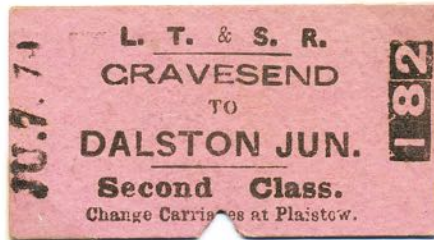
1-140

ORDINARY SINGLES - NORTH LONDON RAILWAY

Tickets from east of Plaistow, bearing the notice "Change Carriages at Plaistow".



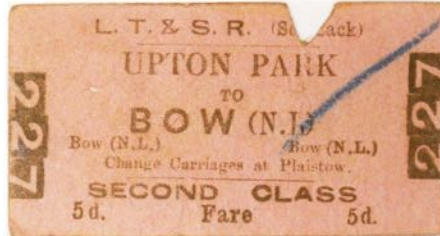
Blank



1-110



1105

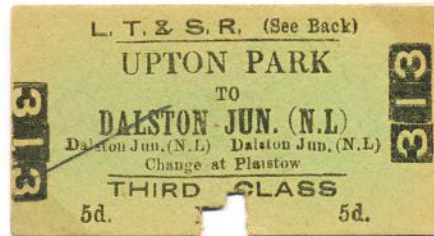


17992 4130

19414



Green



1-140

42207



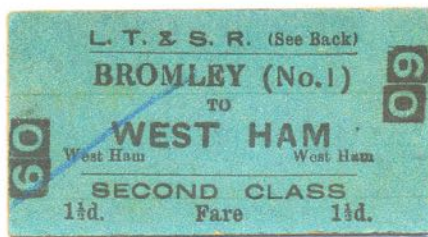
1-140

Unaltered

ORDINARY SINGLES - LATER SECOND CLASS

Although the North London continued to provide second class accommodation on their own system until the grouping this class was withdrawn from the Bow - Plaistow shuttle service from 1 April 1893, the same date as for the LT&S. It did not, therefore, provide a basis for the survival of LT&S second class tickets.

These did, however, reappear when the Whitechapel & Bow joint line opened on 2 June 1902 and District Rly trains, which conveyed 2nd class passengers until 1 July 1905, commenced running through to East Ham. Thus for three years Bromley, West Ham, Plaistow, Upton Park and East Ham were able to offer 2nd class bookings and local tickets between these stations were printed for that class.



15 AV 03

7/13

L.T.& S.R. TICKETS AT GREAT EASTERN RAILWAY STATIONS

The LT&SR was dependent on the Eastern Counties and London & Blackwall Railways for its original approaches to London. **Fenchurch Street** station was opened by the L&B on 29 July 1841 and was used by LT&S trains (worked by the EC) from the opening of the first part of its line on 13 April 1854. Trains were divided at **Stratford** (EC), one part running over the L&B to Fenchurch Street with an intermediate stop at **Stepney** and the other to the EC terminus at **Bishopsgate** with an intermediate stop at **Mile End**.

From 1 November 1856 the Bishopsgate portions were withdrawn and Fenchurch Street became the sole London terminus for the Tilbury line trains. To improve the approach and avoid congestion at Stratford the 'Barking branch' was then built for the LTS, leaving the existing line to the west of Barking and running through East Ham, Plaistow and Bromley to join the L&B at Gas Factory Junction. The branch opened on 31 March 1858, from which date the EC began a Bishopsgate - Barking service to replace the LTS trains over the Barking - Stratford line.

No early tickets from Bishopsgate, Mile End or Stratford to the Tilbury line are known, presumably they were in the EC's simple untitled formats and the same may also have applied to Fenchurch Street and Stepney.

The Great Eastern Railway was formed on 7 August 1862 by amalgamation of the ECR and other companies, the GE then took over the working of the Tilbury line and in the same year the LT&S was incorporated as a separate company. From 1 January 1866 the GER leased and worked the L&BR as part of its own system, even though the L&B was to remain nominally independent until the grouping on 1 January 1923.

During its first few years the GER continued to use the same untitled ticket formats inherited from the ECR, but by 1868 the company's initials were being printed on all tickets; they were soon replaced by the full title on singles. The LT&S continued to issue its untitled tickets (probably from Edmondson) at its own stations (Bromley and east thereof) but the GE must have considered this unacceptable for Fenchurch Street (and presumably Stepney), from where tickets to LT&S destinations were printed by the GE and carried the GER title or initials.

By 1876 this had changed and although the tickets were still printed and supplied by the GER they carried the LT&S title. This is reported by Brian Pask (*Ticket History* Vol. 3 page 22) as follows: 'an outward half of a second class return from Fenchurch Street to Barking dated 1876 (but probably printed some time earlier) is known, with the GER title and in the GE style without conditions. Also known from 1876 (earliest date 28 January) are several first class halves and a return half to LT&SR stations with the LT&SR title in the slightly later GER style with brief conditions on the front'. He comments that it is tempting to suggest that the change in title may have had something to do with the LT&SR taking over the working of its line from 1 July 1875. I concur, and the theory is consistent with the likelihood that the LT&S title started to appear on its own tickets from the same date.

Other GER stations lay on the LT&S approach to London. **Shadwell** was opened by the L&BR on 1 October 1840, renamed Shadwell & St. George's East from 1 Jul 1900, closed on 22 May 1916 and re-opened on 5 May 1919. LT&S trains never called although the station stocked tickets to LT&S stations and having that company's title but printed by the GER. Similar tickets were also held at **Leman Street**, opened by the GER on 1 June 1877; in both cases the passenger would have used a GER train to Stepney and changed there on to an LT&SR train. **Burdett Road** opened on 11 September 1871 and some LT&S trains called there from 1 November 1891. Once again, the GE supplied tickets with the LT&SR title. It should also be noted that at Fenchurch Street a second station entrance and new booking office were opened on the north side of the station in **John Street** in 1881, tickets issued there specifying that booking office.

ORDINARY SINGLES - GREAT EASTERN STATIONS

Untitled ECR and GER tickets to LT&SR stations. Following on from the earlier discussion of colours which concluded that first and second class singles up to Fenchurch Street would have been white and pink respectively it is assumed that the 'opposite' colours of yellow and blue would have been used for these down tickets.

Tickets with the GER or Great Eastern Railway title but without conditions; these are known with dates in April/May 1868 for journeys local to the GE.

Conditions notice added below the full Great Eastern Railway title, several different settings were used. For GE local journeys these are known from May 1875 and it is possible that the format was also used for some prints to LTS stations.

Title changed to that of the London Tilbury & Southend Railway. This is possibly the first type in which third class tickets were printed but to fit with the colour scheme used for down singles from Fenchurch Street to the LTS these should be on buff card (as shown on the following pages). Why ticket 067 should be green is something of a mystery, indeed it is surprising to see any ordinary single issued for the journey to Thames Haven. The branch to the pier there from a junction near Mucking (east of Tilbury) was used for a summer-only 'boat train' service from July 1855 to September 1880. Trains from and to London connected with boats of the General Steam Navigation Company plying on that company's Margate/Ramsgate service, for which through tickets were available.



ORDINARY SINGLES - GREAT EASTERN STATIONS

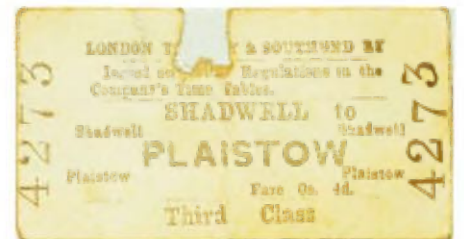
Miniature repeats of issuing and destination stations shown. The title may be in full or in initials. The backs are blank. Earliest issue date seen: 5 Feb 1884.



Conditions shown on the back in form 1-135, and the notice "See back" printed on the front. Different fonts for this notice are found, and the two title styles continued. Earliest issue date seen: 9 May 1888.



The G.E.R. complied with the Regulation of Railways Act 1889 initially by printing the fare centrally at the foot of the ticket and then below the right hand repeat of the destination station. These transitional forms may have applied to both the above types.

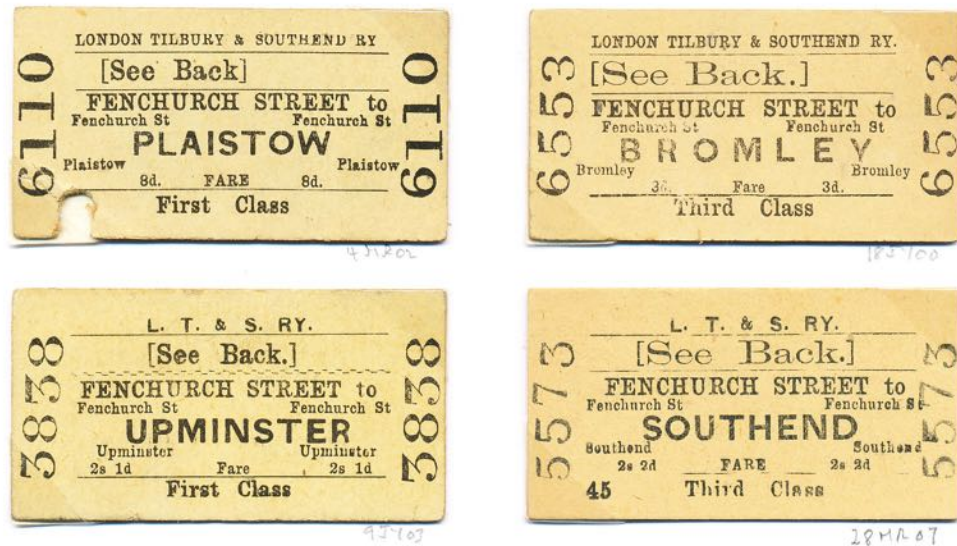


ORDINARY SINGLES - GREAT EASTERN STATIONS

Fare shown at each side of the ticket. Conditions 1-135 or 1-137, the two probably being contemporary. Different title styles and fonts for "See Back" continued. This is the last type in which 2nd class tickets were used. Earliest date seen:



Conditions changed to 1-143. Different title styles and fonts for "See back" continued. Tickets issued to T&FG Joint stations are known. Earliest date seen:

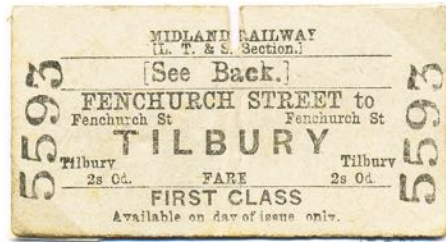


Availability added to the face of the ticket, and "Not Transferable" added to the conditions to give form 1-146. Different title styles and fonts for "See back" continued. Earliest issue date seen:



ORDINARY SINGLES - GREAT EASTERN STATIONS

Introduced on or about 7 August 1912, from which date the takeover of the L.T.& S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 1-146 continued.



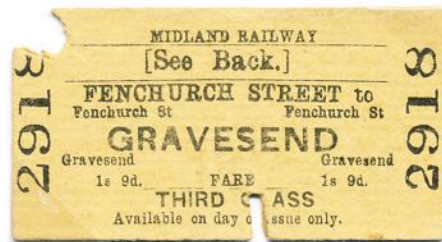
Actual Fare tickets as printed from 1 April 1920. Conditions 1-146 continued.

Revised Fare tickets as printed from 6 August 1920. Conditions 1-146 continued.

L.T.& S. Section sub-title omitted following the full merging of the section into the Midland for all purposes on and from 1 October 1920. Conditions 1-146 continued.



Tickets printed for issue after the grouping; from 1 January 1923 fares were reduced back to the pre-August 1920 levels. Conditions 1-146 continued.

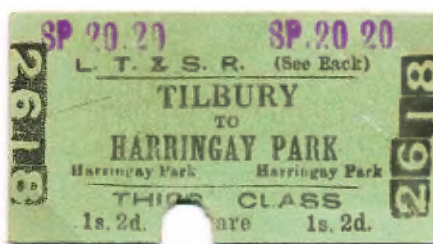


ORDINARY SINGLES - VIA TOTTENHAM & FOREST GATE JOINT RLY

The T&FG was opened for passenger traffic on 9 July 1894 and jointly owned by the LT&SR and the Midland Rly. Bookings from LT&SR stations to stations on the joint line were treated as being local. Bookings over the joint line to destinations on the Tottenham & Hampstead Junction Rly and the Midland were foreign, and these tickets had conditions 1-320. This is probably the first type used for these bookings; there would never have been 2nd class issues.



Print crowded and moved down the ticket to give clear space for dating along the top margin. Conditions 1-320 continued. Earliest issue date seen:



Introduced on or about 7 August 1912, from which date the takeover of the L.T.& S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 1-320 continued.



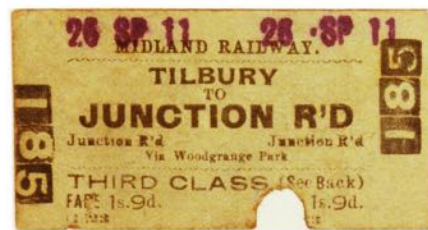
Actual Fare tickets as printed from 1 April 1920. Conditions 1-320 continued.

Revised Fare tickets as printed from 6 August 1920. Conditions 1-320 continued.

ORDINARY SINGLES - VIA TOTTENHAM & FOREST GATE JOINT RLY

L.T. & S. Section sub-title omitted following the full merging of the section into the Midland for all purposes on and from 1 October 1920. Probably at the same time the words "(See Back)" were moved on to the same line as the class. Conditions 1-320 continued.

Tickets printed for issue after the grouping; from 1 January 1923 fares were reduced back to the pre-August 1920 levels. Conditions 1-320 continued.



ORDINARY SINGLES - FOREIGN VIA FENCHURCH STREET

Through bookings were available via Fenchurch Street, walking from there either to Aldgate to catch an inner circle train to a Metropolitan Rly destination or to Mark Lane to catch an outer circle train to a District Rly destination. Such bookings probably ceased when the Whitechapel & Bow Joint opened on 2 June 1902.



1-310

106



1-320

103



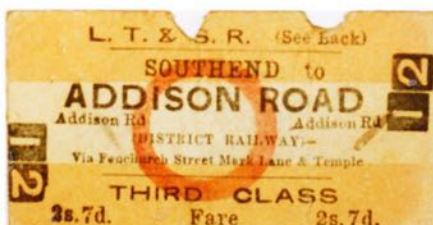
1-320

103



1-320

147/13



1-320

109/31



As above

BP

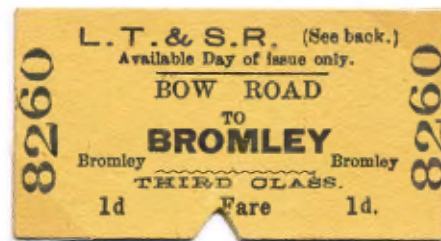
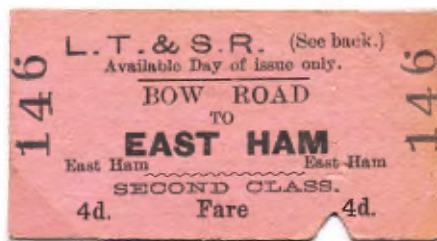


1-320

194/16

ORDINARY SINGLES - WHITECHAPEL & BOW STATIONS

The Whitechapel & Bow Joint Railway (jointly owned by the LT&SR and the District Rly) was opened on 2 June 1902, from when District Rly trains ran through to East Ham, being extended to Barking from April 1908. According to Brian Pask tickets to LT&SR destinations from the joint line stations at Whitechapel, Stepney Green, Mile End and Bow Road were supplied by the District and printed by Waterlow in imitation LT&SR format. This was the first such type, conditions 1-220 are on the back. It is the only type in which 2nd class tickets were printed, that class being withdrawn from District Rly trains on 1 July 1905.



Introduced on or about 7 August 1912, from which date the takeover of the L.T.& S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 1-220 continued.



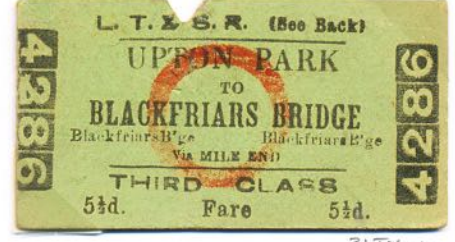
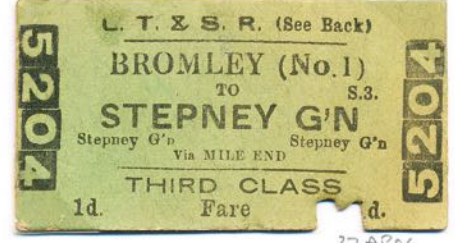
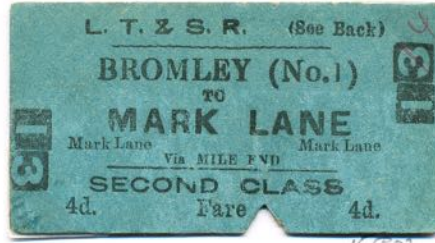
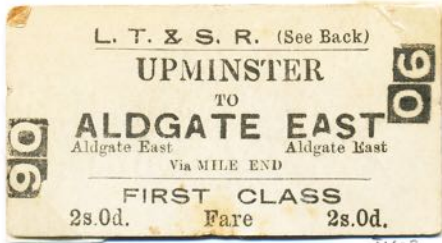
Actual Fare tickets as printed from 1 April 1920. Conditions 1-220 continued.

Revised Fare tickets as printed from 6 August 1920. Conditions 1-220 continued.

L.T.& S. Section sub-title omitted following the full merging of the section into the Midland for all purposes on and from 1 October 1920. Conditions 1-220 continued.

ORDINARY SINGLES - TO AND VIA WHITECHAPEL & BOW JOINT RLY

These tickets have the face printed in standard LT&S style but, like those from W&B stations, carry conditions 1-220 on the back. Tickets to W&B stations, to East London Rly stations (changing at Whitechapel) and to the Metropolitan and Metropolitan District Joint stations at Whitechapel St. Mary's, Aldgate East and Mark Lane carry no overprint. Tickets for journeys beyond Aldgate East carry a red O overprint, indicating travel on the outer track (anti-clockwise) of the "Inner Circle" formed by the Met and the District. Those via Aldgate East to and via Bishopsgate carry an I overprint to indicate travel on the inner track. These overprints had been discontinued by March 1906 and 2nd class tickets were withdrawn from 1 July 1905.



Print moved down the ticket to allow for dating along the upper margin. Conditions 1-220 continued. Earliest issue date seen:



ORDINARY SINGLES - TO AND VIA WHITECHAPEL & BOW JOINT RLY

Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 1-220 continued.

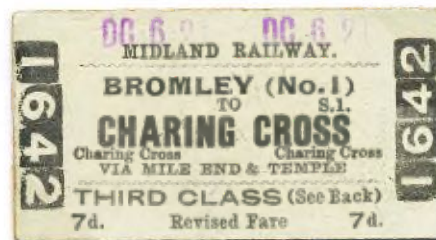


Actual Fare tickets as printed from 1 April 1920. Conditions 1-220 continued.



Revised Fare tickets as printed from 6 August 1920. Conditions 1-220 continued.

L.T. & S. Section sub-title omitted following the full merging of the section into the Midland for all purposes on and from 1 October 1920. Conditions 1-220 continued.



Tickets printed for issue after the grouping; from 1 January 1923 fares were reduced back to the pre-August 1920 levels. Conditions 1-220 continued.



ORDINARY SINGLES

Blank cards.



1-140. 194/12



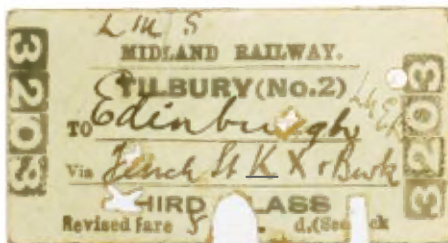
1-140 194/12



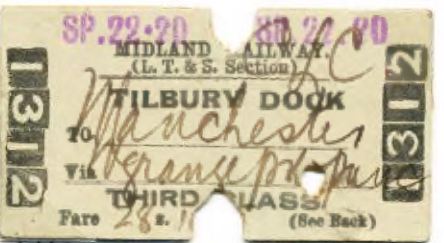
1-140. 194/12



1-140 194/12



8/12/34. 1-220 194/19



1-220

Non-standard tickets.



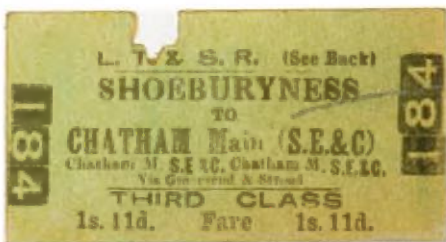
1-146 21-1-23



1-146



1-220 194/12



1-320. 30JA10. 194/13



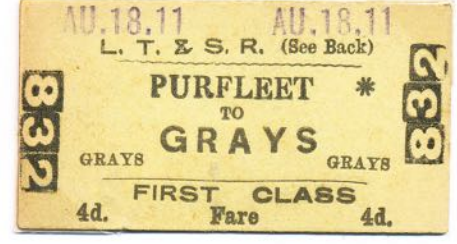
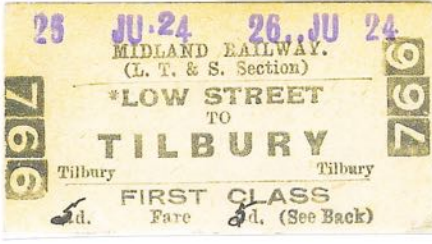
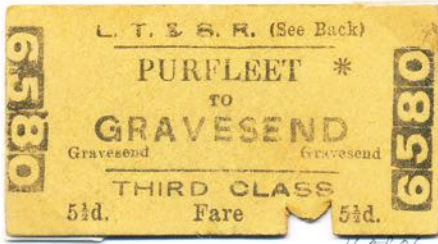
1-142 194/106



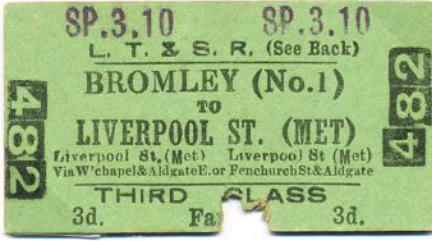
1-142 in error 24/1/14

ORDINARY SINGLES - NON-STANDARD

Occasional tickets are found with an asterisk printed thereon. It is a possibility, as with the L&NWR, that this indicated the tickets had been re-printed (the GWR used RP to give a similar indication).



Tickets with special route notices or prohibitions.

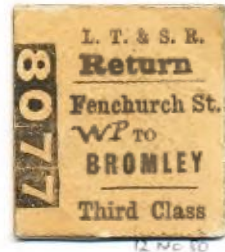


ORDINARY RETURNS - LOCAL

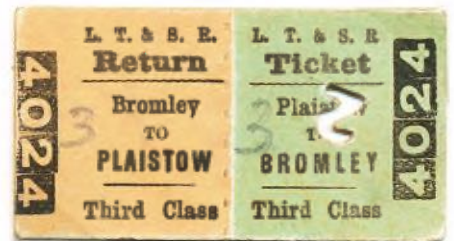
Early issues. The backs are blank.



Conditions 1-110 added to the backs of the tickets. Earliest issue date seen:



Conditions changed to 1-120. Earliest issue date seen:



ORDINARY RETURNS - LOCAL

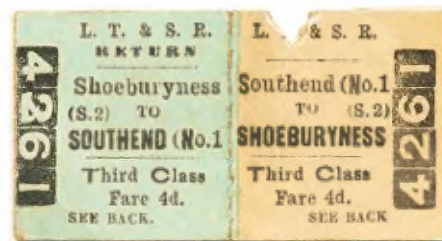
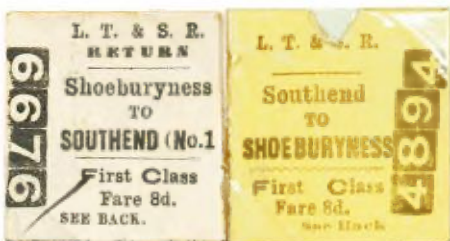
Conditions changed to 2-130, and the words "See Back" added to each half of the ticket. These words are printed in either upper or lower case without apparent date significance. Earliest issue date seen:



Fare added at to the right of the class on each half, to conform with the requirements of the Regulation of Railways Act 1889. The words "See Back" may be in upper or lower case. Conditions 2-130 continued. Earliest issue date seen:

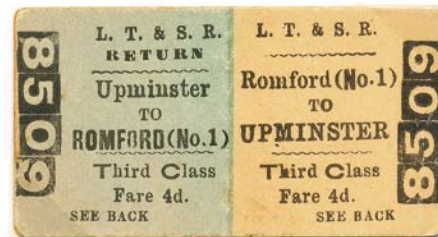
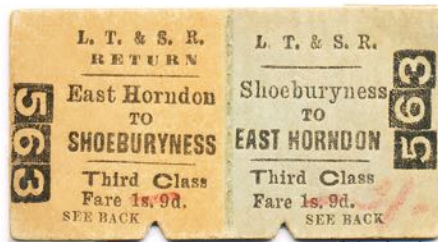


Fare printed centrally at the foot of each half of the ticket. The words "See Back" may be in either lower or upper case, the latter tending to predominate from about 1898. Conditions 2-130 continued. Local 2nd class bookings were abolished during the currency of this type. Earliest date seen: 29 July 1890.



ORDINARY RETURNS - LOCAL

The spacing, but not the wording, of the conditions changed to give form 2-140. The words "See Back" are still sometimes found in lower case. Earliest date seen: 17 July 1905



Print crowded and moved down the ticket to give clear space for dating along the top margin. Conditions 2-140 continued. The words "See Back" are still found in lower case on some prints. Earliest issue date seen: 29 May 1905



Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway received Parliamentary sanction and so became effective. The words "See Back" are still found in lower case on some prints. Conditions 2-140 continued.



ORDINARY RETURNS - LOCAL

The word "Return" moved from below the Section indication to the top line of the title. Conditions 2-140 continued. Earliest issue date seen:



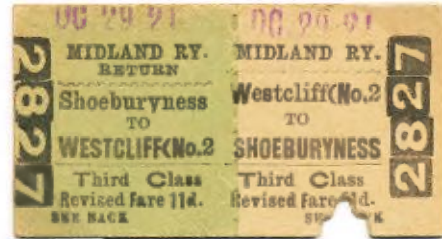
Actual Fare tickets as printed from 1 April 1920. Conditions 2-140 continued.



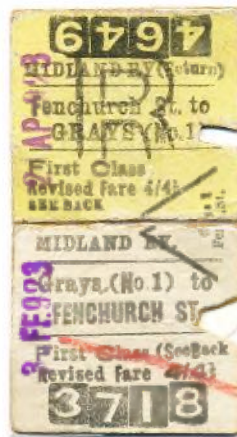
Revised Fare tickets as printed from 6 August 1920. Conditions 2-140 continued.

ORDINARY RETURNS - LOCAL

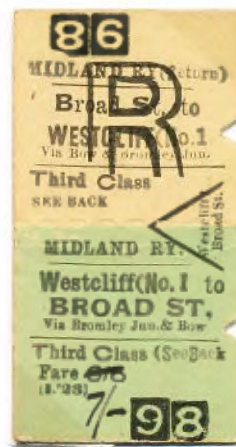
L.T. & S. Section sub-title omitted. Conditions 2-140 continued. Earliest issue date seen: 29 Oct 1921.



Change to vertical format. Conditions 2-140 continued. Earliest issue date seen: 4 May 22.



Tickets printed for issue after the grouping, showing the January 1923 fare scale. Conditions 2-140 continued.



ORDINARY RETURNS - LOCAL - CHILD TICKETS

No child tickets pre-dating the Midland Railway titled era have yet been seen, nor have any 1st class issues been seen. There are thus seven possible types of child ticket, following the last seven types of adult ticket. All have conditions 2-140.



ORDINARY RETURNS - EMERSON PARK HALT

Emerson Park Halt, between Romford and Upminster, was opened on 1 October 1909. The only tickets issued were roll tickets, available to either of the adjacent stations, and carrying conditions 2-140.

Midland Railway
(L. T. & S. Section)
Emerson Park Halt
to
ROMFORD or UPMINSTER
THIRD CLASS
CHILD Fare 1d
(Series 1) (See back)

568
Midland Railway
(L. T. & S. Section)
RETURN
Romford or Upminster
to
EMERSON PARK HALT
THIRD CLASS CHILD
Actual Fare 1d
(Series 2) (See back)

5236
Midland Railway
(L. T. & S. Section)
Emerson Park Halt
to
ROMFORD or UPMINSTER
THIRD CLASS CHILD
Actual Fare 1d
(Series 2) (See back)

ORDINARY RETURNS

North London Railway

Notes on the services between the North London and the LT&S are given in the section on ordinary singles. Tickets through to NL (and L&NWR Hampstead Junction line) stations were generally identical to local tickets, in the up colours of yellow/white, blue/pink and buff/green. Some distinctive issues were used, however, and these are noted below.

Early tickets valid to any North London station other than Bow, including the flat fare that was standard on the NLR at that time.



Tickets at a flat fare to stations between Mildmay Park and Chalk Farm were again available in later years.



Updated 2-140

19419



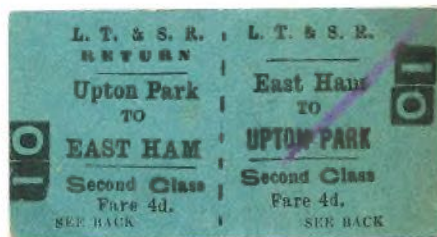
Updated 2-140

19419

Tickets from east of Plaistow, bearing the notice "Change Carriages at Plaistow". Note the existence of later 2nd class issues and see the section below.

Later Second Class

As noted in the ordinary singles section District Rly trains conveyed 2nd class passengers between Bromley, West Ham, Plaistow, Upton Park and East Ham from 2 June 1902 until 1 July 1905. Returns for these journeys were in local format but on single colour card rather than the bi-coloured cards used for earlier second class bookings.



2-140

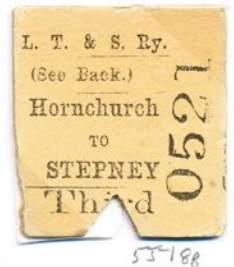
11803

ORDINARY RETURNS - GREAT EASTERN STATIONS

No early untitled ticket or ticket with the GER title has yet been seen. This will have been the earliest type with the LT&SR title and the conditions are those used by the GE; both are found in several different typefaces and settings. The earliest of these are on plain card - white, pink and green for the respective classes, being changed quite soon (in line with GE practice) to white|yellow, pink|blue and green|buff. The backs are blank. The earliest issue dates seen for the two forms are: 28 Jan 76 & 16 Nov 76



Conditions moved to the back, in form 2-133. Earliest issue date seen:



Conditions changed to a vertical format, in form 2-135. The earliest issue date seen is:



Miniature repeats of the issuing and destination stations added, to allow diagonal bisection for child issue. Conditions 2-135 continued. The earliest issue date seen is:

ORDINARY RETURNS - GREAT EASTERN STATIONS

Fare shown at the top of the outward half and the foot of the return half. Conditions 2-135 continued. This is the last type in which 2nd class tickets were used. Earliest issue date seen: 1 Nov 1890



Spacing of the conditions changed to give form 2-145. The earliest issue date that has been seen is: 4 Oct 1894



"Not Transferable" replaced "See Back" below the title, the latter words being moved to the foot of the ticket. Availability added to the outward half. Conditions 2-145 continued. Earliest issue date seen: 12 Apr 1897



Forward journey specified on the outward half. Conditions 2-145 continued. Earliest issue date seen:



Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 2-145 continued.



ORDINARY RETURNS - GREAT EASTERN STATIONS

In mid-1914 directional colouring was abolished, with white and buff becoming standard colours for the two classes. At the same time the position of the halves was reversed to make practice consistent with that of other companies. In order to assist staff in identifying the new tickets two further changes were made, firstly the title was moved from the top to the bottom of the ticket and secondly a diagonal black stripe was printed on the left hand, now the return, half. Conditions 2-145 continued. Earliest issue date seen: 16 Oct 1915.



Return availability specified on the ticket. Conditions 2-145 continued. When this type came into use return halves were available for either 2 days or 6 months according to the length of the journey. As from 1 September 1918 the longer availability was reduced to 2 months, for all journeys over 12 miles. Earliest date seen:



Actual Fare issues introduced in mid-1920. The two different availabilities continued, as did conditions 2-145.

ORDINARY RETURNS - GREAT EASTERN STATIONS

Revised Fare issues introduced in mid-1920. continued, as did conditions 2-145.

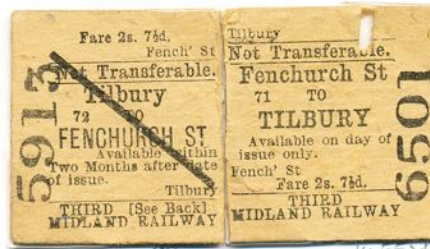
The two different availabilities



L.T.& S. Section sub-title omitted. The two different availabilities continued, as did conditions 2-145. Earliest issue date seen:



Tickets printed for issue after the grouping, showing the January 1923 fare scale. The two different availabilities continued, as did conditions 2-145.



ORDINARY RETURNS - GREAT EASTERN STATIONS - CHILD TICKETS

No child ticket pre-dating the Midland era has yet been seen, nor has any first class issue been seen.



ORDINARY RETURNS - VIA TOTTENHAM & FOREST GATE JOINT RLY

The T&FG was opened for passenger traffic on 9 July 1894 and jointly owned by the LT&SR and the Midland Rly. Bookings from LT&SR stations to stations on the joint line were treated as being local. Bookings over the joint line to destinations on the Tottenham & Hampstead Junction Rly and the Midland were foreign, and these tickets had conditions 2-320. This is probably the first type used for these bookings; there would never have been 2nd class issues.



Print crowded and moved down the ticket to give clear space for dating along the top margin. Conditions 2-320 continued. Earliest issue date seen: 16 Apr 1912



Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 2-320 continued.



The word "Return" moved from below the section indication to the top line of the title. Conditions 2-320 continued. Earliest issue date seen:



Actual Fare issues as printed from 1 April 1920. Conditions 2-320 continued.

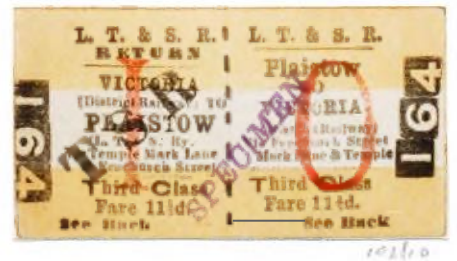
ORDINARY RETURNS - VIA TOTTENHAM & FOREST GATE JOINT RLY

Revised Fare issues introduced late in 1920. Conditions 2-320 continued.

L.T. & S. Section sub-title omitted, and "(See Back)" moved on to the same line as the class. Horizontal and vertical prints may have existed, the latter possible also with the January 1923 fare scale. Conditions 2-320 continued. The earliest issue date seen is:

ORDINARY RETURNS - FOREIGN VIA FENCHURCH STREET

Through bookings were available via Fenchurch Street, walking from there either to Aldgate to catch an inner circle train to a Metropolitan Rly destination or to Mark Lane to catch an outer circle train to a District Rly destination. Such bookings probably ceased when the Whitechapel & Bow Joint opened on 2 June 1902.



ORDINARY RETURNS - WHITECHAPEL & BOW STATIONS

The Whitechapel & Bow Joint Railway (jointly owned by the LT&SR and the District Rly) was opened on 2 June 1902, from when District Rly trains ran through to East Ham, being extended to Barking from April 1908. According to Brian Pask tickets to LT&SR destinations from the joint line stations at Whitechapel, Stepney Green, Mile End and Bow Road were supplied by the District and printed by Waterlow in imitation LT&SR format. This was the first such type, conditions 1-220 are on the back. It is the only type in which 2nd class tickets were printed, that class being withdrawn from District Rly trains on 1 July 1905.



Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 1-220 continued.



Actual Fare issues as printed from 1 April 1920. Conditions 1-220 continued.

Revised Fare issues as printed from 6 August 1920. Conditions 1-220 continued.

L.T. & S. Section sub-title omitted. Conditions 1-220 continued. Earliest issue date seen:

ORDINARY RETURNS - TO AND VIA WHITECHAPEL & BOW JOINT RLY

These tickets, like those from W&B stations, specify the availability on each half and carry conditions 1-220 on the back. Tickets to W&B stations, to East London Rly stations (changing at Whitechapel) and to the Metropolitan and Metropolitan District Joint stations at Whitechapel St. Mary's, Aldgate East and Mark Lane carry no overprint. Tickets for journeys beyond Aldgate East and to or via Bishopsgate carry 0 and 1 overprints, indicating whether the respective half was available for travel over the outer or inner track of the "Inner Circle". These overprints had been discontinued by March 1906 and 2nd class tickets were withdrawn from 1 July 1905.

Tickets specified the availability, which for the return half was either two days or eight days according to distance.



ORDINARY RETURNS - TO AND VIA WHITECHAPEL & BOW JOINT RLY

Print moved down the ticket to allow for dating along the upper margin. Conditions 1-220 continued. Earliest issue date seen:



Introduced on or about 7 August 1912, from which date the takeover of the L.T.& S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 1-220 continued.



Class and fare printed on the same line. Conditions 1-220 continued. Earliest issue date seen:

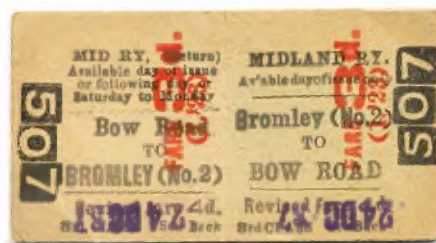


ORDINARY RETURNS - TO AND VIA WHITECHAPEL & BOW JOINT RLY

Actual Fare issues introduced in mid-1920. Conditions 1-220 continued.

Revised Fare issues introduced late in 1920. Conditions 1-220 continued.

L.T. & S. Section sub-title omitted. Conditions 1-220 continued. Earliest issue date seen:



ORDINARY RETURNS - TO AND VIA WHITECHAPEL & BOW JOINT RLY

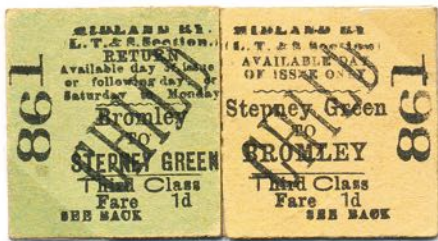
Availability omitted, at least on the return half. Conditions 1-220 continued. Earliest issue date seen:



Change to vertical format. Conditions 1-220 continued. The earliest issue date seen is: . The Revised Fare tickets shown on the left were followed by tickets printed for issue after the grouping, showing the January 1923 fare scale. Conditions 2-140 continued.



Child tickets via the W&B Joint Line.

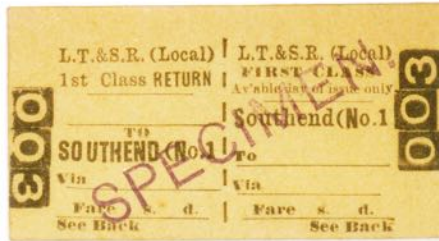


ORDINARY RETURNS

Blank cards.



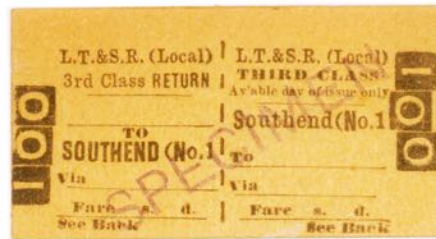
102/3



194/20



82/27



202/1



1-220

1163



241/23



047/13



1-220

Non-standard tickets.



Via 226 but no return availability.



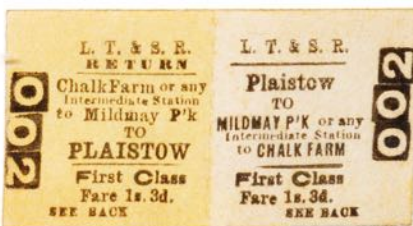
2-130

305/04



2-130

1509



102/3



82/27

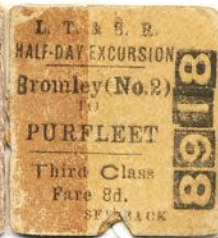
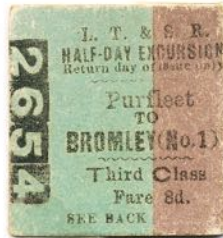
EXCURSION RETURNS

Early tickets.



Blank

Local tickets with conditions 2-130. Earliest issue date seen:



EXCURSION RETURNS - LOCAL

Conditions changed to 2-140. Earliest issue date seen:



Print crowded and moved down the ticket to give clear space for dating along the top margin. Conditions 2-140 continued. Note that the word "Return" may or may not appear on the return half, and that when it is present it may be on the title line or below the excursion designation. These differences do not appear to have date significance. Earliest issue date seen: *Aug 1909.*



EXCURSION RETURNS - LOCAL

Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 2-140 continued. This type was current when all excursion bookings were suspended during the War.



Excursion bookings were resumed in the autumn of 1921. Conditions 2-140 continued to be used. Earliest issue date seen:

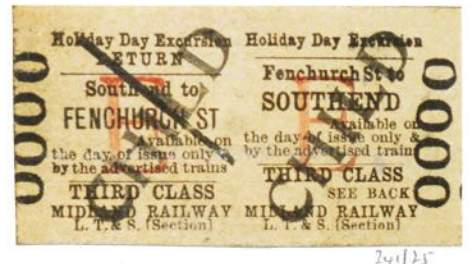


Change to vertical format. Conditions 2-140 continued. The earliest issue date seen is:



EXCURSION RETURNS

Tickets from Great Eastern Railway stations.



Tickets for foreign bookings.



CHEAP RETURNS - LOCAL

Tickets with conditions 2-130.



10216



14312



14719



87249

45718



14715

Tickets with conditions 2-140. Earliest issue date seen:



213704



Blue, Pink Stripes

White

833



119121

123011

CHEAP RETURNS - LOCAL

Print crowded and moved down the ticket to give clear space for dating along the top margin. Conditions 2-140 continued. Earliest issue date seen:



The word "Return" moved to the title line on the return half. Conditions 2-140 continued. Earliest issue date seen:



Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 2-140 continued. This type was current when all cheap bookings were suspended during the War.

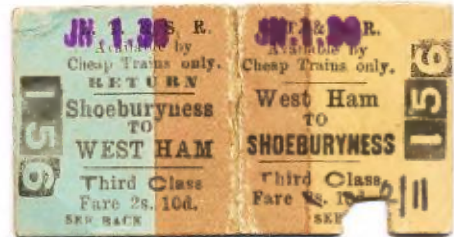


Post-War prints; cheap returns were probably reintroduced during 1922.



CHEAP TRAIN RETURNS - LOCAL

Tickets with conditions 2-140. It appears that there may have been a change in colours during this period.



Print crowded and moved down the ticket to give clear space for dating along the top margin. Conditions 2-140 continued. Earliest issue date seen:



The word "Return" moved to the title line on the return half. Conditions 2-140 continued. Earliest issue date seen:



Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 2-140 continued. This type was current when all cheap bookings were suspended during the War.



CHEAP TRAIN RETURNS - GREAT EASTERN STATIONS

Early tickets.



Miniature repeats of both stations included on each half, and conditions 2-145. Earliest issue date seen:



"See Back" replaced by "Not Transferable" below the title, and the availability included on the outward half. Conditions 2-145 continued. The earliest issue date seen is on a 3rd class Fenchurch St - Southend series 143 dated 24-004-1908.



Forward half specified. Conditions 2-145 continued. The earliest issue date seen is on a 3rd class Fenchurch St - Southend series 163 dated 31 July 1910.

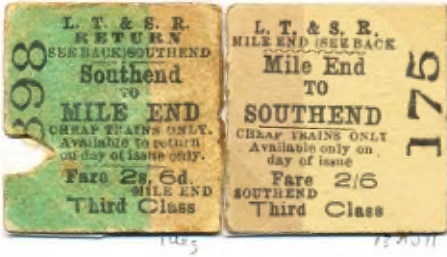


Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 2-145 continued. Earliest issue date seen:



CHEAP & CHEAP TRAIN RETURNS - OTHER

Tickets from Whitechapel & Bow Joint stations, with conditions 1-220.



Tickets via the Tottenham & Forest Gate Joint, with conditions 2-320.



Other types.



1-220

102/11

3-320

102/8

102/9

CRYSTAL PALACE

Tickets to Crystal Palace were issued via the East London Railway or via main line termini. Admission was included if required. The tickets have conditions 1-220 unless otherwise indicated.

<p>L. T. & S. R. ADULT Crystal Palace Stn L.B.&S.C.R. TO TILBURY (No.2) By L.B.&S.C.Ry Change at New Cross & Whitechapel First Class 4/-</p>	<p>L. T & S. R. Av'able day of issue only ADULT Crystal Palace Stn TO PLAISTOW Change at Whitechapel & New Cross thence by L.B.&S.C.Ry First Class 4/- See over</p>	50
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<p>C.P. L.T.&S.R. CRYSTAL PALACE Including Admission Crystal Palace Stn L.B.&S.C.R. TO PLAISTOW By L.B.&S.C.Ry Change at New Cross & Whitechapel 1s. DAY First Class ADULT</p>	<p>L. T & S. R. Av'able day of issue only ADULT 1/- DAY Crystal Palace Stn TO PLAISTOW Change at Whitechapel & New Cross thence by L.B.&S.C.Ry First Class 2/9 see over</p>	13
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<p>L. T. & S. R. CHILD Crystal Palace Stn L.B.&S.C.R. TO PLAISTOW By L.B.&S.C.Ry Change at New Cross & Whitechapel First Class 1/3</p>	<p>L. T & S. R. Av'able day of issue only CHILD Crystal Palace Stn TO PLAISTOW Change at Whitechapel & New Cross thence by L.B.&S.C.Ry First Class 1/3 See over</p>	13
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<p>C.P. L.T.&S.R. CRYSTAL PALACE Including Admission Crystal Palace Stn L.B.&S.C.R. TO PLAISTOW By L.B.&S.C.Ry Change at New Cross & Whitechapel 1s. DAY First Class CHILD</p>	<p>L. T & S. R. Av'able day of issue only CHILD 1/- DAY Crystal Palace Stn TO PLAISTOW Change at Whitechapel & New Cross thence by L.B.&S.C.Ry First Class 1/4 see over</p>	13
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<p>L. T. & S. R. CHILD Crystal Palace Stn S.E.C.or L.B.&S.C.R TO TILBURY (No.1) By S.E.C.or L.B.&S.C.Rys Change at Victoria or St. Pauls or Ludgate Hill First Class 2/-</p>	<p>L. T & S. R. Av'able day of issue only CHILD Crystal Palace Stn TO TILBURY (No.1) Change at Blackfriars or Victoria First Class 2/- See over</p>	19
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<p>L. T. & S. R. ADULT Crystal Palace Stn L.B.&S.C.R. TO PLAISTOW By L.B.&S.C.Ry Change at New Cross & Whitechapel Third Class 1/7</p>	<p>L. T & S. R. Av'able day of issue only ADULT Crystal Palace Stn TO PLAISTOW Change at Whitechapel & New Cross thence by L.B.&S.C.Ry Third Class 1/7 See over</p>	13
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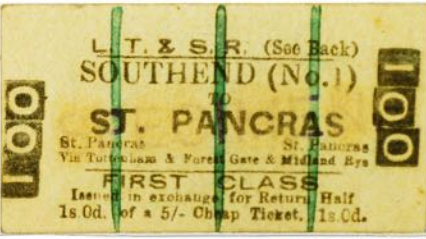
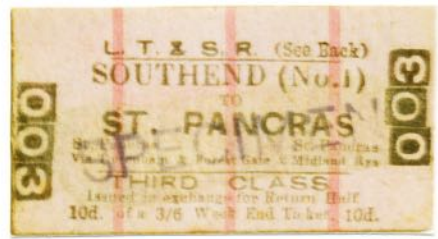
<p>C.P. L.T.&S.R. CRYSTAL PALACE Including Admission Crystal Palace Stn L.B.&S.C.R. TO PLAISTOW By L.B.&S.C.Ry Change at New Cross & Whitechapel 1s. DAY Third Class CHILD</p>	<p>L. T & S. R. Av'able day of issue only CHILD 1/- DAY Crystal Palace Stn TO PLAISTOW Change at Whitechapel & New Cross thence by L.B.&S.C.Ry Third Class 11d. See over</p>	13
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<p>L. T. & S. R. CHILD Crystal Palace Stn S.E.C.or L.B.&S.C.R TO PLAISTOW By S.E.C.or L.B.&S.C.Rys Change at Victoria or St. Pauls or Ludgate Hill Third Class 9d.</p>	<p>L. T & S. R. Av'able day of issue only CHILD Crystal Palace Stn TO PLAISTOW Change at Blackfriars or Victoria Third Class 9d. See over</p>	13
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<p>C.P. L.T.&S.R. CRYSTAL PALACE Including Admission Crystal Palace Stn S.E.C.or L.B.&S.C.R TO PLAISTOW By S.E.C.or L.B.&S.C.Rys Change at Victoria or St. Pauls or Ludgate Hill 1s. DAY First Class CHILD</p>	<p>L. T & S. R. Av'able day of issue only CHILD 1/- DAY Crystal Palace Stn TO PLAISTOW Change at Blackfriars or Victoria First Class 1/4 See over</p>	13
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<p>42</p>	<p>S. R. Av'able day of issue of following day. CRYSTAL PAL. 1/- DAY Including Admission Crystal Palace Stn L.B.&S.C. to EAST HAM Via Mile End Change at London Bridge thence by District Ry from Monument C.P. Third Class SEE OVER</p>
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EXCESS AND EXCHANGE TICKETS



EXCESS AND EXCHANGE TICKETS

L. T. & S. & Mid Rys. (See Back)
S.F. TILBURY
TO
ST. PANCRAS
 Available by Special Train Returning
 to St. Pancras.
 Fare 1/3 **FIRST CLASS** Fare 1/3
 Issued in Exchange for a Return Half
 of an ordinary Fenchurch Street, to
 Tilbury Ticket.

241 241

1-220

12/14/14

L. T. & S. & Mid Rys. (See Back)
S.C. TILBURY DOCK
TO
ST. PANCRAS
 Available by Orient Line Special Train
 Returning to St. Pancras.
 Fare 1/3 **FIRST CLASS** Fare 1/3
 Issued in Exchange for a Return Half
 of an ordinary Fenchurch Street, to
 Tilbury Dock Ticket.

813 813

1-220

28/12/20

~~SP 14 20~~ ~~SP 14 20~~
 MIDLAND RY. Section (See Back)
S.F. TILBURY
TO
ST. PANCRAS
 Available by Special Train Returning
 to St. Pancras.
 Fare 1/3 **FIRST CLASS** Fare 1/3
 Issued in Exchange for the Return Half
 of an ordinary Fenchurch Street, to
 Tilbury Ticket.

100 100

1-220

L. T. & S. & G. E. Rys. (See Back)
S.B. TILBURY DOCK
TO
LIVERPOOL ST.
 Available by Special Train
 Returning to Liverpool Street.
 Fare 1/3 **FIRST CLASS** Fare 1/3
 Issued in Exchange for a Return Half
 of an ordinary Liverpool Street, to
 Tilbury Dock Ticket.

506 506

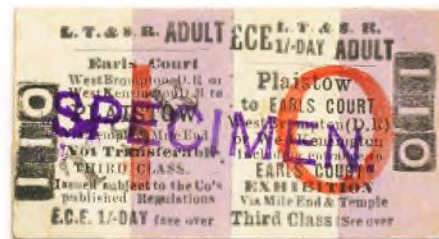
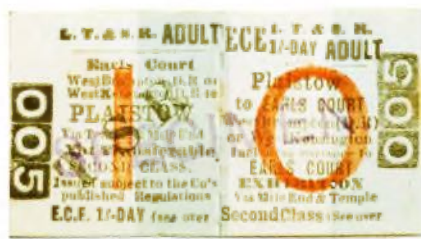
SPECIMEN

1-220

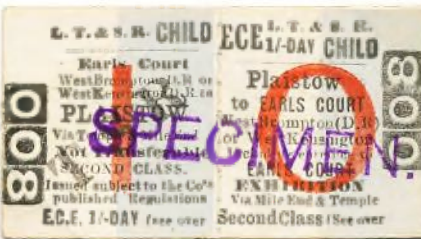
102/16

EXHIBITION RETURNS

Tickets including entrance to the Earls Court Exhibition. These are on card coloured according to District Railway exhibition tickets; the District also required the TSR overprint indicating Tilbury Southend Railway. Conditions 4-410.

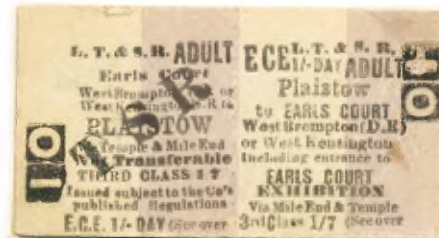
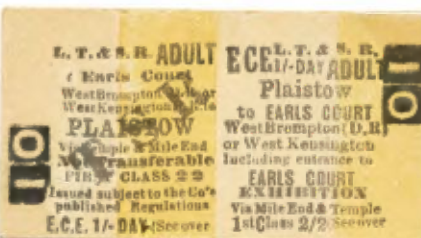


82(2)



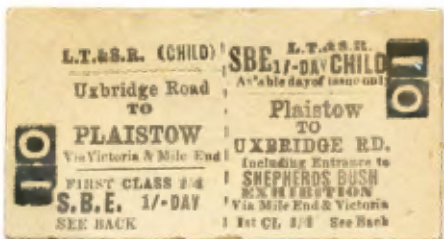
102(1)

194(1)



102(1)

Tickets including entrance to the Shepherds Bush Exhibition. Conditions 1-320.



FORCES ETC. SINGLES

JA 9.10 JA 9.10
 L. T. & S. R. & S. E. & C. Rys (See Back)
 GOVERNMENT 5/4th RAIL TICKET
 FOR NAVAL MEN ON DUTY
 Available day of issue only
81
 EAST HAM to EAST HAM
CHATHAM (M.J.)
 Chatham (M.J.) Chatham (M.L.)
 Via Fenchurch St. Via Fenchurch St.
 T. Class Fare 1s. 1d.

114

114/22

MIDLAND RAILWAY
 (L. T. & S. Section)
 Issued in Exchange for Warrant
436
 TILBURY DOCK
 TO
GLASGOW (Central)
 Via Fenchurch St. or Mile End & Easton Square
THIRD CLASS
 Fare s. d. (See Back)

1-210

Underfoot

19 06 25 19 06 25
 MIDLAND RAILWAY
 MERCHANT SEAMEN
22
 TILBURY
 TO
PORT TALBOT (G.W.)
 Via Fenchurch St. & Reading
 Not including cost of carriage across London
THIRD CLASS (See Back)
 28s.9d. Fare 28s.9d.

L. T. & S. RY.
 POLICE ON DUTY
 [See Back.]
 BURDETT ROAD to
BARKING
 THIRD CLASS

MIDLAND RAILWAY
 OFFICER ON DUTY
 [See Back.]
 FENCHURCH STREET to
PURFLEET
 FIRST CLASS
 Available on day of issue only.

1-140

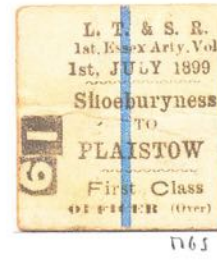
8JN29

FORCES ETC. RETURNS

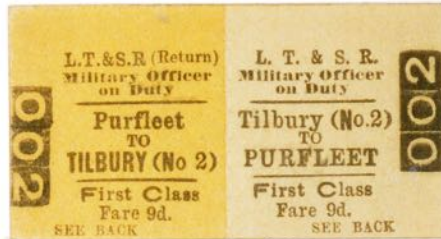
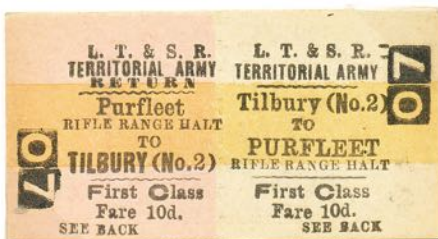
Local tickets with conditions 2-130.



Local tickets with conditions 2-140.



Print crowded and moved down the ticket to give clear space along the top margin. This allowed dating at both sides on the front by a new style dating press. Local tickets with conditions 2-140. Earliest issue date seen:



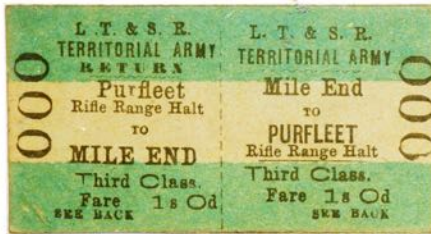
FORCES ETC. RETURNS

Introduced on or about 7 August 1912, from which date the takeover of the L.T.& S.R. by the Midland Railway received Parliamentary sanction and so became effective. From a date on or after 1 October 1920 the L.T.& S. Section sub-title was omitted. Local tickets with conditions 2-140.



2/16

Foreign tickets.



2-320

1-220

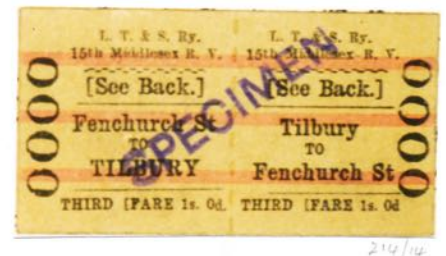
7/65

2-140

19/12

FORCES ETC. RETURNS - GREAT EASTERN STATIONS

Earlier tickets. 0000 was with an audit memo dated 6 March 1902 (H. Townley collection) requesting that such tickets be supplied today to Fenchurch Street and Stepney.



"Not Transferable" replaced "See Back" below the title, the latter words being moved to the foot of the ticket. Availability added to the outward half. Conditions 2-145. Earliest issue date seen:



Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway received Parliamentary sanction and so became effective. Conditions 2-145 continued.

In mid-1914 the position of the halves was reversed to make practice consistent with that of other companies. To assist identification the title was moved from the top to the bottom of the ticket and a diagonal black stripe was printed on the left hand, now the return, half. Conditions 2-145 continued.



L.T. & S. Section sub-title omitted. Conditions 2-145 continued.

