

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 11:

L.T.& S.R.: OTHER CATEGORIES G – Z (EDMONDSON); PAPER AND LARGE CARD TICKETS



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.

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 Time Table Book, and is non-transferable. It is issued on the express condition that the holder shall travel from and to the Stations named thereon only. If used at any other Station, the full fare from such 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 Time Table Book, and is non-transferable. It is issued on the express condition that the holder shall travel from and to the Stations named thereon only. If used at any other Station, the full fare from such Station shall be paid from the place of starting.

1-102

SEP 19 83
This Ticket is issued subject to the By-Laws, Rules and Regulations of the Company, as published in the Company's Time Table Book, and is non-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 from the station to which he was booked to the end of his journey.

1-130

JULY 22 02
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.

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 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.

1-141

MV 9 99
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 stations 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 stations 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 stations 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 stations 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 Table Book, Bills, and Notices of the respective Companies and Proprietors on 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 passenger and holder of such Through and Proprietary are limited to their own Railways, Coaches, and Steamboats, NOT TRANSFERABLE, and if used in contravention of the Companies and Proprietors conditions and regulations it will be null and void, the fare forfeited.

1-220

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

1-310

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

1-320

CONDITIONS ON LT&SR ORDINARY RETURNS & MISCELLANEOUS TICKETS

10.18.02

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 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 & 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.

10.18.02

2-130

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 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 & 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 & 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 & 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

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 stations 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.

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 stations 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.

2-135

11.27.12

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.

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.

2-145

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 stations 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.

2-133

Not Transferable.

This through 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 Railways, Coaches or Steamboats it is available, and the holder by accepting it agrees that the respective Co's are not to be liable for any loss, damage, injury, delay or detention caused or arising off or on their respective Railways, Coaches or Steamboats.

The contract and liability of each Co. are limited to its own Railway, Coaches & Steamboats.

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

2-320

Available day of issue or following day or from Saturday until the following Monday.

Not Transferable.

This through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Companies on whose Railways, Coaches or Steamboats it is available, and the holder by accepting it agrees that the respective Co's are not to be liable for any loss, damage, injury, delay or detention caused or arising off or on their respective Railways, Coaches or Steamboats.

The contract and liability of each Company are not limited to its own Railway, Coaches and Steamboats.

Where the journey is not continuous it does not include cost of transfer between Railway Terminal 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 through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Companies on whose Railways, Coaches or Steamboats it is available, and the holder by accepting it agrees that the respective Co's are not to be liable for any loss, damage, injury, delay or detention caused or arising off or on their respective Railways, Coaches or Steamboats.

The contract and liability of each Company are not limited to its own Railway, Coaches and Steamboats.

Where the journey is not continuous it does not include cost of transfer between Railway Terminal 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.

2-136

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

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

Available on day of issue ONLY.

4-410

13.95

This Ticket is issued subject to the Conditions and Regulations and Conditions stated in the General Conditions and By-Laws of the Railway Companies.

This Ticket is available at Passenger's option, from either EARLS COURT, WEST KENSINGTON, or WEST BROMPTON (D.R. Stations).	Subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Companies on whose Railways, Coaches or Steamboats it is available, and the holder by accepting it agrees that the respective Co's are not to be liable for any loss, damage, injury, delay or detention caused or arising off or on their respective Railways, Coaches or Steamboats.
Where the journey is not continuous it does not include cost of transfer between Railway Terminal in Town, or between Railway Stations.	

4-510

This Ticket is issued subject to the Conditions on which it has been supplied to the Peninsular and Oriental Company, and to the General Conditions & Bye Laws of the Railway Companies.

4-530

This Ticket is issued subject to the Conditions and Regulations and Conditions stated in the General Conditions and Bye Laws of the Railway Companies.

4-520

HOLIDAY AND HOME RETURNS

L.T.&S.R. Return L. T. & S. R.
 SPEC'L HOLIDAY T'KET SPEC'L HOLIDAY T'KET
 Dagenham Whitechapel
 TO TO
 WHITECHAPEL DAGENHAM
 VIA MILE END VIA MILE END
 One Journey only by One Journey only by
 Any Ordinary Train. Any Ordinary Train.
 THIRD CLASS THIRD CLASS
 ADULT CHILD
 SEE BACK. SEE BACK.

1-120 Undated

L.T.&S.R. Return L. T. & S. R.
 HOLIDAY HOME HOLIDAY HOME
 Southend Whitechapel
 TO TO
 WHITECHAPEL SOUTHEND
 AVAILABLE DAY OF ISSUE ONLY.
 One Journey only by Any ordinary train within One Month from date of issue.
 3rd. Class ADULT 3rd. Class CHILD
 Fare 2s.6d. Fare 2s.6d.
 SEE BACK. SEE BACK.

136/15

L. T. & S. R.
 HOLIDAY HOME
 Available day of issue only
 Fenchurch St.
 TO
 SOUTHEND
 Third Class
 ADULT 2s. 6d.
 CHILD 1s. 6d.
 SEE BACK

2-1-0 116g

L.T.&S.R. Return L. T. & S. R.
 SPEC'L HOLIDAY T'KET SPEC'L HOLIDAY T'KET
 Dagenham Whitechapel
 TO TO
 WHITECHAPEL DAGENHAM
 VIA MILE END VIA MILE END
 One Journey only by One Journey only by
 Any Ordinary Train. Any Ordinary Train.
 THIRD CLASS THIRD CLASS
 ADULT ADULT
 SEE BACK. SEE BACK.

1-120 Undated

L.T.&S.R. Return L. T. & S. R.
 HOLIDAY HOME HOLIDAY HOME
 Southend Whitechapel
 TO TO
 WHITECHAPEL SOUTHEND
 AVAILABLE DAY OF ISSUE ONLY.
 One Journey only by Any ordinary train within One Month from date of issue.
 3rd. Class CHILD
 Fare 1s. 3d.
 SEE BACK. SEE BACK.

2-132 Undated

L. T. & S. R.
 HOLIDAY HOME
 Available day of issue only
 Fenchurch St.
 TO
 SOUTHEND
 Third Class
 CHILD 1s. 3d.
 SEE BACK

2-1-0 116g

L.T.&S.R. (Return) L. T. & S. R.
 The Lady Robson Home The Lady Robson Home
 Southend to Fenchurch St.
 Fenchurch St. to SOUTHEND
 One Journey only by any Ordinary Train. One Journey only by any Ordinary Train.
 Third Class ADULT 2/6 Third Class ADULT 2/6
 This ticket must be presented at the Booking Office to be dated before being used.
 SEE BACK. SEE BACK.

194/23 2-1-0 12/111

L. T. & S. R.
 HOLIDAY HOME.
 Southend to Fenchurch St.
 Fenchurch St. to SOUTHEND
 One Journey only by any Ordinary Train within One Month from date of issue.
 3rd. Class CHILD
 Fare 1/3 (S.2.)
 This ticket must be presented at the Booking Office to be dated before being used.
 SEE BACK. SEE BACK.

136/25

L.T.&S.R. (Return) L. T. & S. R.
 The Lady Robson Home The Lady Robson Home
 Southend to Fenchurch St.
 Fenchurch St. to SOUTHEND
 One Journey only by any Ordinary Train. One Journey only by any Ordinary Train.
 Third Class CHILD 1/3 Third Class CHILD 1/3
 This ticket must be presented at the Booking Office to be dated before being used.
 SEE BACK. SEE BACK.

102/24 2-1-0 12/111

L. T. & S. R.
 HOLIDAY HOME.
 Southend to Fenchurch St.
 Fenchurch St. to SOUTHEND
 One Journey only by any Ordinary Train within One Month from date of issue.
 3rd. Class CHILD
 Fare 1/3 (S.2.)
 This ticket must be presented at the Booking Office to be dated before being used.
 SEE BACK. SEE BACK.

136/25

L. T. & S. Ry.
 Holiday Home
 Not transferable. Issued subject to Regulations in the Company's Time Tables.
 Fenchurch St to SOUTHEND
 THIRD [CHILD]
 Available on day of issue only.
 Southend to Fenchurch St
 THIRD [CHILD]

243/3

L. T. & S. Ry.
 Country Holiday Fund
 Not transferable. Issued subject to Regulations in the Company's Time Tables.
 Stepney to PITSEA
 THIRD [CHILD]
 Available on day of issue only.
 Pitsea to STEPNEY
 THIRD [CHILD]

243/3

L. T. & S. Ry.
 Holiday Home
 Not transferable. Issued subject to Regulations in the Company's Time Tables.
 Fenchurch St to SOUTHEND
 THIRD [ADULT]
 Available on day of issue only.
 Southend to Fenchurch St
 THIRD [ADULT]

243/2

L. T. & S. Ry.
 C. H. F.
 Not transferable. Issued subject to Regulations in the Company's Time Tables.
 Stepney to LEIGH
 THIRD [ADULT]
 Available on day of issue only.
 Leigh to STEPNEY
 THIRD [ADULT]

243/2

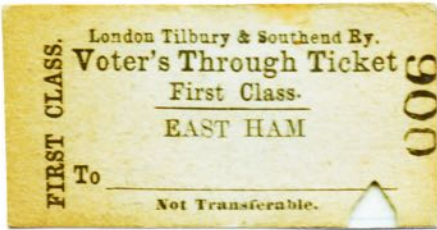
L. T. & S. Ry.
 C. H. F.
 Not transferable. Issued subject to Regulations in the Company's Time Tables.
 Stepney to LEIGH
 THIRD
 Available on day of issue only.
 Leigh to STEPNEY
 THIRD

243/3c

L. T. & S. Ry.
 C. H. F.
 Not transferable. Issued subject to Regulations in the Company's Time Tables.
 Stepney to LEIGH
 THIRD [CHILD]
 Available on day of issue only.
 Leigh to STEPNEY
 THIRD [CHILD]

243/2c

MISCELLANEOUS SINGLES



82116



1-140



1-140

Unrated



1-146

23879

MISCELLANEOUS RETURNS

Tickets with conditions 2-130 or 2-132.



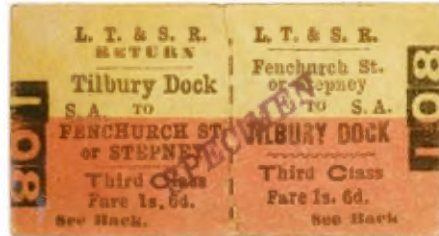
30/11/92



102/11



16/2/00 109/16



102/10

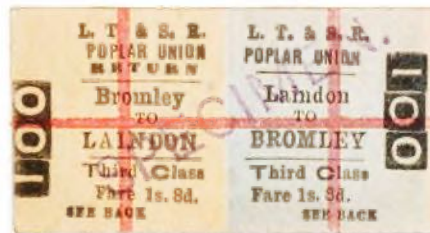


12/192

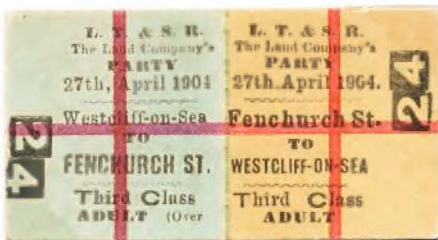
Tickets with conditions 2-140.



102/21



102/21



109/35

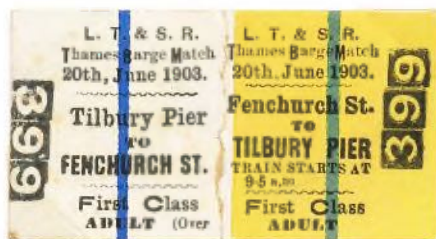


MISCELLANEOUS RETURNS

The Thames Barge Matches were begun in 1863 by Henry Dodd, a former ploughboy who made his fortune carrying the city's waste to the country on the barges. Known as the "Golden Dustman" in his lifetime he was the model for Charles Dicken's character Mr. Boffin in *Our Mutual Friend*. Rules limited the amount of canvas that any barge could carry and the competitions not only led to several improvements in their design but also significantly raised the status of the 'sailormen' and their way of life.

For most of the period from 1863 to 1893 the course was from Erith to round the Nore lightvessel and return upriver, but as from 1895 this was changed to be from Lower Hope Reach to the Mouse lightvessel and back. It is from this later period that these tickets date, one printed for the 1899 match and the other for that held in 1903.

It is thought that each will have been for use by a passenger travelling on a special train to Tilbury to join a steamer that would follow the racers. This practice started in 1866, when there were at least six chartered vessels. Although they could have been owned privately or by any one of the companies plying on the Thames at the time there has to be a possibility that the vessels used for these 1899 and 1903 outings were actually in LT&S ownership. At the time the company owned four paddle and two twin-screw steamers which were used to operate the ferries between Tilbury and Gravesend (and Rosherville in 1899) and for tender duty between Tilbury Pier and ocean-going ships lying in the River. Whether any of these vessels were fitted out in such a manner that would provide sufficient comfort on the water for up to ten hours must, however, be a subject for speculation.



Victory in 1899 went to *Giralda*, built at John Piper's yard in East Greenwich for Edward Goldsmith especially "to win the gold cup" in 1897. This trophy, valued at 125 guineas, had been presented by the Ocean Accident Guarantee Corporation and others to commemorate Queen Victoria's Diamond Jubilee. *Giralda* not only won that cup but went on to claim victory in six of the ten following events. That of 1903 proved to be an exception when she was beaten into second place by *Sara*, which won by only 55 seconds in strong winds after a record time of 5 hours 11minutes and 10 seconds over the 54 nautical mile course. The last match held prior to the Great War was in 1908, after which racing did not resume until 1927. It was again suspended after the 1938 event, with further racing then taking place from 1953 to 1963 and the current series starting in 1995.

Acknowledgment is made to the book *Racing Sailormen* (Percival Marshall & Co 1963) written by the late Capt. F. S. Cooper, a long standing and famous barge master.

[Note prepared for *Talking Tickets* in *Transport Ticket Society Journal*].

MISCELLANEOUS RETURNS

Thomas Given-Wilson was vicar of the church of St. Mary in St. Mary's Road, Plaistow from 1884 to 1914 and was the outstanding figure in the history of the parish. He recruited a team of trained nurses to tend poor parishioners, opened two convalescent homes at Southend-on-Sea, founded a children's hospital, organized penny dinners, and sold second-hand clothes. By the 1890s the philanthropic work of St. Mary's was costing about £8,000 a year, which he raised by world-wide appeals. His pamphlets describing poverty at Plaistow caused resentment among the wealthier residents, partly because they were thought to have caused a decline in property values there. In 1912 he founded an institute named after him, independent of St. Mary's, and retained control of it after his retirement until his death in 1916.

Ticket 2168 is one of a batch supplied in bulk to the church for distribution as required and, as stated thereon, had to be presented at the booking office to be validated by application of the date before being used. The most likely use was by a passenger visiting a relative or friend at one of the Southend homes, rather than by a patient. The fare compares favourably with the standard 3rd return fare of 3/2.

[Note prepared for *Talking Tickets* in *Transport Ticket Society Journal* and based on 'West Ham: Churches', *A History of the County of Essex: Volume 6 (1973)*].



2-49*

From timetables the train specified on ticket 56 seems to have been a special. Purfleet was one of the original stations that opened on 13 April 1854, by the late nineteenth century it had become a popular resort due to Botany Gardens formed in an overgrown chalk quarry, Beacon Hill with its old lighthouse and other pleasure gardens surrounding the church and Royal Hotel. These appear to have been sufficient to attract the special party, but who were they?

Millars' Karri and Jarrah Forests Limited were one of the largest sawmilling concerns in the south-west of Western Australia. Forests of the two hardwoods Karri and Jarrah covered much of the landscape, the former being known as the giant tree of Western Australia with some specimens growing to heights in excess of 50 metres. In the late 1890s their export trade boomed, with much timber from Jarrahdale being used as paving blocks for the streets of London, Glasgow, Paris, Melbourne and other cities. Most, if not all, of the London timber will have arrived at docks on the Thames and the company is bound to have had local representatives. Perhaps they were playing host to Australian visitors, whom they attempted to overwhelm with the delights of rural Essex!

[Note prepared for *Talking Tickets* in *Transport Ticket Society Journal* with information from www.pickeringbrookheritagegroup.com and www.jarrahdale.com].



1-130

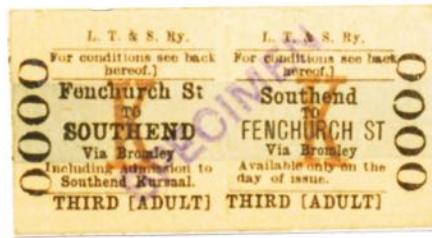
MISCELLANEOUS RETURNS



M. d. R. Co. 19423

MISCELLANEOUS RETURNS - GREAT EASTERN STATIONS

An Audit Office memo dated 6 June 1902 (HT Collection) requested that Fenchurch Street be supplied with tickets to Southend for the Kursaal.



214/20

Other tickets.



2-145

236/18



2-145

237/5

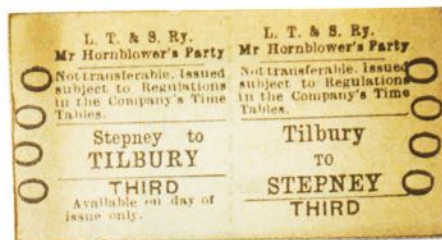


2-145

236/18



236/17



242/26



GRC



2-145

12-11-04



2-145

238/9

SHIP PASSENGERS.

TILBURY DOCKS.

Passengers to and from Ships lying in the Tilbury Docks are conveyed direct by Express Train from and to Fenchurch Street, Liverpool Street and St. Pancras Stations.

**PASSENGERS FOR THE STEAMERS OF THE
ORIENT-PACIFIC LINE AND THE ATLANTIC TRANSPORT CO.,**

Are conveyed by EXPRESS TRAIN from ST. PANCRAS STATION to TILBURY, and embarked on board their Ships lying in the river off Gravesend by Steam Tender. EXPRESS TRAINS are also run to TILBURY DOCKS with these Passengers.

**PASSENGERS FOR THE
PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMERS**

Are conveyed by EXPRESS TRAIN from LIVERPOOL STREET STATION to TILBURY DOCKS or TILBURY; when the Trains run to TILBURY passengers are embarked by Steam Tender on board the Ships lying in the river off Gravesend.

**PASSENGERS FOR THE SHIPS OF THE
BRITISH INDIA STEAM NAVIGATION CO., NEW ZEALAND SHIPPING CO.,
SHAW SAVILL & ALBION LINE, THULE LINE, WILSON LINE, Messrs. BUCKNALL BROS.,
AND OTHER COMPANIES,**

Are also conveyed direct to the Ships from FENCHURCH STREET STATION.

Passengers arriving at Gravesend by Homeward-bound Ships not going into Tilbury Docks are conveyed by Steam Tender to Tilbury, and thence by Special Train to London when the arrival of the Ships does not meet the departure of the Ordinary Trains. For further particulars apply at the Offices of the Shipping Companies.

The notice shown above appears in the June 1904 timetable and is a typical of the ship passenger notice that was included in the timetable for many years. By 1913 Orient-Pacific Line had become simply Orient Line and the final listing had been changed to "the Aberdeen Line, Allan Line, Batavier Line, British India Steam Navigation Co., Nelson Line, Shaw Savill & Albion Line, Messrs. Trinder Anderson & Co., Union-Castle-Mail, and other companies."

SHIP PASSENGER SINGLES

L. T. & S. R. (See Back)
SHIP PASSENGER'S TICKET.
 Available for one journey only, from
FENCHURCH ST. STATION.
 to a Ship lying in the river Thames
 off **TILBURY.**
 Fare 2/6 **FIRST CLASS** Fare 2/6

1-30. 1904.

82/14

L. T. & S. R. (See Back)
SHIP PASSENGER'S TICKET.
 Available for one journey only, from
FENCHURCH ST. STATION.
 to a Ship lying in the river Thames
 off **TILBURY.**
 Fare 1/6 **THIRD CLASS** Fare 1/6

1-130

54793

465

L. T. & S. Ry. (See Back)
LUNDS BLUE ANCHOR LINE
28th, OCT. 1902.
FENCHURCH STREET
 TO
S.S. "COMMONWEALTH"
 lying in the River off **TILBURY**
FIRST CLASS

1-140

L. T. & S. Ry. (See Back)
AGENCY No. 1.
 Available for one journey only, from
FENCHURCH STREET to
TILBURY
 thence to "BATAVIER" Ship lying in
 the River Thames off **TILBURY**
FIRST CLASS

1-320. 80006.

1021

MID. & L. T. & S. Rys. (See Back)
ATLANTIC TRANSPORT LINE
S.S. "MINNEHAHA"
15th, JUNE-1901.
ST. PANCRAS to
TILBURY DOCKS STATION
FIRST CLASS

Also 5 October 1901

18613

L. T. & S. & MID Rys. (See Back)
SHIP PASSENGER'S TICKET.
 Available for one journey only, from
TILBURY
 TO
ST. PANCRAS (MID)
 Fare 1/6 **THIRD CLASS** Fare 1/6

1-320

FE. 10. 10
 MID Ry. (L.T. & S. Section) (See Back)
SHIP PASSENGER'S TICKET
 From a Ship Lying in River off
TILBURY to PIER thence by Rail
 TO
ST. PANCRAS (MID)
 Fare 3/2 **FIRST CLASS** Fare 3/2

1-320

MID Ry (L.T. & S. Section) (See Back)
SHIP PASSENGER'S TICKET
 From a Ship Lying in River off
TILBURY to PIER thence by Rail
 TO
ST. PANCRAS (MID)
 Fare 1/11 **THIRD CLASS** Fare 1/11

1-320

DO. 5. 13
 L. T. & S. & MID Rys. (See Back)
ORIENT SHIP PASSENGER'S TICKET
 Available for one journey only, from
TILBURY
 TO
ST. PANCRAS (MID)
 Fare 1/6 **THIRD CLASS** Fare 1/6

1-320

MID Ry (L.T. & S. Section) & G.E. Rys (See Back)
PENINSULAR & ORIENTAL STEAM NAV. CO'S
SHIP PASSENGERS TICKET.
 Tilbury Dock Stn. (L.T. & S.R.)
 TO
LIVERPOOL ST. (G.E.)
 BY SPECIAL TRAIN
 1s. 6d. **SECOND CLASS** 1s. 6d.

1-320

250020

L. T. & S. R. (See Back)
PENINSULAR & ORIENTAL STEAM NAV. CO'S
SHIP PASSENGERS TICKET.
 By Special Train leaving Liverpool St.
 Station of the Great Eastern Railway
 TO THE
P. & O. CO'S STEAMER
 lying in the river Thames off Tilbury
 2s. 6d. **FIRST CLASS** 2s. 6d.

4-530

250002

465

L. T. & S. & MID Rys. (See Back)
WHITE STAR LINE
SHIP PASSENGERS
TILBURY
 TO
ST. PANCRAS (MID)
 Fare 1/6 **THIRD CLASS** Fare 1/6

1-320

L. T. & S. & G. E. Rys. (See Back)
PENINSULAR & ORIENTAL STEAM NAV. CO'S
SHIP PASSENGERS TICKET.
 Tilbury Dock Station (L.T. & S.R.)
 TO
LIVERPOOL ST. (G.E.)
 BY SPECIAL TRAIN
 2s. 0d. **FIRST CLASS** 1s. 6d.

1-320

102116

L. T. & S. & G. E. Rys. (See Back)
PENINSULAR & ORIENTAL STEAM NAV. CO'S
SHIP PASSENGERS TICKET.
 Tilbury Dock Station (L.T. & S.R.)
 TO
LIVERPOOL ST. (G.E.)
 BY SPECIAL TRAIN
 1s. 6d. **SECOND CLASS** 1s. 6d.

1-320.

50006.

102116

MIDLAND RAILWAY, & G.E. Rys (See Back)
PENINSULAR & ORIENTAL STEAM NAV. CO'S
SHIP PASSENGERS TICKET.
TILBURY DOCK
 TO
LIVERPOOL ST. (G.E.)
 BY SPECIAL TRAIN
FIRST CLASS Revised fare 3/6

1-320

164233

MID Ry. (L.T. & S. Section) (See Back)
SHIP PASSENGER'S TICKET
 Available for one journey only, from
TILBURY
 TO
ST. PANCRAS (MID)
 Fare 2/6 **FIRST CLASS** Fare 2/6

1-320

124214

MID Ry. (L.T. & S. Section) (See Back)
ORIENT SHIP PASSENGERS TICKET
 Available for one journey only, from
TILBURY DOCK
 TO
ST. PANCRAS (MID)
 Fare 2/6 **FIRST CLASS** Fare 2/6

1-320

85020

MID Ry. (L.T. & S. Section) (See Back)
SHIP PASSENGERS TICKET
 From a Ship lying in the river off
TILBURY to PIER thence by RAIL.
 TO
ST. PANCRAS (MID)
FIRST CLASS Actual Fare 4/9

1-320

200001

SHIP PASSENGER SINGLES

L. T. & S. & C. E. Rys. (See Back)
 PENINSULAR & ORIENTAL STEAM NAV. CO'S
 SHIP PASSENGERS TICKET.
 FROM THE
P. & O. CO'S STEAMER
 lying in the river Thames off Tilbury
LIVERPOOL ST. (G.E)
 BY SPECIAL TENDER & SPECIAL TRAIN
 2s. 6d. **FIRST CLASS** 2d.

1-320. Underwood.

194/24

L. T. & S. & C. E. Rys. (See Back)
 PENINSULAR & ORIENTAL STEAM NAV. CO'S
 SHIP PASSENGERS TICKET.
 FROM THE
P. & O. CO'S STEAMER
 lying in the river Thames off Tilbury
LIVERPOOL ST. (G.E)
 BY SPECIAL TENDER & SPECIAL TRAIN
 2s. 0d. **SECOND CLASS** 1d.

1-320. Underwood

194/24

AP 17 14 AP 17 14
 MIDLAND Ry. (L.T.&S. Section)
"BIBBY LINE"
 SHIP PASSENGERS
 TILBURY DOCK STATION
 TO
ST. PANCRAS (MID)
FIRST CLASS (See Back)

1-320

200/3

L. T. & S. Ry. (See Back)
 AGENCY No. 1
 Available for one journey only, from
 "BATAVIER" Ship lying in the River
 Thames off TILBURY to
FENCHURCH ST.
FIRST CLASS

4-510

267/9

L. T. & S. Ry. (See Back)
 AGENCY No. 1
 Available for one journey only, from
 "BATAVIER" Ship lying in the River
 Thames off TILBURY to
FENCHURCH ST.
THIRD CLASS

4-510

267/9

MID. & L. T. & S. Ry. (See Back)
ATLANTIC TRANSPORT LINE
ST. PANCRAS
 TO
TILBURY DOCK STATION
FIRST CLASS

718

MID. & L. T. & S. Rys. (See Back)
 S.S. "GOORKHA"
 Messrs GRAYS DAWES & Co.
 19th, OCTOBER 1900.
ST. PANCRAS
 to a Ship Lying in the River
 off TILBURY
THIRD CLASS
 ADULT 2/-

7/19

MID Ry. (L.T.&S. Section) (See Back)
 UNION CASTLE MAIL STEAMSHIP Co. LD.
 S/S "DURHAM CASTLE" 6th, NOV/15
 Available for one journey only, from
ST. PANCRAS STATION
 to a Ship lying in the river Thames
 off TILBURY
 Fare 3/2 **FIRST CLASS** Fare 3/2

MID Ry. (L.T.&S. Section) (See Back)
 P. & O. BRANCH SERVICE
 S/S "BELTANA" 17th, JUNE/20
 Available for one journey only, from
ST. PANCRAS STATION
 to a Ship lying in the river Thames
 off TILBURY
THIRD CLASS Actual Fare 2/10

1-320

1165

SHIP PASSENGERS FRIENDS RETURNS

<p>L. T. & S. Ry. SHIP PASSENGERS Friends Ticket First Class 3/3 Available for ONE JOURNEY ONLY From a Ship lying in the River Thames off Tilbury to FENCHURCH ST. STATION (over)</p>	<p>L. T. & S. Ry. SHIP PASSENGERS Friends Ticket First Class 3/3 Available for ONE JOURNEY ONLY ONLY, from FENCHURCH STREET STATION to a Ship lying in the River Thames off Tilbury</p>
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2-130 21Feb03 40c95

<p>L. T. & S. Ry. SHIP PASSENGERS Friends Ticket Third Class 2/3 Available for ONE JOURNEY ONLY From a Ship lying in the River Thames off Tilbury to FENCHURCH ST. STATION</p>	<p>L. T. & S. Ry. SHIP PASSENGERS Friends Ticket Third Class 2/3 Available for ONE JOURNEY ONLY ONLY, from FENCHURCH STREET STATION to a Ship lying River Thames</p>
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102/13 2-130 312/01

<p>MIDLAND (L.T. & S. Ry.) SHIP PASSENGERS Friends Ticket First Class 3/3 Available for ONE JOURNEY ONLY From a Ship lying in the River Thames off Tilbury to FENCHURCH ST. (S.I.) STATION (over)</p>	<p>MIDLAND (L.T. & S. Ry.) SHIP PASSENGERS Friends Ticket First Class 3/3 Available for ONE JOURNEY ONLY ONLY, from FENCHURCH STREET STATION (S.I.) to a Ship lying in the River Thames off Tilbury</p>
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2-140 85/14

L. T. & S. Ry.
Peninsular & Oriental
Steam Nav. Co's
Passengers Friends
Ticket FROM
One of the Peninsular
& Oriental Company's
Steamers lying in the
River Thames off Tilbury
TO
FENCHURCH STREET
First Class 3/3
See Back

4-520 15/000 M65

<p>L. T. & S. Ry. Peninsular & Oriental Steam Nav. Co's Passengers Friends Ticket FROM One of the Peninsular & Oriental Company's Steamers lying in the River Thames off Tilbury TO FENCHURCH STREET First Class 3/3 See Back.</p>	<p>L. T. & S. Ry. Peninsular & Oriental Steam Nav. Co's Passengers Friends Ticket By Special Train leaving the Liverpool Street Station of the Great Eastern Ry. TO THE P. & O. CO'S STEAMER lying in the River Thames off Tilbury. First Class 3/3 See Back.</p>
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4-520 17/126

<p>L.T. & S.E. & MID. ORIENT LINE SHIP (S.A.) Ticket First Class 3/9 Available for ONE JOURNEY ONLY From a Ship lying in the River Thames off Tilbury to ST. PANCRAS STATION (over)</p>	<p>MID. & L.T. & S. ORIENT LINE SHIP Ticket (S.A.) First Class 3/9 Available for ONE JOURNEY ONLY ONLY, from ST. PANCRAS STATION to a Ship lying in the River Thames off Tilbury</p>
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2-220 00/000 21/12/11

<p>L.T. & S. & Mid. Rys Atlantic Transport Line S/S "MINNEHAHA" 5th, Oct. 1901. Tilbury Dock TO ST. PANCRAS First Class ADULT (Over)</p>	<p>Mid. & L.T. & S. Rys Atlantic Transport Line S/S "MINNEHAHA" 5th, Oct. 1901. St. Pancras TO TILBURY DOCK First Class ADULT</p>
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2-350

<p>L.T. & S. & Mid Rys The Atlantic Transport Co's Party 10th, Oct. 1903. Tilbury Dock TO ST. PANCRAS First Class ADULT (Over)</p>	<p>Mid & L.T. & S. Rys The Atlantic Transport Co's Party 10th, Oct. 1903. St. Pancras TO TILBURY DOCK First Class ADULT</p>
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3/19

WEEKEND RETURNS - LOCAL

Tickets with conditions 2-130.



9 Jan 4

Tickets with conditions 2-140. Note that the issue of weekend tickets was suspended during the War, at which time the current type carried the Midland (L.T. & S. Section) title.



12/10



12/10



194/21



102/13

12/10/11

The cheap weekend facility was restored on a general basis from 5 November 1921. Tickets were available by any train Saturday to Monday at one and one third single fare subject to a minimum of 10/- first class and 5/- second class. The new tickets were vertical prints with the Midland Railway title and conditions R6a.



129/19



75/22



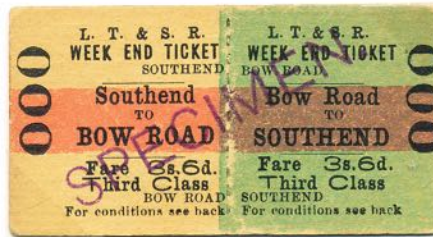
102/13

WEEKEND RETURNS - FOREIGN

Tickets to and via the Whitechapel & Bow Joint line. Conditions 1-220.



Tickets from Whitechapel & Bow Joint stations. Conditions 1-220.



R.6a

R.6a

WEEKEND RETURNS - GREAT EASTERN STATIONS

The first known type, available outwardly on Friday or Saturday and to return on the Sunday, Monday or Tuesday of the following week. Vertically printed conditions 2-135 or similar. Earliest issue date seen:



Return availability changed to any day up to and including the Tuesday following date of issue. A passenger buying a ticket on Friday could thus return on that day or Saturday and a passenger buying a ticket on Saturday could return the same day. The fare is printed on each half and the conditions are changed to 2-145. Earliest date seen:



A G.E.R. Audit Office Memo dated 15 May 1902 (Harry Townley Collection) instructs that all future supplies of Friday to Tuesday tickets are to bear the words "Train service permitting". Conditions 2-145 continued.



A G.E.R. Audit Office Memo dated 29 March 1905 (HT Collection) requests that Fenchurch St., Stepney and Bow be supplied with a new series headed "Week-End Ticket" instead of Friday or Saturday. The new tickets did not show the fare. Conditions 2-145 continued.



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



(Series 43 the same - 76P12)

WEEKEND RETURNS - GREAT EASTERN STATIONS

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 became effective. Conditions 2-145 continued. Probably the last type used before the suspension of cheap travel facilities during the War.



Post-War tickets, cheap fares were restored gradually from autumn 1921. By then, GE tickets were printed on plain card with the return half on the left and the title at the bottom. Furthermore, the L.T. & S. Section sub-title had been omitted following the full merger of the Section into the Midland on 1 October 1920. Conditions 2-145 continued.



20

London, Tilbury and Southend Railway.

MANAGING DIRECTOR'S OFFICE,
FENCHURCH STREET TERMINUS,

August 7th, 1890.

PRIVILEGE TICKETS.

The Board has authorised the issue of Second and Third Class Privilege Tickets to all Classes of the Company's Servants, on and after August 16th, 1890, under the following conditions:—

1. The Fares for Privilege **Return** tickets to be calculated as under:—

SECOND CLASS—Half the ordinary 2nd Class Single Fare.

THIRD CLASS—Half the ordinary 3rd Class Single Fare.

No Tickets will be issued at a less Fare than 1d.

2. They may be issued to Servants of the Company of all grades, and in all the departments, and for their wives, and their children under 14 years of age. The tickets for the children will be issued at half the price for adults.
3. Privilege Tickets will only be issued upon production of an order on the prescribed form, signed by a superior officer in the department to which the applicant belongs.
4. They may be issued once a week between any two London, Tilbury and Southend Stations, including Fenchurch Street and Stepney.
5. They are not transferable, and any person disposing of them, or making improper use of them, will be liable to severe punishment, or dismissal.
6. They will be available for return as follows:—

Distances not exceeding 12 miles—Available to return the following day, or from Saturday to Monday.

Distances exceeding 12 miles—Available for one week.

The outward half is only available on the day of issue.

7. The Privilege Tickets are only available in the class of carriage for which they are issued, and the holders will be subject to the General Rules and Regulations of the Company.
8. These Privilege Tickets, at a reduced rate, are issued subject to the condition that the Company are held free from all responsibility or liability for any loss or injury sustained by persons travelling with them, arising from any cause whatever.

ARTHUR L. STRIDE,
Managing Director.

PRIVILEGE TICKETS

The circular shown on the foregoing page is taken from a guard book (RAIL 437/64) used at Grays station. The company withdrew second class bookings east of Tilbury as from 1 January 1893 and on the rest of the system from 1 April 1893; it is likely that second class privilege tickets were then withdrawn and replaced by first class.

The guard book also contains many circulars dealing with specific arrangements and particularly a wealth of information concerning the growth of the interchange arrangements with other companies. The most significant of these is Circular C.O. 968 dated 9 November 1894 announcing that arrangements have been made for interchange with 15 other companies to come into effect the following day and with the LB&SC, LC&D, Midland and L&Y on 1 January 1895.

Orders were only to be issued for return tickets at one half the single fare for the double journey, the minimum being 3d or 1½d for children not exceeding 15 years of age. Outward halves were to be available for one week and return halves for one month from date of issue. A separate set of Interchange Privilege Tickets were to be provided by the Audit Office and used exclusively for the new bookings over the LTS that were authorised by the Circular.

The list of interchange companies, including joint lines, had grown to 32 by 1 February 1895, 37 by 21 October 1895 and to that shown in C.O. 1220 below by 1 May 1899. At that date it was still only return tickets that were being issued, the guard book ceases before singles came into use for both local and single journeys and no record of that date has yet been found.

London, Tilbury and Southend Railway.
C.O. 1220.

MANAGING DIRECTOR'S OFFICE,
FENCHURCH STREET TERMINUS, E.C.
1st May, 1899.

INTERCHANGE OF PRIVILEGE TICKETS.

The arrangements made for the interchange of Privilege Tickets at reduced rates in favour of Servants of this Company over the Lines of others, of which you were advised in the Circulars now cancelled, have been extended to include the following Companies:—

Company.	Class of Ticket recognised.	Company.	Class of Ticket recognised.
*Barry	1st, 2nd & 3rd	London and North Western	1st, 2nd & 3rd
*Belfast and County Down	1st, 2nd & 3rd	*London and South Western	1st, 2nd & 3rd
*Belfast and Northern Counties	1st, 2nd & 3rd	*Manchester and Milford	1st, 2nd & 3rd
*Brecon and Merthyr	1st, 2nd & 3rd	*Manchester South Junction and Altrincham	1st, 2nd & 3rd
*Cambrian	1st & 3rd	*Mersey	1st, 2nd & 3rd
*Cheshire Lines Committee	1st & 3rd	*Metropolitan	1st, 2nd & 3rd
*City and South London	Any Class	*Metropolitan District	1st, 2nd & 3rd
*Cleator and Workington Junction	1st & 3rd	*Midland	1st & 3rd
*Colne Valley	1st & 3rd	*Midland and Great Northern Joint Committee	1st & 3rd
*Cork, Bandon and South Coast	1st, 2nd & 3rd	*Midland Great Western of Ireland	1st, 2nd & 3rd
*Dublin, Wicklow and Wexford	1st, 2nd & 3rd	*Midland and South Western Junction	1st, 2nd & 3rd
*East London	1st, 2nd & 3rd	*Neath and Brecon	1st & 3rd
*East and West Junction	1st, 2nd & 3rd	*North Eastern	1st & 3rd
*Festiniog	1st, 2nd & 3rd	*North London	1st, 2nd & 3rd
*Furness	1st & 3rd	*North Staffordshire	1st, 2nd & 3rd
*Great Central	1st & 3rd	*Rhondda and Swansea Bay	1st, 2nd & 3rd
*Great Eastern	1st, 2nd & 3rd	*Rhymney	1st, 2nd & 3rd
*Great Northern	1st, 2nd & 3rd	*South Eastern and Chatham and Dover	1st, 2nd & 3rd
*Great Northern (Ireland)	1st, 2nd & 3rd	*Somerset and Dorset Joint Line	1st & 3rd
*Gt. Southern & Western (Ireland)	1st, 2nd & 3rd	*Swansea and Mumbles	1st, 2nd & 3rd
*Great Western	3rd.	*Taff Vale	1st, 2nd & 3rd
*Hull and Barnsley	1st & 3rd	*Waterford, Limerick & Western	1st, 2nd & 3rd
*Isle of Wight	1st, 2nd & 3rd	*Wirral	1st & 3rd
*Lancashire, Derbyshire and East Coast	1st & 3rd	*Wrexham, Mold & Connah's Quay	1st & 3rd
*Lancashire and Yorkshire	1st, 2nd & 3rd		
*Liverpool Overhead	1st & 2nd		
*London, Brighton & South Coast	1st, 2nd & 3rd		

First and Second Class Privilege Tickets will only be issued to those of the employees who are entitled under the Pass Regulations to First or Second Class Passes, as the case may be.

CONDITIONS ON LT&SR PRIVILEGE TICKETS

Privilege Tickets are not transferable, and any person disposing of or making improper use of them will be liable to prosecution and in addition will be dismissed from the service of the Company by whom he is employed. The tickets are issued subject (1) to the general rules and regulations of the Company, and (2) to the condition that the L. T. & S. Ry. Company is held free from any responsibility or liability for any loss or injury sustained by persons travelling with them arising from any cause whatever. And the use of the tickets shall be taken as an agreement by the holder to be bound by such rules, regulations, and conditions.

5-120

Privilege Tickets are not transferable, and any person disposing of or making improper use of them will be liable to prosecution and in addition will be dismissed from the service of the Company by whom he is employed. The tickets are issued subject (1) to the general rules and regulations of the Company, and (2) to the condition that the Midland (L.T. & S. Sec.) Ry. Company is held free from any responsibility or liability for any loss or injury sustained by persons travelling with them arising from any cause whatever. And the use of the tickets shall be taken as an agreement by the holder to be bound by such rules, regulations, and conditions.

5-130

Privilege Tickets are not transferable, and any person disposing of or making improper use of them will be liable to prosecution and in addition will be dismissed from the service of the Coy by whom he is employed. The tickets are issued subject (1) to the general rules and regulations of the Coy, and (2) to the conditions that the Midland (L.T. & S. Sec.) Ry. is held free from any responsibility or liability for any loss or injury sustained by persons travelling with them arising from any cause whatever. And the use of the tickets shall be taken as an agreement by the holder to be bound by such rules, regulations, and conditions.

5-140

Privilege Tickets are not transferable, and any person disposing of or making improper use of them will be liable to prosecution and in addition will be dismissed from the service of the Coy by whom he is employed. The tickets are issued subject (1) to the general rules and regulations of the Coy, and (2) to the conditions that the Midland (L.T. & S. Sec.) Ry. is held free from any responsibility or liability for any loss or injury sustained by persons travelling with them arising from any cause whatever. And the use of the tickets shall be taken as an agreement by the holder to be bound by such rules, regulations, and conditions.

5-150

Privilege Tickets are not transferable, and any person disposing of or making improper use of them will be liable to prosecution and in addition will be dismissed from the service of the Company by whom he is employed. The tickets are issued subject (1) to the general rules and regulations of the Company over whose line the holder is travelling, and (2) to the condition that the L. T. & S. Ry. Company and all other Companies over whose railways they shall be available, are held free from any responsibility or liability for any loss or injury sustained by persons travelling with them arising from any cause whatever. And the use of the tickets shall be taken as an agreement by the holder to be bound by such rules, regulations, and conditions.

5-210

Privilege Tickets are not transferable, and any person disposing of or making improper use of them will be liable to prosecution and in addition will be dismissed from the service of the Company by whom he is employed. The tickets are issued subject (1) to the general rules and regulations of the Company over whose line the holder is travelling, and (2) to the condition that the Midland (L.T. & S. Sec.) Ry. Company and all other Companies over whose railways they shall be available, are held free from any responsibility or liability for any loss or injury sustained by persons travelling with them arising from any cause whatever. And the use of the tickets shall be taken as an agreement by the holder to be bound by such rules, regulations, and conditions.

5-230

Privilege Tickets are not transferable, and any person disposing of or making improper use of them will be liable to prosecution and in addition will be dismissed from the service of the Coy by whom he is employed. The tickets are issued subject (1) to the general rules and regulations of the Coy, and (2) to the conditions that the Midland (L.T. & S. Sec.) Ry. is held free from any responsibility or liability for any loss or injury sustained by persons travelling with them arising from any cause whatever. And the use of the tickets shall be taken as an agreement by the holder to be bound by such rules, regulations, and conditions.

5-240

This Ticket is available for a period of 14 days from the date of issue, and is issued subject (1) to the general rules and regulations of the Coy over whose line the holder is travelling, and (2) to the condition that the L. T. & S. Ry. Company and all other Companies over whose railways they shall be available, are held free from any responsibility or liability for any loss or injury sustained by persons travelling with them arising from any cause whatever. And the use of the tickets shall be taken as an agreement by the holder to be bound by such rules, regulations, and conditions.

5-250

Privilege Tickets are not transferable, and any person disposing of or making improper use of them will be liable to prosecution and in addition will be dismissed from the service of the Coy by whom he is employed. The tickets are issued subject (1) to the general rules and regulations of the Coy, and (2) to the condition that the L. T. & S. Ry. Coy is held free from any responsibility or liability for any loss or injury sustained by persons travelling with them arising from any cause whatever. And the use of the tickets shall be taken as an agreement by the holder, to be bound by such rules, regulations, and conditions.

5-320

Privilege Tickets are not transferable, and any person disposing of or making improper use of them will be liable to prosecution and in addition will be dismissed from the service of the Coy by whom he is employed. The tickets are issued subject (1) to the general rules and regulations of the Coy, and (2) to the condition that the Midland (L.T. & S. Sec.) Ry. is held free from any responsibility or liability for any loss or injury sustained by persons travelling with them arising from any cause whatever. And the use of the tickets shall be taken as an agreement by the holder, to be bound by such rules, regulations, and conditions.

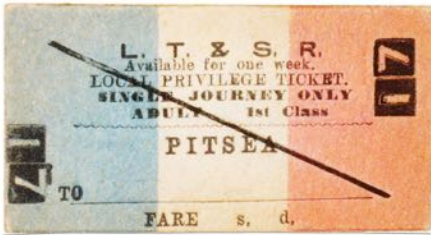
5-330

Available for One Journey only, within ONE MONTH from date of issue. Issued subject to the special conditions as to Interchange Privilege Tickets and to the general rules and Regulations of the Companies over whose lines this ticket is available.

5-440

PRIVILEGE SINGLES

Local tickets.



S-120

102/2



S-130



S-230



S-130

Interchange tickets.



S-110

82/14



S-220



S-230

PRIVILEGE RETURNS - LOCAL

<p>L. T. & S. R. Available for 1 Month LOCAL Privilege Ticket RETURN HALF (ADULT) 1st Class.</p>	<p>L. T. & S. R. Available for 7 Days LOCAL Privilege Ticket OUTWARD HALF (ADULT) 1st Class.</p>
<p>38 TO WESTCLIFF-ON-SEA</p>	<p>38 TO Westcliff-on-Sea</p>
<p>Turn Over</p>	<p>Fare s. d.</p>

5-120

147/19

<p>L. T. & S. R. Available for 1 Month LOCAL Privilege Ticket RETURN HALF (ADULT) 3rd Class.</p>	<p>L. T. & S. R. Available for 7 Days LOCAL Privilege Ticket OUTWARD HALF (ADULT) 3rd Class.</p>
<p>20 TO WOODORANGE PARK</p>	<p>20 TO GRAVESEND</p>
<p>Turn over</p>	<p>F 2d.</p>

5-110

1912 04

214706

<p>L. T. & S. R. Available for 1 Month LOCAL Privilege Ticket RETURN HALF (ADULT) 1st Class.</p>	<p>L. T. & S. R. Available for 7 Days LOCAL Privilege Ticket OUTWARD HALF (ADULT) 1st Class.</p>
<p>94 TO RAINHAM</p>	<p>94 TO Rainham or UPTON PARK or PLAISTOW</p>
<p>Turn over</p>	<p>Fare 2d. 7d.</p>

5-120

100/20

<p>L. T. & S. R. Available for 1 Month LOCAL Privilege Ticket RETURN HALF (CHILD) 1st Class.</p>	<p>L. T. & S. R. Available for 7 Days LOCAL Privilege Ticket OUTWARD HALF (CHILD) 1st Class.</p>
<p>30 TO THORPE BAY</p>	<p>30 TO Thorpe Bay</p>
<p>Turn over</p>	<p>Fare s. d.</p>

100/21

<p>NO 18 08 L. T. & S. R. Available for 1 Month LOCAL Privilege Ticket RETURN HALF (ADULT) 3rd Class.</p>	<p>AU 14 11 L. T. & S. R. Available for 7 Days LOCAL Privilege Ticket OUTWARD HALF (ADULT) 3rd Class.</p>
<p>85 TO EAST HAM</p>	<p>495 TO GRAVESEND TO GRAYS</p>
<p>Turn over</p>	<p>Fare 2d.</p>

5-120

<p>MIDLAND RY. (L. T. & S. Section) Available for 1 Month LOCAL Privilege Ticket RETURN HALF (ADULT) 3rd Class.</p>	<p>MIDLAND RY. (L. T. & S. Section) Available for 7 Days LOCAL Privilege Ticket OUTWARD HALF (ADULT) 3rd Class.</p>
<p>1049 TO BOW ROAD</p>	<p>1049 TO Bow Road TO PLAISTOW</p>
<p>Turn Over</p>	<p>Fare 1d.</p>

5-140

1005

<p>DO 29 01 MIDLAND RY. (L. T. & S. Section) Available for 7 Days LOCAL Privilege Ticket RETURN HALF (CHILD) 3rd Class.</p>
<p>426 TO FENCHUR ST.</p>
<p>actual fare</p>

5-140

<p>922 AP 15 MIDLAND RY. Available for 7 Days LOCAL Privilege Ticket OUTWARD HALF (ADULT) 3rd Class.</p>
<p>591 TO STANFORD-LE-W.</p>
<p>Revised Fare 5d.</p>

5-150

PRIVILEGE RETURNS - INTERCHANGE

L. T. & S. R.
Available for 1 Month
INTERCHANGE
Privilege Ticket
RETURN HALF
(ADULT) 3rd Class
46

L. T. & S. R.
Available for 2 Days
INTERCHANGE
Privilege Ticket
OUTWARD HALF
(ADULT) 3rd Class.
52

Victoria Park
TO
PLAISTOW
Turn over

Plaistow
TO
WESTBOURNE PARK
(Metropolitan Ry.)
(I.P.T. Fare 1/4d.)

5-220 102/14

L. T. & S. R.
Available for 1 Month
INTERCHANGE
Privilege Ticket
RETURN HALF
(CHILD) 3rd Class
02

L. T. & S. R.
Available for 7 Days
INTERCHANGE
Privilege Ticket
OUTWARD HALF
(CHILD) 3rd Class.
79

Gower Street
TO
BROMLEY (No.2)
Via Aldgate East
& Mile End
Turn over

Plaistow
TO
CHARING CROSS
(I.P.T. Fare 11d.)

5-220 102/14 103/14

FE 28 1b
L. T. & S. R.
Available for 2 Days
INTERCHANGE
Privilege Ticket
OUTWARD HALF
(CHILD) 3rd Class
82

Plaistow
TO
ST. JAMES' PARK
to End & Temple
(I.P.T. Fare 11d.)

5-220

NO 11 19
MIDLAND RY.
(L. T. & S. Section)
Available for 7 Days
INTERCHANGE
Privilege Ticket
OUTWARD HALF
(CHILD) 3rd Class
87

Low Street
TO
on ...
Via ...
I.P.T. Fare ...

5-230

AU 23 1b
MIDLAND RY.
(L.T. & S. Section)
Available for 1 Month
INTERCHANGE
Privilege Ticket
RETURN HALF
(ADULT) 3rd Class
3047

AU 23 1b
MIDLAND RY.
(L.T. & S. Section)
Available for 7 Days
INTERCHANGE
Privilege Ticket
OUTWARD HALF
(ADULT) 3rd Class
563

Aldgate East
TO
EAST HAM
Via MILE END
Turn Over

Tilbury Dock
TO
EUSTON SQUARE
Via St. Marys & Aldgate
or Finch St. & Aldgate
(I.P.T. Fare 2d)

5-230

2546
MIDLAND RY.
(L.T. & S. Section)
Available for 1 Month
INTERCHANGE
Privilege Ticket
RETURN HALF
(ADULT) 3rd Class
2546

2546
MIDLAND RY.
(L.T. & S. Section)
Available for 7 Days
INTERCHANGE
Privilege Ticket
OUTWARD HALF
(ADULT) 3rd Class
2546

on ... By To TO
on ... Ry. Ry.
Via ... Via ...
(Turn Over) I.P.T. Fare s. d.

Tilbury(No.1)

5-230 undated

BE 23 36
MIDLAND RY.
(L.T. & S. Section)
Available for 2 Months
INTERCHANGE
Privilege Ticket
RETURN HALF
(ADULT) 3rd Class
497

BE 23 36
MIDLAND RY.
(L.T. & S. Section)
Available for 2 Days
INTERCHANGE
Privilege Ticket
OUTWARD HALF
(ADULT) 3rd Class
497

Rotherhithe
TO
PLAISTOW
Change at Whitechapel
Turn Over

Plaistow
TO
ROTHERHITHE
Change at Whitechapel
Actual Fare 21d.

5-230

L.T. & S.R. (CHILD)
Privilege Ticket
01

EARLS COURT
West Brompton, S.E.
or West Kensington To
PLAISTOW
Via Temple & Mile End
Not Transferable
THIRD CLASS
Issued subject to Co's
published Regulations
E.C.E. 1/- DAY (See over)

5-240 1065

L.T. & S.R. (ADULT)
Privilege Ticket
21

EARLS COURT
West Brompton (D.R.)
or West Kensington To
PLAISTOW
Via Temple & Mile End
Not Transferable
THIRD CLASS
Issued subject to Co's
published Regulations
E.C.E. 1/- DAY (See over)

1065 194/25

NO 11 19
MIDLAND RY.
Available for 7 Days
INTERCHANGE
Privilege Ticket
OUTWARD HALF
(ADULT) 3rd Class
1639

East Ham
TO
ADD ... EAST
Via ... End
Revised ... 4d.

5-240

PRIVILEGE RETURNS - INTERCHANGE

Available for one
journey within Seven
days from date of issue.
MIDLAND RLY. P.T.
INTERCHANGE
East Ham to
WHITECHAPEL
THIRD CLASS
REVISED FARE 3d.
6264

5-250

Available for one
journey within Seven
days from date of issue.
MIDLAND RLY. P.T.
INTERCHANGE
East Ham to
WHITECHAPEL
THIRD CLASS
REVISED FARE 2d.
CHILD.
70

5-250

679
MIDLAND RLY. P.T.
Available for the RETURN
journey within ONE Month
from date of issue.
Walham Green
to BROMLEY (No. 2)
THIRD CLASS
SEE BACK
Available for one
journey within Seven
days from date of issue.
MIDLAND RLY. P.T.
Bromley (No. 2)
to WALHAM GREEN
THIRD CLASS
REVISED FARE 5d.
679

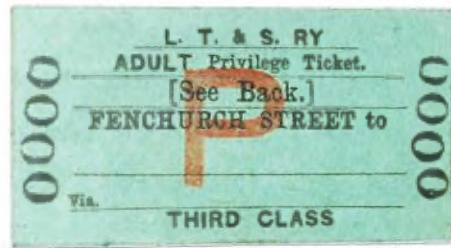
5-250

PRIVILEGE SINGLES - GREAT EASTERN STATIONS

Conditions 5-320 unless otherwise indicated.



236/24



236/24



236/24



236/24



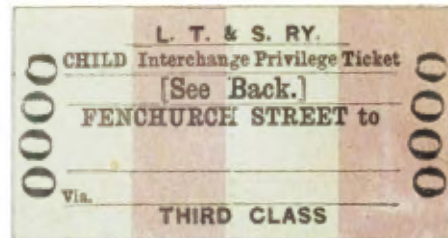
236/24



236/24



236/24



236/24

PRIVILEGE RETURNS - GREAT EASTERN STATIONS

0052
L. T. & S. RY.
INTERCHANGE
Privilege Ticket.
Fare 2s 2d.
Southern.
Fenchurch St
TO
SOUTHEND
Fench' St
FIRST [See Back]

5-320 111204

2535
L. T. & S. RY.
Privilege Ticket.
Southern
Fare 1s 1d.
Issued subject to Regu-
lations of the Company.
Fenchurch St
TO
SOUTHEND
Fench' St
THIRD

Blank 121108

0020
L. T. & S. RY.
INTERCHANGE
Privilege Ticket.
Fare 1s 1d
Southern
Fenchurch St
TO
SOUTHEND
Fench' St
THIRD [See Back]

5-320 1115

L. T. & S. RY.
INTERCHANGE
Privilege Ticket.
Fench' St
Tilbury
TO
FENCHURCH ST
Tilbury
Fare 6d.
THIRD [See Back] [P.T]

5164
211212

L. T. & S. RY.
INTERCHANGE
Privilege Ticket.
Fench' St
East Ham
TO
FENCHURCH ST
East Ham
Fare 3d.
THIRD [See Back] [P.T]

5240
41110

0000
L. T. & S. Ry
Privilege Ticket.
Southern
Fare s. d.
Fenchurch St
TO
SOUTHEND
Fench' St
FIRST [See Back]

0000
L. T. & S. Ry.
Privilege Ticket.
Fench' St
Southend
TO
FENCHURCH ST
Southern
Fare s. d.
FIRST [See Back]

5-320 236121

0000
L. T. & S. Ry
ADULT Privilege Ticket
Fenchurch St
TO
Via
FIRST [See Back]

0000
L. T. & S. Ry
ADULT Privilege Ticket
Fench' St
TO
Via
FIRST [See Back]

5-320 236122

0000
L. T. & S. Ry
ADULT Privilege Ticket
Fenchurch St
TO
Via
THIRD [See Back]

0000
L. T. & S. Ry.
ADULT Privilege Ticket
Fench' St
TO
Via
THIRD [See Back]

5-320 237110

0000
L. T. & S. Ry
CHILD Privilege Ticket
Fenchurch St
TO
Via
FIRST [See Back]

0000
L. T. & S. Ry.
CHILD Privilege Ticket
Fench' St
TO
Via
FIRST [See Back]

5-320 236123

0000
L. T. & S. Ry
CHILD Privilege Ticket
Fenchurch St
TO
Via
THIRD [See Back]

0000
L. T. & S. Ry.
CHILD Privilege Ticket
Fench' St
TO
Via
THIRD [See Back]

5-320 236124

1560
INTERCHANGE
Privilege Ticket
Fench' St
Southend
TO
Fenchurch St
Revised Fare 2s 2d.
FIRST [See Back] P.T.
MIDLAND RAILWAY
(L. T. & S. Section.)

5-320 1115

8501
INTERCHANGE
Privilege Ticket.
Fench' St
WESTCLIFF-ON-SEA
TO
FENCHURCH ST
Westcliff-on-Sea
Fare 1s 1d.
THIRD [See Back] P.T.
MIDLAND RAILWAY
(L. T. & S. Section.)

5-320 111020

INTERCHANGE
Privilege Ticket.
Shoeb'ness
Fenchurch St
TO
SHOEBURNESS
Fench' St
Revised Fare 2s 2d.
THIRD [See Back] P.T.
MIDLAND RAILWAY
(L. T. & S. Section.)

5971
5-320 111021

0000
Local Privilege.
Fench' St
Dagenham
TO
FENCHURCH ST
Dagenham
Fare 7d.
THIRD [See Back]
MIDLAND RAILWAY

0000
Local Privilege.
Dagenham
Fenchurch St
TO
DAGENHAM
Fench' St
Fare 7d.
THIRD
MIDLAND RAILWAY

5-330 214127

1939
INTERCHANGE
Privilege Ticket
Southern
TO
FENCHURCH ST
Fare 10d.
THIRD [See Back] P.T.
MIDLAND RAILWAY

1939
INTERCHANGE
Privilege Ticket
Fenchurch St
TO
SOUTHEND
Fare 10d.
THIRD [See Back] P.T.
MIDLAND RAILWAY

87124

WORKMAN'S RETURNS

The Government took a keen interest in the provision of Workmen's Trains by those railway companies having London termini and the Board of Trade was charged with gathering statistics for these in 1883, 1890, 1894 and 1897. They were published in the form of Command Papers; references for the first two are not known, the others are C. - 7541 of 1894 and C. - 8585 of 1897.

On 8 June 1899 the House of Commons ordered that a wider return be made, showing the number of Workmen's Trains running on all railways in Great Britain together with the distance run and the fares charged on each particular train. This was to be prepared by the Board of Trade in the same way as the 1897 London Railways report. It was then published as Command Paper Cd. - 187 of 1900, giving the information relevant to 1899. The final proof copy of that document is held by TNA as piece MT 6/949/8 and the University of Leicester Library holds a copy as published.

Both the 1897 and the 1900 Papers state that under Section 50 of the Company's Act of 1882 (45 & 46 Vict. Cap.143) they may run Workmen's Trains, and at their option discontinue such trains if they think fit. If the trains are run under this Section then compensation for injury is limited and use of a ticket by the holder is evidence of a special contract to that effect. Holders of workmen's tickets travelling to stations other than those for which their tickets are available will be charged the ordinary fare from the station whence the train started.

Both Papers also state that in 1883 the LT&S ran three workmen's trains from Barking to Fenchurch Street, in 1890 three trains from Barking and one from Upton Park and in 1894 and 1897 four from Barking, one from Upton Park and one from East Ham. The 1897 timings are as shown below.

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Barking - - - - - dep.	4 45	5 20	6 7	—	—	6 55
East Ham - - - - - "	4 49	5 24	6 11	6 42	—	6 59
Upton Park - - - - - "	4 52	5 27	6 14	6 45	6 55	—
Plaistow - - - - - "	4 55	5 31	6 17	6 49	—	—
Bromley - - - - - "	4 59	5 35	6 21	6 53	—	7 6
Burdett Road - - - - - arr.	5 3	5 38	6 26	6 57	7 4	7 10
Stepney - - - - - "	5 6	5 41	6 29	7 0	7 7	7 13
Fenchurch Street - - - - - "	5 11	5 46	6 34	7 5	7 12	7 18

In 1899 departures from Barking were at 4.45, 5.20, 5.40 6.04 and 6.54; from East Ham at 6.40 and from Upton Park at 6.54. Passengers were allowed to alight at or return from Burdett Road or Stepney, and the return journey could be made by any train on the day of issue. From 4 April 1893 (when there was a reduction for at least the shorter distances) fares to Fenchurch Street were from Barking or East Ham 3d, Upton Park 2½d and Plaistow or Bromley 2d. Tickets for the following day were on sale at booking offices every evening after 4.00 p.m. By 1897 weekly tickets in packets of 6 were also available, at 1/6d from Barking or East Ham, 1/3d from Upton Park and 1/- from Bromley or Plaistow. There was no cost saving, but tickets were on sale after 12 noon on Saturdays and during booking hours on Sundays so avoiding the inconvenience of a daily queue at the booking office.

Workmen's tickets were also issued to Bromley, fares from 4 April 1893 were 3d from Barking or East Ham and 2½d from Upton Park; they were unchanged in 1899 but by 1904 had been reduced to 2d from Barking, 1½d from East Ham and 1d from Upton Park. Weekly tickets were not available for these bookings. The 1897 return shows that 1,264,160 workmen's tickets were issued during 1896, 110,816 of these in November and 102,221 in December; totals in 1898 and 1899 were 1,582,456 and 1,726,380 respectively.

During the first decade of the twentieth century the range of journeys that could be made at cheap workmen's fares was greatly expanded. From the copy timetable page shown

WORKMAN'S RETURNS

overleaf (October 1912 or 1913) the following table can be compiled to show the fares for the local tickets then available. Bookings also shown in the June 1904 timetable (and available earlier) are shown in red, bookings added after the date of the copy timetable are shown in blue. The 1d booking between Grays and Tilbury Dock was introduced on Monday 29 May 1911 and available by all trains up to and including that leaving at 7.49 a.m. (RAIL 437/64).

To: From:	Fench St	Bromley	West Ham	Plaistow	Upton Pk	East Ham	Barking	Dag Dock	Rainham	Purfleet	Til Dock	Dagenham
Fenchurch St		2d	2d	2d	2½d	3d	3d				11d	
Stepney						3d	3d				10d	
Burdett Road						3d	3d				10d	
Bromley	2d				1d	1½d	2d	3½d			9½d	
West Ham											9d	
Plaistow	2d							3d			9d	
Upton Park	2½d	1d						2½d			8½d	
East Ham	3d	1½d						2d			8d	
Barking	3d	2d						1½d	2½d	4½d	7½d	2d
Grays				8d	7½d	7d	6½d			2d	1d	
Tilbury Dock				9d	8½d	8d	7½d					
Gravesend											3d	

A system of colour coding was used for the daily returns. There was a clear scheme for the tickets from the five different stations to Fenchurch Street, and another for those from the three different stations to Bromley; beyond this no reasonable deductions can be drawn until further specimens have been seen.

Both the 1897 and the 1900 Command Papers also show that cheap third class return tickets for Fenchurch Street, Stepney and Burdett Road were available by three later trains. The table of times and fares in 1897 is shown below, the fares in 1899 were unchanged but the times were slightly different. Tickets are shown on a separate page.

From	By Trains at			Fares.	
	Fenchurch St. and Stepney.	Burdett Road.			
Barking	A.M. 7 10	A.M. —	A.M. 7 40	d. 7	d. 7
East Ham	7 14	7 31	7 44	6	6
Upton Park	7 17	7 33	7 47	5	4
Plaistow	7 20	7 36	7 50	4	3½
Bromley	7 24	—	7 54	4	2½

Later sections in this album deal with tickets from Great Eastern stations (although these are noted in the main table above) and from Whitechapel & Bow Joint stations, together with tickets from LT&S stations to foreign destinations.

WORKMEN'S TICKETS.

FOR BONA FIDE WORKMEN ONLY.

ARTISANS, MECHANICS, DAILY LABOURERS and WOMEN WORKERS can obtain Tickets at the undermentioned Rates, at Stations and by Trains as shown hereon:—
For LONDON.

STATIONS.	TRAINS.											
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
BARKING dep.	4 30	5 7	5 37	6 4	6 21	6 34	6 48	...	7 11	7 20	...	...
EAST HAM "	4 43	5 11	5 41	6 8	6 26	6 39	6 52	7 2	...	...	...	7 33
UPTON PARK "	4 47	5 15	5 45	6 12	...	6 43	6 56	7 6	...	7 27	...	7 37
PLAISTOW "	4 50	5 18	5 43	6 16	...	6 46	7 0	7 10	7 19	...	7 33	...
BROMLEY "	4 54	5 22	5 32	6 21	...	...	...	...	...	...	...	...

Fast Workmen's Trains for Bromley leave Barking at 7.33 a.m., East Ham 7.31 a.m., Upton Park 7.33 a.m.
 From *Barking or *East Ham to London (Fenchurch Street) 3d.
 From *Upton Park to London (Fenchurch Street) 2½d.
 From *Plaistow or *Bromley to London (Fenchurch Street) 3d.
 From Barking to Bromley 2d.
 From East Ham to Bromley 1½d.
 From Upton Park to Bromley 1d.

* These Tickets are available at the option of the holders to alight at, or return from, Boreham Road or Stepney Stations.
 Workmen's Tickets can be obtained at the Booking Offices every evening after 4.0 p.m. for use on the following day, except those issued on Saturdays, which are available on the following Monday.

WORKMEN'S TICKETS IN PACKETS

ON EVERY SATURDAY, after 12.0 noon, and ON SUNDAYS during booking hours,
 SIX RETURN WORKMEN'S TICKETS

to London are issued for use in the following week, and the price of the six Tickets is as under:—
 From Barking or East Ham 1s. 6d.
 From Upton Park 1s. 3d.
 From Bromley or Plaistow 1s. 6d.

These Workmen's Tickets are available to return by any Ordinary Train on the day of issue only except 2.6 p.m., 3.26 and 4.7 p.m. (Saturdays only), 4.16 (not Sale), 4.35, 6.26, 8.0, 8.41 and 10.15 p.m. Trains from Fenchurch Street.

WORKMEN'S TICKETS are issued at Graysend Town Pier to Tilbury Docks Station by the 5.22, 6.15, 6.30 and 6.57 a.m. Boats available from Tilbury by the Trains in connection therewith.—Return Fare, 3d.

WORKMEN'S TICKETS are issued from Grays to Tilbury Docks by all Trains up to and including that leaving Grays at 7.49 a.m.—Return Fare, 1d.
 These Return Halves of these Tickets will be available for the return journey on the day of issue only, by any Ordinary Train after 12.0 noon.

WORKMEN'S TICKETS are issued at Tilbury Docks and Grays, for Barking, East Ham, Upton Park and Plaistow, by Trains leaving Tilbury Docks at 5.35 and 5.52 a.m., and by Trains leaving Grays at 5.52 and 6.37 a.m., at Return Fares as under:—

FROM	TO			
	Barking.	East Ham.	Upton Park.	Plaistow.
TILBURY DOCKS	2	4	4	4
GRAYS	7½	5	8½	9
	6½	7	7½	8

The Return Halves of these Tickets will be available by Ordinary Trains after 12.0 noon on the day of issue only, except by the following Trains:—5.6 p.m. from Barking; 6.49 and 7.12 p.m. from East Ham; and 7.7 p.m. from Plaistow.

WORKMEN'S TICKETS are also issued at Grays by 5.39 a.m. Train for Purfleet.—Return Fare, 2d.
 The Return Halves of these Tickets will be available by Ordinary Trains after 12.0 noon on the day of issue only.

OUTWARD WORKMEN'S TICKETS are issued to Bromley, West Ham, Plaistow, Upton Park, East Ham, and Barking by all Trains (steam and electric) up to and including Train duo Barking 7.18 a.m. They are issued to Tilbury Docks from all Stations Fenchurch Street to Barking inclusive by Trains leaving Fenchurch Street at 5.45 and 6.52 a.m. as under:—

FROM	TO						
	Bromley.	West Ham.	Plaistow.	Upton Park.	East Ham.	Barking.	Tilbury Docks.
FENCHURCH STREET	2	2	2	2½	2	2	11
STEPNEY & BORDETT ROAD... ..	—	—	—	—	2	3	10
BROMLEY	—	—	—	1	1½	2	9½
WEST HAM	—	—	—	—	—	—	9
PLAISTOW	—	—	—	—	—	—	9
UPTON PARK	—	—	—	—	—	—	8½
EAST HAM	—	—	—	—	—	—	8
BARKING	—	—	—	—	—	—	7½

* Passengers from West Ham to Tilbury Docks must travel by previous Electric Trains and change into 5.45 or 6.52 a.m. Trains at Fenchurch Street.
 The Tickets issued by Trains as above are available for the return journey by any Train after 12.0 noon on the day of issue only.

WORKMEN'S TICKETS are issued to Dagenham Dock from Plaistow 3d., Upton Park 2½d., East Ham 2d., Barking 1½d., by Trains arriving at Dagenham Dock before 5.9 a.m., available for the return journey by any Train after 12.0 noon on the day of issue only.

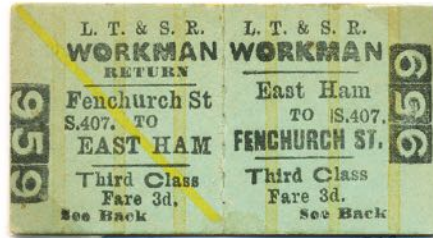
All Workmen's Tickets are issued subject to the provisions of the Company's Act, 45 and 46 Vic., 1872, ch. 143, and the use by the holder is required as evidence of a special contract upon these conditions.
 The Tickets will be forfeited if used by any but the authorized Trains, and the Passengers presenting them will be charged the full ordinary fare.
 The Tickets are only available for one journey in each direction on the day of issue, and between the stations named on them. No refund can be allowed for Tickets which are not used.
 The Christian and Hermann, Address, and Trade of the Applicant may be required, as well as the Name and Address of the Employer.
 A Passenger travelling in a Workmen's Train without a Ticket, or a Passenger not a bona fide Workman taking or holding a Workmen's Ticket, or the holder of a Workmen's Ticket travelling by any but an authorized Workmen's Train will be charged the full ordinary fare from the station where the Train started, and will be liable to prosecution.
 Workmen's Tickets will not be issued for use on Sundays, Bank Holidays, Christmas Day and Good Friday.

WORKMANS RETURNS - LOCAL DAILY TICKETS

Early tickets. Conditions 6-110 appear on the backs.



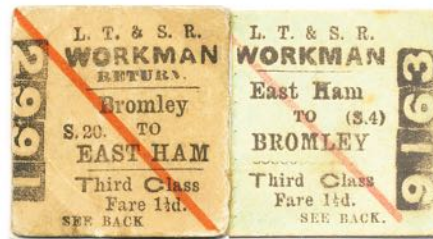
Smaller, sans-serif typeface used for "WORKMAN" and the fare shown on a separate line. Conditions 6-110 continued. Earliest issue date seen: 25 April 1901. Series numbers potentially ran to S999 or A999 and then repeated from S1 or A1. There is no obvious reason for allocation of the prefix S or A.



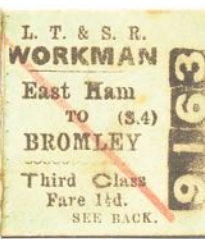
A474-A894 known.

5109-5576 known.

541-5257 known.



512-522 known.



6020 n65

WORKMANS RETURNS - LOCAL DAILY TICKETS

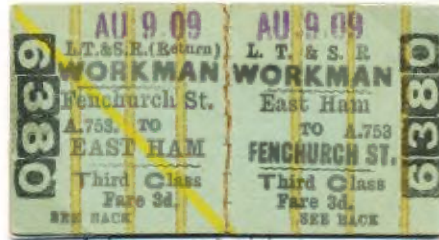
The word "Return" moved to the title line and the print crowded down the ticket to give clear space for dating on the front along the top margin. Conditions 6-110 continued.



A219 - A856 1/4/07 known



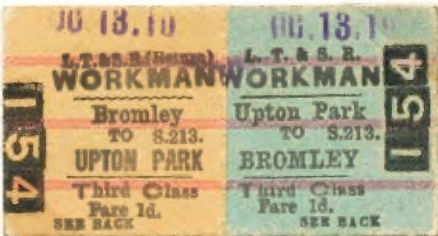
A957 6/10/09, A55 14/0908 - A242 8/10/08 seen



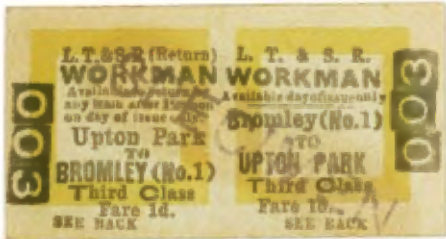
5564 3/9/06 - 5865 3/7/11 known



5299 - 5500 known



5121 23/10/07 - 5210 known

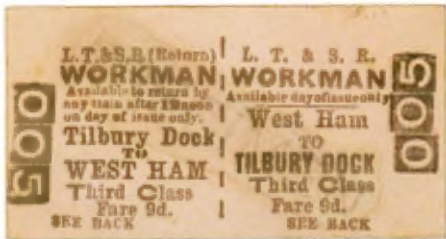


8912

Bromley -
Barking 04
Green + die
green - 1/2p
(200)



14717



14715



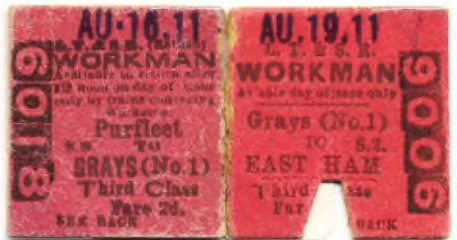
14716



8916



8912



Grays - Plaistow seen whole, same shade early half.

WORKMANS RETURNS - LOCAL DAILY TICKETS

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 changed to 6-120.



M65



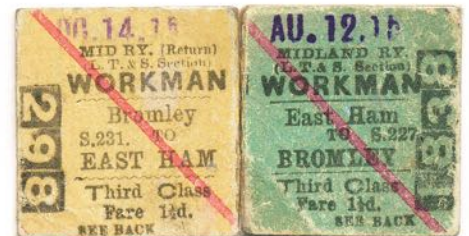
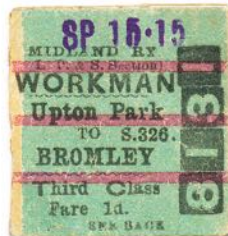
M65



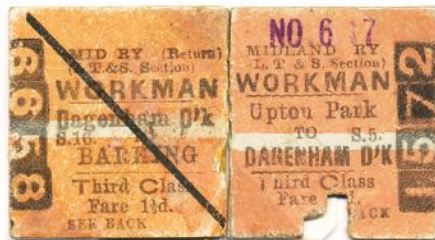
M65

WORKMANS RETURNS - LOCAL DAILY TICKETS

Conditions changed to 6-130 or 6-135, using the same wording as before but printed in smaller typeface. Earliest issue date seen:



Colour change.



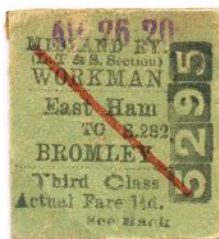
M65

Grey
Tilbury Dial
Blue
(872)

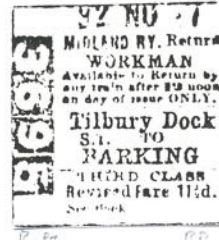
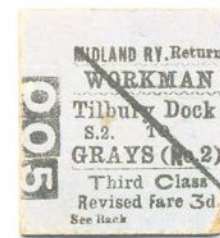


WORKMANS RETURNS - LOCAL DAILY TICKETS

Workman's fares were not increased on 1 January 1917, and there was thus no need for the term "Actual Fare" to be used on this category of ticket from 1 April 1920. The term was nevertheless used, possibly simply for consistency with tickets at standard fares. Conditions 6-130 continued.

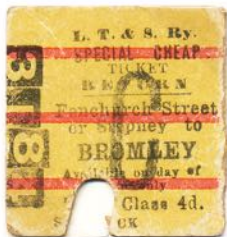


Although ordinary fares were raised from 6 August 1920 the increase in workman's fares was delayed until 1 September 1920. A national scale according to distance was then applied, subject to the condition that no fare should be more than 200% of the pre-War figure. The new scale for the return journey was:- up to 2 miles - 3d; 2 to 2¹/₃ - 3¹/₂d; 2¹/₃ to 2²/₃ - 4d; 2²/₃ to 3 - 4¹/₂d; 3 to 3¹/₃ - 5d; 3¹/₃ to 3²/₃ - 5¹/₂d; 3²/₃ to 4 - 6d. For journeys over 4 miles, 6d was charged for the first 4 miles plus ¹/₂d for every ¹/₂ mile thereafter. The term "Revised Fare" was shown on tickets.



WORKMANS RETURNS - LOCAL DAILY TICKETS

Cheap tickets for the trains leaving the suburban stations after 7.00 a.m.



2-130 265995



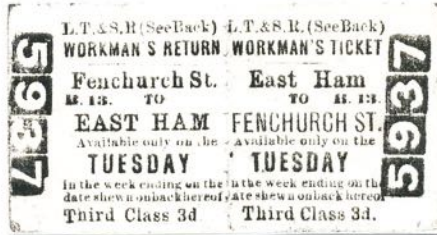
109135

WORKMANS RETURNS - LOCAL WEEKLY TICKETS

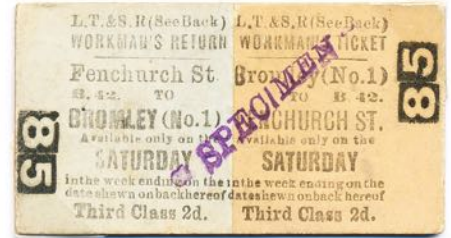
By the end of 1897 weekly packets of six tickets were being issued to Fenchurch Street from Bromley, Plaistow, Upton Park, East Ham and Barking. Each ticket is printed with the day of the week on which it was to be used, below which is a validity notice limiting use to 'the week ending on the date shewn on back hereof'. The stamped date was that of the respective Saturday.

It is worth noting that the series number on these tickets was always preceded by the letter 'B', in contrast to the 'A' or 'S' prefix used on daily tickets. All tickets have conditions 6-110. Earliest date seen:

Tickets from Bromley, Plaistow, East Ham and Barking were green/buff.



30704



1145

1145

Upton Park appears to have issued most workman's tickets, which is probably the reason why these were printed on distinctive pink, white and blue card.



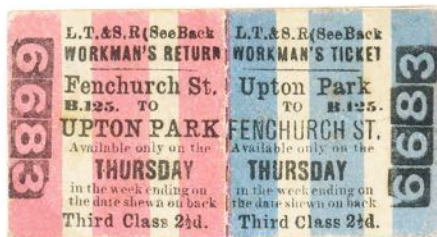
10703

19427

30106

14403

317486



1145

1145

1145

23704

B94-8185 (122406) known.

WORKMANS RETURN - LOCAL WEEKLY TICKETS

Print moved down the ticket to allow an upper margin for date stamping. A specimen dated 1 June 1906 has been seen, possibly illustrating the new dating system. Note that in the new design care was taken to change the validity notice to refer to the week ending 'on the date shown above'. Conditions 6-110 continued.

Tickets from Bromley, Plaistow, East Ham and Barking.



Tickets from Upton Park.



From 1910 most of these bookings were catered for by sheet tickets as shown on the following pages, but some edmondsons may still be found, possibly for use as emergency stock if the sheets ran out. These have the Midland (LT&S Section) title, with conditions 6-120.

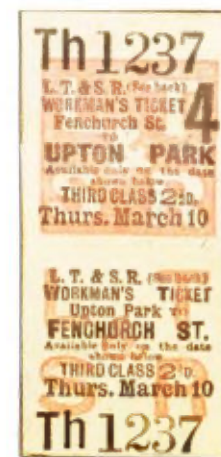


It is not clear when the company started to consider strip or sheet tickets for weekly sets. The tickets shown below are from a strip numbered from right to left, as evidenced by the copy below the actual tickets showing three of them in their original attached form (seen at Watford audit office in the 1960's). The strip length is not known, logic would suggest six tickets giving one week's travel but this is contradicted by the perforations at each end of the set shown.

Extrapolating the number sequence shows that ticket 0000 would have been printed for Monday, July 10th, giving possible print years of either 1905 (the more likely) or 1911. There is no evidence that these tickets were ever brought into use. The backs are blank.



Shown to the right is a further specimen that may also have been a proposal only. In this case the year is either 1904 or 1910. Note the interesting use of the day letters as part of the serial number. Conditions 6-117 are on the back.



WORKMANS RETURNS - LOCAL WEEKLY TICKETS

The replacement of weekly packets by sheet tickets appears to have commenced in 1909. Extrapolating dates and serial numbers tends to indicate that 1 January 1909 was the effective date, and that issue then commenced at Plaistow, Upton Park and Barking. Plaistow and Barking used turquoise/brown card, while the striped format used for Upton Park edmondsons was carried through to the sheet tickets. Each half carried a letter from A to F, representing the day of the week on which that half was valid, and the return halves were further distinguished by a number allocated to the issuing station as follows: 3 - Plaistow, 4 - Upton Park and 6 - Barking. The tickets have conditions 6-115 printed on white/buff backs.

Some confusion is caused by the existence of specimen tickets serially numbered 00000 printed with July dates in 1909, but issued examples with earlier dates show that these can not be used to determine the starting date of the scheme. The serial numbers on the specimens are printed in distinctive small numerals; most issued examples also use these but some have larger numerals, no usage pattern can be determined.



1909
1910
1910
1910
1911
1910
1911
1912
1909
1910
1910
1910
1910
1911
1911
1911
1910
1911

WORKMANS RETURNS - LOCAL WEEKLY TICKETS

Tickets with the Midland (LT&S Section) title as brought into use on or shortly after 7 August 1912. The earliest such prints continued to carry conditions 6-115, few examples are known.



1913 1913

Conditions changed to 6-125, to make it clear that the Act referred to was that of the LT&S and not the Midland.



1917



All 1913

1913 & 1915

All 1913

1914

1915
1916

WORKMANS RETURNS - LOCAL WEEKLY TICKETS

Base colour of the card, both front and back, changed from white to blue. Conditions 6-125 continued.



1910
1920
1920
1919
1918



WORKMANS RETURNS - LOCAL WEEKLY TICKETS

It appears that for some reason sheet tickets were not introduced at East Ham until a later date. Possibly the strip tickets shown on an earlier page did come into use, but there is no evidence to that effect. Shown below are examples of the July 1909 specimen tickets, it would be surprising if they were not printed at the same time. It will be noted that the station number allocated to East Ham was 5.



1909

The issued halves shown below are evidence that first use was not until 1 March 1910, ticket serial number 00238 from Series 1 has to be from the first week. Surprisingly, and perhaps as an experiment, it is printed on a much thinner card than that used for the specimens or the actual sheet tickets from the other stations.



Perhaps the thin card was not sufficiently durable. It was replaced by the standard card with a white/buff back carrying conditions 6-115.



1912



1912

1912



1911

Later tickets, those in the left hand column have the Midland (LT&S Section) with conditions 6-115 on the backs, those in the centre column have conditions 6-125 and those in the right hand column are on blue base coloured card.



1912



1913



1917

WORKMEN'S RETURNS - FOREIGN DAILY TICKETS

Foreign tickets fall into four groups as follows.

1. From the Great Eastern stations Fenchurch Street, Stepney and Burdett Road.

As also shown in the October 1912 or 1913 timetable workmen's tickets for the following journeys were available:

From \ To:	Bromley	West H	Plaist	Upt Pk	East H	Barking	T Dock
Fenchurch St	2d	2d	2d	2½d	3d	3d	11d
Stepney					3d	3d	10d
Burdett Rd					3d	3d	10d

2. From Whitechapel & Bow Joint stations.

From the same public timetable the following fare table for the possible bookings can be abstracted:

From \ To:	Bromley	West H	Plaist	Upt Pk	East H	Barking
Whitechapel	2d	2d	2d	2d	2½d	3d
Stepney Green	2d	2d	2d	2d	2½d	3d
Mile End	2d	2d	2d	2d	2½d	3d
Bow Road	2d	2d	2d	2d	2½d	3d

3. From LT&S stations to W&BJt, Metropolitan District, East London and Metropolitan Railway stations.

Through tickets were issued from Bromley, West Ham, Plaistow, Upton Park, East Ham and Barking in accordance with the extracts overleaf taken from the October 1912 or 1913 timetable. A similar table but without any stations beyond Hammersmith is shown in the June 1904 timetable, many of the fares being somewhat lower.

4. Others.

Tickets to St. Pancras and widened lines stations to Moorgate Street were issued from Woodgrange Park via the Tottenham & Forest Gate Joint Rly. and feature in the timetable from at latest June 1904. Somewhat oddly, these always bore the title of the Midland Railway, which operated the service. Tickets are therefore shown in the relevant album of that company.

There were also some workmen's tickets from LT&S to T&FG stations, presumably changing at Woodgrange Park on to the St. Pancras or Moorgate St. service.

WORKMEN'S TICKETS.

FOR BONA FIDE WORKMEN ONLY.

TO AND FROM DISTRICT RAILWAY.

ARTISANS, MECHANICS, DAILY LABOURERS and WOMEN WORKERS can obtain TICKETS at BARKING, EAST HAM, UPTON PARK, PLAISTOW, WEST HAM and BROMLEY up to 7.30 a.m., to STATIONS and at FARES as shown below:—

The Last Workmen's Trains leave BARKING at 7.32 a.m., EAST HAM 7.38 a.m., UPTON PARK 7.42 a.m., PLAISTOW 7.39 a.m., WEST HAM 7.47 a.m., BROMLEY 7.47 a.m.

STATIONS TO	STATIONS FROM						STATIONS TO	STATIONS FROM					
	Bromley.	West Ham.	Plaistow.	Upton Park.	East Ham.	Barking.		Bromley.	West Ham.	Plaistow.	Upton Park.	East Ham.	Barking.
Whitechapel	d.	d.	d.	d.	d.	d.	Gloucester Road...	d.	d.	d.	d.	d.	d.
Shoreditch	2	2	2	2	2½	3	High Street ...	5	5	5	5½	6	6
Shadwell	} Change at Whitechapel.	} 4	} 4	} 4	} 4½	} —	Earls Court ...	5	5	5	5½	6	6
Wapping							6	6	6	6	6	6	6
Rotherhithe							6	6	6	6	6	6	6
Deptford Rd.							6	6	6	6	6	6	6
New Cross							6	6	6	6	6	6	6
St. Mary's ...	2	2	2	2½	3	3	West Kensington	6	6	6	6	6	6
Aldgate East	} 2	} 2	} 2	} 2½	} 3	} 3	Barons Court ...	6	6	6	6	6	6
Mark Lane ...							6	6	6	6	6	6	6
Monument ...	2½	2½	2½	3	3½	4	Hammersmith ...	6	6	6	6	6	6
Cannon Street	2½	2½	2½	3	3½	4	Ravenscourt Park	7	7	7	7	7	7
Mansion House	3	3	3	3½	4	4½	Turnham Green ...	7	7	7	7	7	7
Blackfriars ...	3	3	3	3½	4	4½	Chiswick Park ...	7	7	7	7	7	7
Temple ...	3	3	3	3½	4	4½	Acton Town ...	7	7	7	7	7	7
Charing Cross	3	3	3	3½	4	4½	South Acton ...	7	7	7	7	7	7
Wesminster	3	3	3	3½	4	4½	Ealing Common ...	8	8	8	8	8	8
St. James' Park ...	3	3	3	3½	4	4½	South Ealing ...	8	8	8	8	8	8
Victoria ...	4	4	4	4½	5	5½	Northfield Halt ...	8	8	8	8	8	8
Sloane Square ...	4	4	4	4½	5	5½	North Ealing ...	8	8	8	8	8	8
South Kensington	5	5	5	5½	6	6	Ealing Broadway	8	8	8	8	8	8

WORKMEN'S TICKETS

FOR BONA FIDE WORKMEN ONLY.

Artisans, Mechanics, Daily Labourers and Women Workers can obtain Tickets at Barking, East Ham, Upton Park, Plaistow, West Ham and Bromley, up to 7.30 a.m., to Stations and at Fares as shown below:—

Last Workmen's Trains leave Barking at 7.32 a.m., East Ham 7.38 a.m., Upton Park 7.42 a.m., Plaistow 7.39 a.m., West Ham 7.47 a.m., Bromley 7.47 a.m.

	Bromley.	West Ham.	Plaistow.	Upton Park.	East Ham.	Barking.
Liverpool St. (Met. Rly.) ...	3	3	3	3½	4	4
Moorgate Street	3	3	3	3½	4	5
Aldergate Street	3	3½	3½	4	4	5
Farringdon Street	3	3½	3½	4	4	5
King's Cross	4	4	4	4½	5	5
Euston Square	4½	4½	4½	5	5	5
Portland Road	4½	4½	4½	5	5	5
Baker Street	4½	4½	4½	5	5	5
Edgware Road	4½	4½	4½	5	5½	5½
Bishop's Road	4½	4½	4½	5	5½	5½
Prad Street	4½	4½	4½	5	5½	5½
Bayswater	5	5	5	5½	6	6
Notting Hill Gate ...	5	5	5	5½	6	6

Passengers to change at Aldgate East.

Workmen's Tickets will not be issued for use on Sundays, Bank Holidays, Christmas Day and Good Friday.

WORKMANS RETURNS - FOREIGN DAILY TICKETS

Tickets from Great Eastern stations. An Audit Office memo dated 30 May 1906 (HT Collection) states that from 1 July workman's tickets are to be issued from Fenchurch St., Stepey and Burdett Rd. to Tilbury line stations. The specimen ticket attached thereto is as 8679 below.



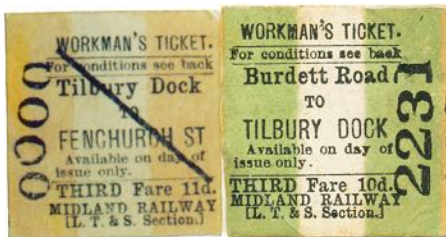
6-118

122815



6-118

313811



3118

6-118

20820



3118



6-118

299024



7-145

23811



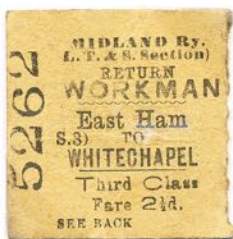
23811

Tickets from Whitechapel & Bow stations.



6-210

188112



6-230

1163



1651

Tickets to and via the Tottenham & Forest Gate Joint line. Note, however, that after the Midland took over the LT&SR on 1 Jan 1912 the line became wholly Midland property and Midland (LT&S Section) titled tickets were strictly speaking for local bookings.



6-135

WORKMANS RETURNS - FOREIGN DAILY TICKETS

The Whitechapel & Bow Joint Railway opened on 2 June 1902. Through workman's tickets to Whitechapel, St. Mary's, Aldgate East and Mark Lane were all of the same colours. The six LT&SR issuing stations were allocated numbers which appeared in skeleton print on the return half of the ticket, viz: 1 - Bromley, 2 - West Ham, 3 - Plaistow, 4 - Upton Park, 5 - East Ham, 6 - Barking. This first type carried conditions 6-210. The backs are buff.



The word "Return" moved to the title line and the print crowded down the ticket to give clear space for dating on the front along the top margin. Conditions 6-210 continued.



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 6-210 continued for a short time.

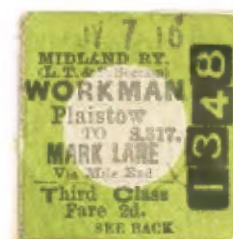


WORKMANS RETURNS - FOREIGN DAILY TICKETS

Conditions changed to 6-220 to reflect Midland ownership. Earliest issue date seen:



Change to blue-backed card. Conditions 6-220 continued. The earliest issue date seen is: 7 July 1916.

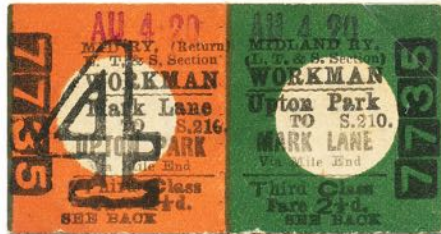


Colours printed significantly more deeply. Conditions 6-220 continued. Earliest issue date seen: 1918.



WORKMANS RETURNS - FOREIGN DAILY TICKETS

Conditions changed to 6-230. Earliest issue date seen:



As already stated, although there was thus no need for the words "Actual Fare" on this category of ticket from 1 April 1920 the term was nevertheless used. Tickets showing "Revised Fare" reflected the increased rates in force from 1 September 1920. Conditions 6-230 continued.



M65

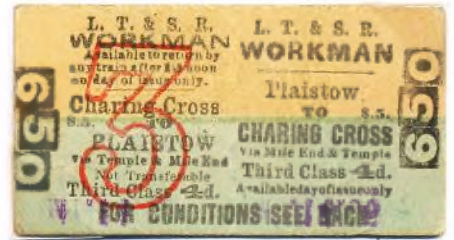
LT&S Section sub-title omitted. Conditions 6-230 continued. The earliest issue date seen is:



217

WORKMANS RETURNS - FOREIGN DAILY TICKETS

Through workman's tickets via the Whitechapel & Bow Joint line to Metropolitan District Rly stations beyond Mark Lane differed in colour from the issues to Mark Lane, but still showed the number of the LT&SR issuing station on the return half. This first type carried conditions 6-210. The backs are buff with a red O on the outward half and I on the return half to indicate the direction of travel on the District part of the circle line. Earliest issue date seen:



147-704



102/24



274208

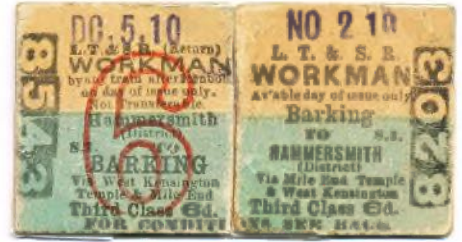
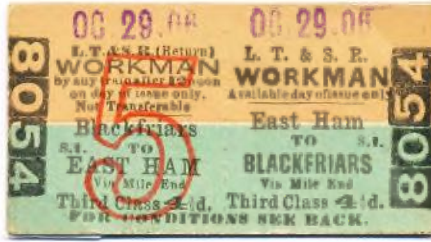
109

The word "Return" moved to the title line and the print crowded down the ticket to give clear space for dating on the front along the top margin. Conditions 6-210 continued. Earliest issue date seen:



WORKMANS RETURNS - FOREIGN DAILY TICKETS

O and I overprints omitted from the back of the ticket. Conditions 6-210 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 became effective. Conditions 6-210 continued for a short time.

WORKMANS RETURNS - FOREIGN DAILY TICKETS

Conditions changed to 6-220 to reflect Midland ownership. The earliest issue date seen is:



Conditions changed to 6-230. Earliest issue date seen:



Actual Fare tickets used from 1 April 1920, although the term was unnecessary. Conditions 6-230 continued.



vey

1165



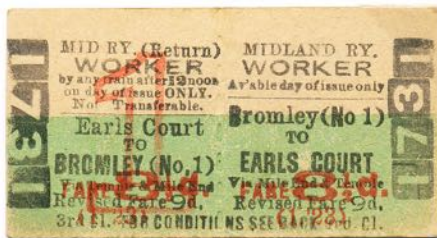
WORKMANS RETURNS - FOREIGN DAILY TICKETS

Revised Fare tickets used following the 1 September 1920 fare increase. Conditions 6-230 continued.

LT&S Section sub-title omitted. Conditions 6-230 continued. The earliest issue date seen is:

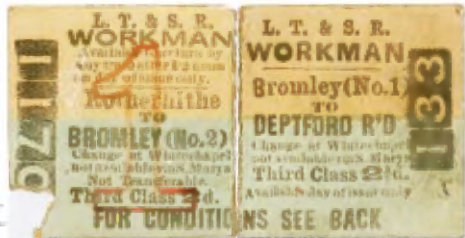


Designation changed to "WORKER" and conditions changed to 6-240. Earliest issue date seen:



WORKMANS RETURNS - FOREIGN DAILY TICKETS

Through workman's tickets via the Whitechapel & Bow Joint line to East London Rly stations (changing at Whitechapel) were of the same colours as those to Metropolitan District Rly stations beyond Mark Lane. They appear also to have carried the same conditions, at least in the earlier years. The initials O and I appear on the backs of early outward and return halves respectively even though these are anomalous as there was no circle line travel involved. These initials were later discontinued.

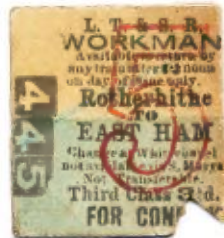


I

12 Dec 05

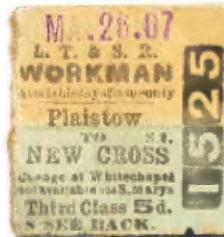
19/12/05

30 Dec 05



6-2-10

11/05



6-2-10 (10-2,0)

WORKMANS RETURNS - FOREIGN DAILY TICKETS

Through workman's tickets via the Whitechapel & Bow Joint line to Metropolitan Rly stations (changing at Aldgate East) were also of the same colours as those to Metropolitan District Rly stations beyond Mark Lane. The earliest prints also had the same conditions 6-210 and carried red initials on the backs, but for these journeys I was on the outward half and O on the return half. The initials were later omitted.

There seems to have been uncertainty over the conditions to use on these tickets. Insufficient specimens are known to arrive at any firm conclusions but it appears that by 1908 conditions 6-210 had been replaced by 6-410, referring to an Act of the Metropolitan Railway rather than one of the Metropolitan District Railway. These were succeeded by conditions 6-420 when the LT&S became a section of the Midland. By mid-1914 passengers were allowed to travel either via Aldgate East or via Fenchurch Street and Aldgate and this concession may have prompted a return to conditions quoting the MDR Act.



6-210 145106



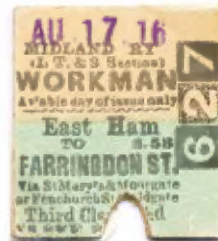
6-410 (17010)



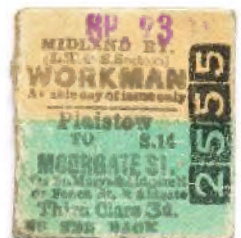
6-410 (17010)



6-420



6-420



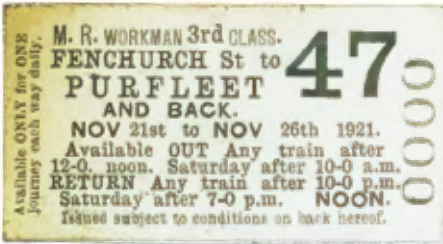
6-430



6-430

WORKMANS RETURNS - FOREIGN WEEKLY TICKETS

Weekly workmans tickets are known from the GE stations at Fenchurch Street and Burdett Road to both Purfleet and Dagenham Dock. There may also have been other issues.



276/21



276/21

CONDITIONS ON LT&SR WATER TICKETS



7-160

Issued subject to the Published Conditions and arrangements of the Company and of the conditions that the Company incur no liability in respect of any loss or damage that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Act for any loss caused by perils of the sea or weather, or arising off the Company's own line, or caused by the negligence of the Company's servants not amounting to willful misconduct.

7-220

This Ticket is issued subject to the Conditions & Regulations referred to in the Company's Time Tables, Bills & Notices.

7-320

AU. 18. 11. This Ticket is issued subject to the Conditions and Regulations referred to in the Company's Time Tables, Bills and Notices.

7-420

The issue of this Ticket is for the greater convenience of the Public but the Company will not hold themselves responsible for any delay, detention, or other loss or injury whatsoever arising off their line or from the acts or defaults of other Parties.

7-510

The Railway Company will not be responsible for any injury, delay, detention, or other loss arising off their own system or for the acts or defaults of any other person or persons. See Special Notices in Co's Public Time Books.

The General Steam Navigation Company Ltd shall not be liable for any injury, delay, detention, or other loss arising off their own system or for the acts or defaults of any other person or persons. See Special Notices in Co's Public Time Books.

7-520

The Company is not responsible for any delay, detention, or other loss or injury whatsoever arising off their system or from the acts or defaults of other parties. Further the Steam Ship Coy will not be liable for any injury, delay, or loss to passengers & their luggage whatsoever caused, whether by the negligence of their servants or otherwise.

7-620

SPECIMEN

This ticket is issued on the express condition that the Railway Company will not be responsible for any injury, delay, detention, or other loss arising off their own system or for the acts or defaults of any other person or persons. See Special Notices in Co's Public Time Books.

Passengers and their luggage are received at their own risk. The Company is not responsible for any loss or injury to passengers or their luggage whatsoever caused, whether by the negligence of their servants or otherwise. Also that the conditions of the contract for the time being in force at what Company is referred to by them are part of the Contract with the Passenger.

7-810

that the Railway Company will not be responsible for any injury, delay, detention, or other loss arising off their own system or for the acts or defaults of any other person or persons. See Special Notices in Co's Public Time Books.

Also that The General Steam Navigation Company Ltd shall not be liable for any injury, delay, detention, or other loss arising off their own system or for the acts or defaults of any other person or persons. See Special Notices in Co's Public Time Books.

7-910

FERRY SERVICES

The LT&SR opened to Tilbury on 13 April 1854, at the time little more than a few railway workers were housed there and the attraction was of course the Gravesend traffic. The 1852 Act sanctioning construction of the line included the grant of powers to run steamboats for fourteen years from 1 January 1854, although only to carry passengers coming from or to the trains. A new pier was built linked to Tilbury station on the north side of the river and three paddle steamers were built, the *Tilbury*, *Earl of Essex* and *Earl of Leicester*. Two boats connected with most trains, one from Gravesend Town Pier (owned by Gravesend Corporation) and the other (except in foggy weather) from Rosherville Pier.

The line on to Southend was opened in stages with passenger traffic to and from that town starting on 1 March 1856. *Bradshaw* for November that year shows a weekday service of ten trains each way on the London - Tilbury section, with four of these running through to or from Southend. Four of the down trains (one Tilbury and three Southend) are shown with steamer connections to Rosherville Pier, as are four of the up trains (two Tilbury and two Southend). All trains are shown with connections to Town Pier and, beyond it, to Terrace Pier some 500 yards downriver.

The extended service to and from Terrace Pier lasted only from October 1856 to some time in 1858. In 1880 there was disagreement between the LT&S and Gravesend Corporation over the use of Town Pier and the railway company transferred its boats to West Street Pier, located upstream of Town between there and Rosherville. Services at Town Pier were restored in 1885 after its purchase by the railway and West Street thereafter handled principally goods traffic. By then the restriction that LT&S ferries could only carry railway passengers had been lifted and indeed the company had taken over competitors' services to enjoy a monopoly of the ferry passenger traffic. The use of Rosherville by railway boats gradually declined (only one each way is shown in the July 1883 *Bradshaw*) and ceased completely in 1900.

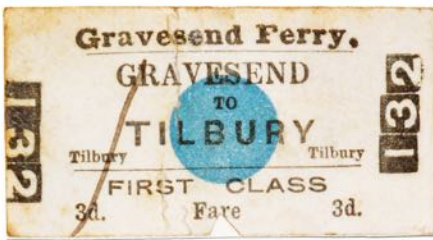
Most known LT&S passenger tickets from south of the river show the station of origin as simply Gravesend. This has always been assumed to be either Town Pier or West St. Pier depending on the period. A second class single 4263 in Volume 1, on which "Town Pier" is specified, is an exception. It is reasonably clear that this was printed by the Eastern Counties Railway, which worked the railway during its earliest years, and it may well be from the original print run supplied in 1854. Volume 1 also contains a return half (83) printed at a later date and carrying a prominent letter "T". It is possible that this was issued at the less-used and short-lived (for railway boats) Terrace Pier". But it is frustrating that both Town and Terrace share the same initial letter, and there is no evidence to indicate that the return halves of tickets issued at Rosherville ever carried the letter "R".

To return to the steamers themselves Duckworth & Langmuir in *Railway and other Steamers* (T. Stephenson & Sons Ltd. 1968) record that *Tilbury* was re-named *Sir Walter Raleigh* in the late seventies and that the other two original vessels left the fleet at "a comparatively early date". *P.S. Cato* was acquired in 1873 and *Thames* in 1882. The last of the company's paddlers was the second *Tilbury*, built in 1883 and all later additions were twin-screw steamers. *Carlotta* was acquired in 1893, *Rose* in 1901, *Catherine* in 1903, *Gertrude* in 1906 and *Edith* in 1911. By then both *Cato* and (in 1905) *Sir Walter Raleigh* had left the fleet and it was thus seven vessels that were transferred into Midland Railway ownership in 1912. *Thames* was withdrawn the following year and *Tilbury* in August 1922, the other five passing to the LM&SR in 1923.

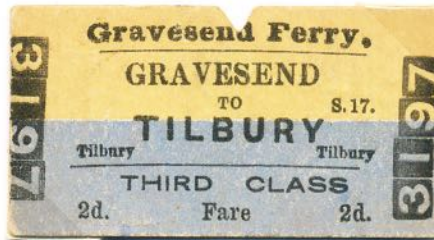
The steamers were used not only for ferry duty but also as tenders for taking passengers to and from ocean-going liners lying in the river off Tilbury (see the copy page from a 1904 timetable shown earlier in this volume).

GRAVESEND FERRY - ORDINARY SINGLES

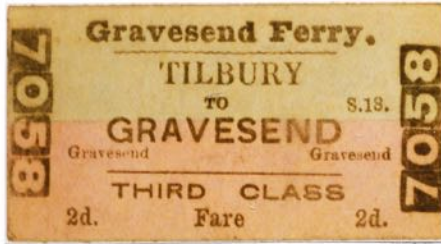
Early form of title. Note the directional colouring. The backs are blank. It is not known whether first class continued until the grouping.



102/26



1871/204

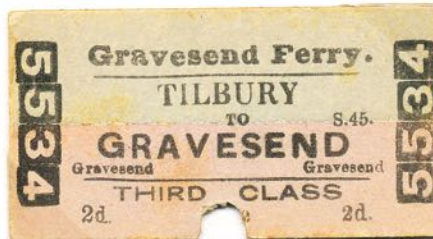
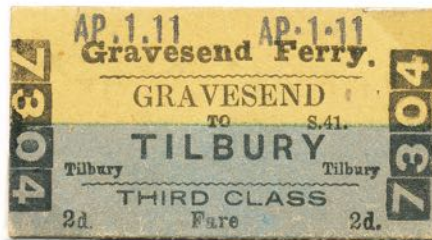


12/115

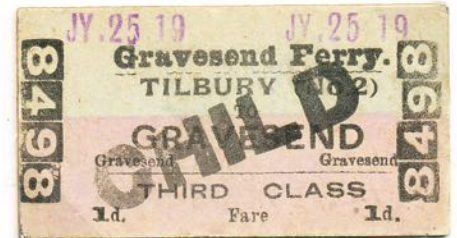
Title moved down to allow dating along the top of the front of the ticket. The size of the typeface used for the issuing point was also reduced. The backs are blank.



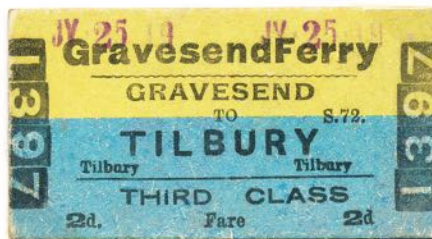
175/20



12/108

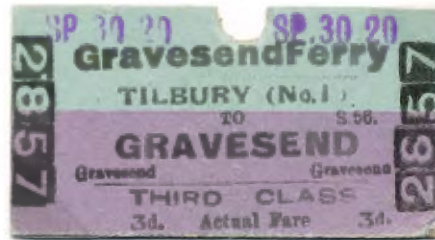


Later form of title in fatter, sans-serif letters. The backs are blank.

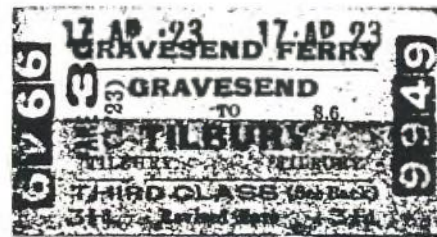


GRAVESEND FERRY - ORDINARY SINGLES

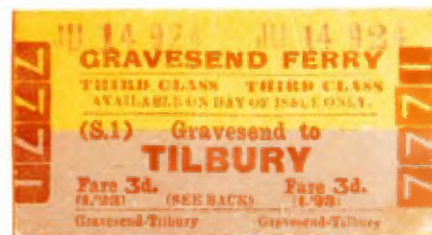
Actual Fare tickets printed from April 1920. The backs are blank.



Revised Fare tickets printed from August 1920. The title style has again been changed, appearing in capital letters throughout. The backs are blank.



Tickets printed for use after 1 January 1923 and showing the fare scale of that period. The ticket format has been radically re-designed.

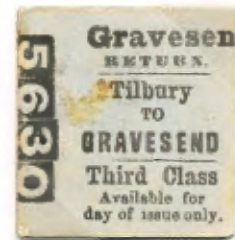


7-220

115

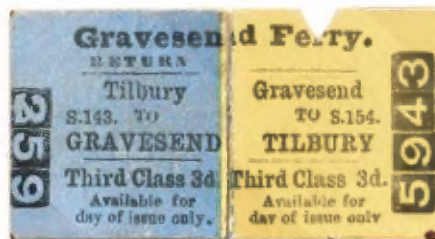
GRAVESEND FERRY - ORDINARY RETURNS

Early types. As with singles, directional colouring was used. The backs are blank.

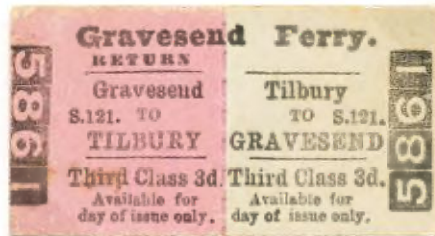


1887

Printed Fare. The backs continued blank.

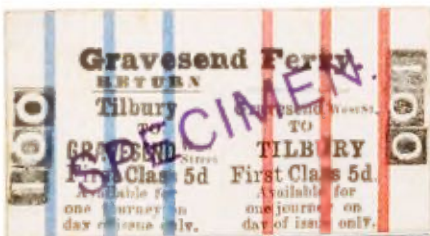


1887 1887



25 FEB 04

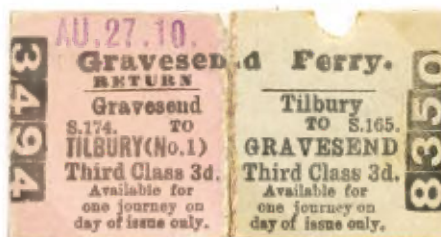
Print moved down to allow space for top dating, and one journey specified in the availability clause. The backs continued blank.



10216



1887



1887

1887

GRAVESEND FERRY - ORDINARY RETURNS

Fare printed in smaller letters. The backs continued blank.



Later form of title in fatter, sans-serif letters. The backs are blank. This style lasted at least into the Actual Fare period.

Final form of title, in capital letters throughout. Later tickets were in vertical format.



Blank



7-20



Blank

GRAVESEND FERRY - OTHER TICKETS

GRAVESEND FERRY, Available for 3 Months
 LOCAL Privilege Ticket
 RETURN HALF (ADULT) 3rd Class.
 Gravesend TO TILBURY (No 1)
 Fare 1d.

GRAVESEND FERRY, Available for 3 Days
 LOCAL Privilege Ticket
 FORWARD HALF (ADULT) 3rd Class.
 Tilbury (No.1) TO GRAVESEND
 -Fare 1d.

004 004

7-120

103125

Gravesend d Ferry.
WORKMAN
 RETURN
 TILBURY
 S. 362. TO GRAVESEND
 Fare 2d.

Gravesend
 TO S. 305.
TILBURY
 Fare 2d.

515

8-120

10006

112004

Gravesend d Ferry.
WORKMAN
 RETURN
 TILBURY
 S. 305 TO GRAVESEND
 Fare 2d.

Gravesend
 TO S. 574.
TILBURY
 Fare 2d.

990

8-120

112004

570 112004

GRAVESEND FERRY.
 Ticket for one Bicycle
 in charge of passenger
 Gravesend
 TO
TILBURY (No. 2)
 Carriage Paid 4d.
 Issued solely on & sub-
 ject to the conditions
 stated on the back hereof.

6018

note colour as other or not because change?

GRAVESEND FERRY
 Ticket for one Bicycle
 in charge of passenger
TILBURY
 TO
GRAVESEND
 Carriage Paid 4d.
 Issued solely on & sub-
 ject to the conditions
 stated on the back hereof.

6615

8-220

112004

GRAVESEND FERRY.
DOG TICKET.
 Gravesend to
TILBURY
 Amount Charged 1d.
 Issued subject to the conditions stated
 on the back hereof.
 This ticket must be given up at end of the journey

MAY 18 04

419

8-120

GRAVESEND FERRY.
 Ticket for one Bicycle
 in charge of Passenger.
TILBURY to
GRAVESEND
 CARRIAGE PAID 2d.
 Issued solely on & sub-
 ject to the conditions stated
 on the back hereof.

MAY 18 04

604

8-220

GRAVESEND FERRY.
 Ticket for one Bicycle
 in charge of Passenger
 RETURN
TILBURY to
GRAVESEND
 Carriage Paid 4d.
 Issued solely on & sub-
 ject to the conditions
 stated on the back hereof.

6500

7-220

112004

GRAVESEND FERRY
 Ticket for one Bicycle
 in charge of passenger
 Gravesend
 TO
TILBURY
 Carriage Paid 4d.
 Issued solely on & sub-
 ject to the conditions
 stated on the back hereof.

4496

112004

GRAVESEND FERRY.
 Ticket for one Bicycle
 in charge of Passenger.
TILBURY to
GRAVESEND
 CARRIAGE PAID 2d.
 Issued solely on and subject to the
 conditions stated on the back hereof.

MAY 18 04

993

8-220

103125

GRAVESEND FERRY.
 Ticket for one Bicycle
 in charge of Passenger
 RETURN
TILBURY to
GRAVESEND
 Carriage Paid 4d.
 Issued solely on & sub-
 ject to the conditions
 stated on the back hereof.

GRAVESEND FERRY
 Ticket for one Bicycle
 in charge of Passenger
 Gravesend
 TO
TILBURY
 Carriage Paid 4d.
 Issued solely on & sub-
 ject to the conditions
 stated on the back hereof.

697 738

8-220

112004

12704

MIDLAND Ry. (L.T. & S. Section)
 FERRY TICKET FOR
MOTOR CYCLE
 AT OWNER'S RISK
TILBURY (No.2)
 TO
GRAVESEND
 Available 1 journey on day of issue only
 Actual Fare 6d. (See Back)

4864 4864

L. T. & S. R.
 FERRY TICKET for
 MOTOR CAR at Owner's Risk
GRAVESEND
 TO
TILBURY
 Available 1 journey on day of issue only
 Fare 4s. 0d. (See Back)

452 452

7-220

122004

~~L.T.&S.R. (Return)~~
~~FERRY TICKET~~
~~for MOTOR CAR~~
~~at Owner's Risk~~
~~Gravesend~~
~~TO~~
~~TILBURY~~
~~Available for 24 days~~
~~from date of issue~~
~~Fare 5s. 0d. See Back~~

L. T. & S. R.
 FERRY TICKET
 for MOTOR CAR
 at Owner's Risk
TILBURY
 TO
GRAVESEND
 Available day of issue only
 Fare 5s. 0d. See Back

90 90

82116

L. T. & S. R.
 FERRY TICKET
 for MOTOR CAR
 at Owner's Risk
Gravesend
 TO
TILBURY
 Available day of issue only
 Fare 5s. 0d. See Back

306 306

7-220

122004

RAIL AND STEAMER TICKETS

Mtd Ry. (L.T.S. Sec) & G.S.N. Co. Ltd.
TILBURY PIER to SOUTHEND
 G.S.N. Co. Ltd. Boat.
FARE 3s. 0d.
 CONDITIONS UNDER WHICH PASSENGERS ARE CARRIED ON THE EXPRESS CONDITION.

BELLE STEAMERS.
 RAIL & BOAT Via L.T. & S.R.
 Available on day of issue only.
PLAISTOW to YARMOUTH
 By First Class Rail to Tilbury Pier thence by Saloon on Boat 8/6
FOR CONDITIONS SEE BACK.

N. P. S. Ltd. Available day of issue only or from Saturday to Monday. Not Transferable.
RAMSGATE or MARGATE TO LONDON
 By the S. E. & C. Ry. First Class 14s. 6d. [Per St.]
 For conditions see back

N. P. S. Ltd. RAIL & BOAT Via L. T. & S. Ry. Available day of issue only. Not Transferable.
Fenchurch St TO MARGATE or RAMSGATE
 First & Saloon 14s. 6d.
 For conditions see back

N. P. S. Ltd. Available day of issue only or from Saturday to Monday. Not Transferable.
RAMSGATE or MARGATE TO LONDON
 By the S. E. & C. Ry. Third Class 8s. 6d. [Per St.]
 For conditions see back

N. P. S. Ltd. RAIL & BOAT Via L. T. & S. Ry. Available day of issue only. Not Transferable.
Fenchurch St TO MARGATE or RAMSGATE
 First & Saloon 9s. 6d.
 For conditions see back

L. T. & S. RY. issued subject to regulations in the Company's Time Table.
Margate TO FENCHURCH ST
 Via Thames Haven
First

L. T. & S. RY. (See Back) RAIL and BOAT Available for one journey only.
Fenchurch St to MARGATE
 By rail to Tilbury thence by S. E. & C. Ry. boat from Tilbury Pier.
FARE 6s. 6d.
THIRD & SALOON

L. T. & S. Ry. (See back) RAIL and BOAT Available day of issue only.
Fenchurch St TO BOULOGNE
 By rail to Tilbury thence by N.P.S. Ltd. boat from Tilbury Pier.
FARE 13s. 6d.
THIRD & SALOON

G. S. N. Co. & L. T. & S. RY. BOAT and RAIL Available day of issue only.
Margate to FENCHURCH ST
 By G.S.N. Co. boat to Tilbury thence by rail.
FARE 4s. 0d.
THIRD & SALOON
 CONDITIONS UNDER WHICH PASSENGERS ARE CARRIED ON THE EXPRESS CONDITION.

N. P. S. Ltd. (See back) BOAT and RAIL Available for one journey only during season.
Ramsgate or Margate to FENCHURCH ST
 By N.P.S. Ltd. boat to Tilbury thence by rail.
FARE 6s. 6d.
THIRD & SALOON

L. T. & S. R. & B. S. Available day of issue only.
Fenchurch St TO Walton on Naze
 By rail to Tilbury thence by Tender and Belle Line Boat.
Third Class by Rail. Fare Cabin on Boat. 4s. 9d. (See Back)

L. T. & S. R. (See Back) Fare 6s. 6d. Rail & Boat
Fenchurch St TO HARWICH
 Via Tilbury
FIRST SALOON

G. S. N. Co. BOAT and RAIL Available during season.
Ramsgate or Margate to Fenchurch St
 By G.S.N. Co. boat to Tilbury thence by rail.
FARE 6s. 6d.
THIRD & SALOON

G. S. N. Co. (Return) Boat & Rail Via Mtd Ry Available for one journey only during the season.
Ramsgate TO FENCHURCH ST
 Saloon & 3rd Class. Revised Fare 13s. 6d. (CONDITIONS UNDER WHICH PASSENGERS ARE CARRIED ON THE EXPRESS CONDITION.)

N. P. S. Ltd. (Return) BOAT & RAIL Via L. T. & S. Ry.
Margate to FENCHURCH ST
 By Saloon on Boat to Tilbury thence Third Class by rail.
 Available for one journey only until end of season.
FARE 6s. 0d.
FOR CONDITIONS SEE BACK

SUNDAY EXCURSION
Fenchurch St TO * MARGATE or RAMSGATE
 Via Thames Haven
Second Class.

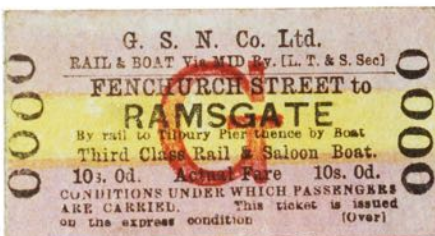
N. P. S. Ltd. (Return) BOAT & RAIL Via L. T. & S. Ry.
Margate to FENCHURCH ST
 By Saloon on Boat to Tilbury thence First Class by rail.
 Available for one journey only until end of season.
FARE 7s. 6d.
FOR CONDITIONS SEE BACK

L. T. & S. RY. (See Back) RAIL and BOAT
Margate TO FENCHURCH ST
 Via Tilbury
Fare 7s. 0d.
FIRST

RAIL AND STEAMER TICKETS

An audit office memo dated 16 May 1901 (Harry Townley collection) headed 'Rail and Boat bookings to Tilbury' states that it has been 'Decided that in future all rail and boat tickets issued from Fenchurch Street, Stepney and Burdett Road via Tilbury are to be headed with the Boat Company initials instead of the those of the Railway Company as hitherto'.

One of the specimen books in that collection, on a page marked '1920', contains the tickets shown below. On the Actual Fare tickets to Margate and Ramsgate the figures are much higher than would be expected, both from tickets at earlier fares and from the Revised Fare tickets shown overleaf - note that the 13s 0d fare on the Fenchurch Street - Ramsgate return is (at 13s 0d) as shown on an issued half on the preceding page. The printers may not have bothered to show correct fares on this specimen set, or the boat company's fares may have fluctuated more than those of the railway company. It is thought that boat fares were not regulated in the same way as rail fares.



All 236(20-23 and conditions 7-910,

RAIL AND STEAMER TICKETS

Revised Fare tickets from the Townley specimen books, referring simply to the Midland Railway rather than the LT&S Section thereof. Conditions 7-910 are on the backs.



217/18



217/18



213/18



213/19



CONDITIONS ON LT&SR DOG & ARTICLE TICKETS

Notice is hereby given that the Company are not and will not be common carriers of Dogs, nor will they receive Dogs for conveyance except on the terms that they shall not be responsible for any amount of damages for the loss thereof, or for injury thereto, beyond the sum of £2, unless a higher value be declared at the time of delivery to the Company, and a percentage of 1 1/2 per cent. paid upon the excess of value so declared.

8-110

Notice is hereby given that the Company are not and will not be common carriers of Dogs, nor will they receive Dogs for conveyance except on the terms that they shall not be responsible for any amount of damages for the loss thereof, or for injury thereto, beyond the sum of £2, unless a higher value be declared at the time of delivery to the Company, and a percentage of 1 1/2 per cent. paid upon the excess of value so declared.

8-115

The Company are not, and will not be common carriers of Dogs, nor will they receive Dogs for conveyance except on the terms that they or any other Company or Companies over whose lines the Dog may pass shall not be responsible for loss, injury, or delay thereto except upon proof of negligence on the part of their servants, nor in any case for any greater amount of damages beyond the sum of £2 unless at the time of booking the Dog be declared of a higher value and a percentage of 1 1/2 per cent be paid upon the higher value so declared.

8-130

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

8-120

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

8-320

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

8-330

This Ticket is issued in respect of one Bicycle, Perambulator or other Article under two Cwt in weight accompanied by a Passenger, by Passenger Train, and must be shown or given up whenever required by the Servants of the Company on whose Line the journey is completed. It is issued at a reduced rate on the conditions that such Article is conveyed on behalf of the Passengers risk, and that the Company or Companies over whose Line or Lines it is conveyed are not to be held liable for any loss of or injury or delay to such Article, and the acceptance of this Ticket is to be taken as conclusive evidence of an agreement to that effect.

6E8-220

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

6E8-230

This Ticket is issued in respect of one Folding Mail Cart not exceeding 20lbs in weight accompanied by a Passenger, in Passenger Trains and must be shown or given up whenever required by a Company's Official.
It is issued at a reduced rate on the conditions that such Article is conveyed entirely at the Passengers risk, and that the Company or Companies over whose Line or Lines it is conveyed are not to be held liable for any loss of or injury or delay to such Article, and the acceptance of this Ticket is to be taken as conclusive evidence of an agreement to that effect.

8-460

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

8-520

The Company & all other Companies over whose lines the Article for which this ticket is issued, is conveyed, give notice that no liability will be admitted unless the loss or damage be pointed out to a Company's Official before removal of the article from the Company's premises.

8-490

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

8-930

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

8-935

DOG TICKETS

In accordance with Railway Clearing House regulations edmondsons were only used for dogs valued at no more than £2 accompanied by (i.e. travelling on the same train as) passengers and only if the combined weight of the dog and any container for it was less than 1 Cwt. In all other cases paper Horse Carriage & Dog tickets continued in use.

A scale of charges according to distance was laid down some time in the nineteenth century by the RCH for use by all companies and is shown as the base charge in the table below. Dogs were not allowed to be taken into the passenger carriages, but were carried in the guards van, either tied up or in a case, crate or hamper. Charges were the same whether or not the dog was accompanied by a passenger, although the minimum charge for an unaccompanied dog was 6d.

The base charge continued in force throughout World War One despite the increase in ordinary passenger fares from 1 January 1917. It remained unchanged until 15 January 1920, from which date a 50% increase was applied followed by a further 20% increase effective from 1 September 1920. The charges were as set out in the table.

Maximum Mileage	Base Charge	From 15 Jan 1920	From 1 Sep 1920
10	3d	5d	5d
20	6d	9d	11d
30	9d	1/2d	1/4d
40	1/-	1/6d	1/9d
80	1/6d	2/3d	2/8d

NOTE:

- The 10 mile rate applied only to accompanied dogs between local stations, otherwise the 20 mile rate applied.

Early LT&S practice appears to have been to supply its stations with printed tickets to Fenchurch Street (which could also have been used to alight short at Burdett Road or Stepney) and with blank card tickets for foreign bookings, e.g. to stations on the Metropolitan District Railway. Local bookings were catered for by zone tickets in accordance with the mileage scale although whether any tickets were printed for any distance not exceeding 80 miles is debatable. The only journeys over 40 miles were those between Bromley, West Ham or Plaistow and Shoeburyness and it is conceivable that blank cards or fully printed tickets could have been used.

These are probably the first types used. Conditions 8-120 are on the backs.



145



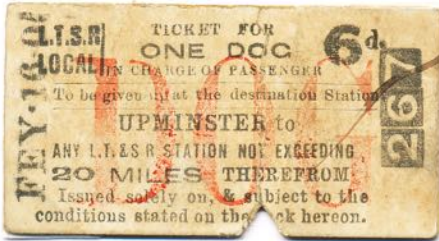
147



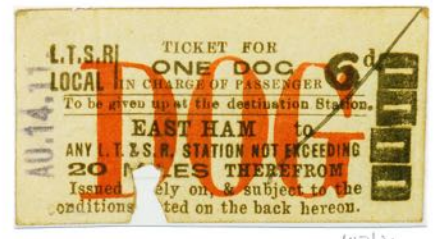
148

DOG TICKETS

Style of the overprint changed. Conditions 8-120 continued. The earliest issue date seen is:



Print moved down to allow for dating along the top margin. Conditions 8-120 continued.



14711

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 8-120 continued.

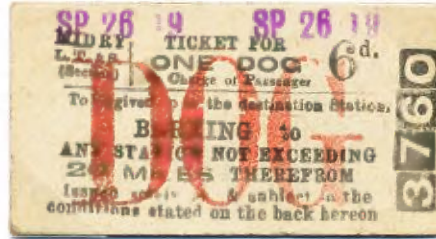
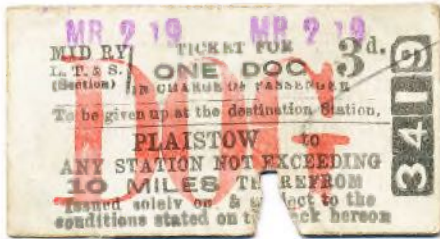


765



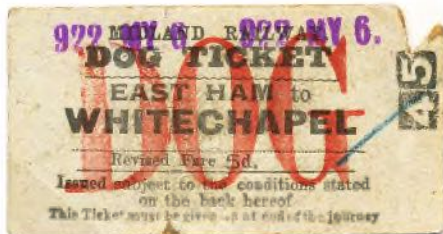
DOG TICKETS

Local designation omitted from the zone tickets. With this amendment tickets could be issued to any Midland station, or indeed that of any other company, within the specified distance. Tickets for longer distances were therefore printed. Conditions 8-120 continued.



Tickets at the rates effective from 15 January and 1 September 1920. All have conditions 8-120.

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.



DOG TICKETS

Tickets from Great Eastern stations.

Only fully printed tickets from Fenchurch Street are known and the fares do not always correspond with those shown in the RCH table on the foregoing page.



89/5



W-2



8.150

24 APR 15



222/30

Tickets from Whitechapel & Bow Joint stations. Whereas ordinary singles and returns to LTS stations carried only the LTS title it would appear that the only dog tickets stocked were jointly titled blank cards issuable to LTS or other stations. Conditions 8-125 are on the back.



ARTICLE TICKETS - BICYCLES

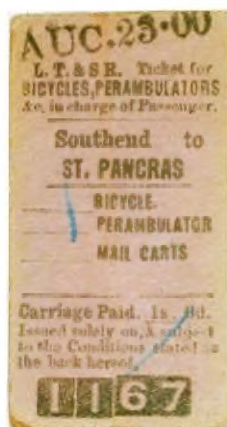
By 1873 Railway Clearing House Regulations contained scales of charges for bicycles and perambulators when conveyed as passengers' luggage, these were based on distance and are shown as the base charge in the table below. The articles were carried at owner's risk and their conveyance was regulated by the use of waybills.

Use of edmondsons for accompanied bicycle traffic probably commenced during the 1890s and the earliest tickets also covered carriage of other articles. In 1903 it was decided that accompanied bicycles with one seat should be carried at the limited risk of the railway company, which would bear liability for loss or damage exceeding 10/- but not for any lesser amount unless an extra insurance fee of 1d was paid. This applied from 1 May; from the same date the 6d charge zone for bicycles only was extended from 12 to 25 miles, no alteration being made in the rates for longer distances. This change required the printing of new tickets specific to bicycles, and during the year a complete new series of bicycle tickets with the new limited risk conditions was produced.

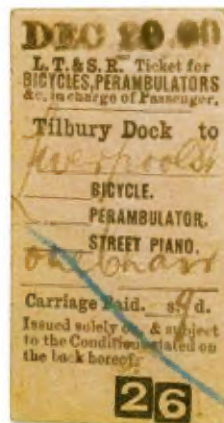
The new scale of charges then continued in force throughout the First World War despite the increase in ordinary passenger fares from 1 January 1917. It remained unchanged until 1 March 1919, when the 6d charge for up to 25 miles was replaced by a charge of 9d for distances up to 30 miles, the 50 mile charge was increased from 1/- to 1/3d and the longer distance structure was modified. Two more changes quickly followed, from 15 January 1920 and from 1 September 1920; the latter again modified the zone structure and both effected increases in the rates. All the scales are as set out in the table.

Maximum Mileage	Base Charge	From 1 May 1903	From 1 Mar 1919	From 15 Jan 1920	From 1 Sep 1920
12	6d				1/-
25	9d	6d			1/3d
30			9d	1/2d	
50	1/-	1/-	1/3d	1/11d	2/-

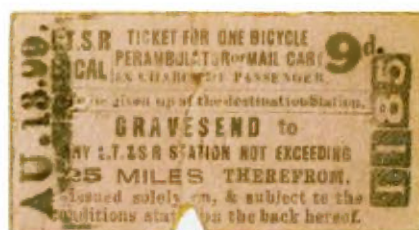
These are probably the first types used. Fully printed tickets and blank cards are vertically printed, zone tickets are horizontally printed and refer to a "mail cart" rather than using "&c". They could only be issued for local journeys and as no journey exceeded 50 miles only three values were required. Conditions 8-220 are on the backs.



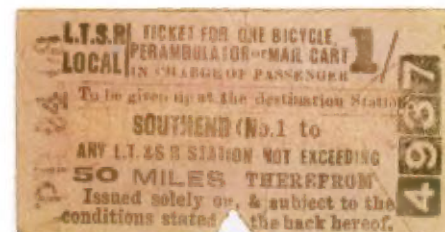
147|21



147|21



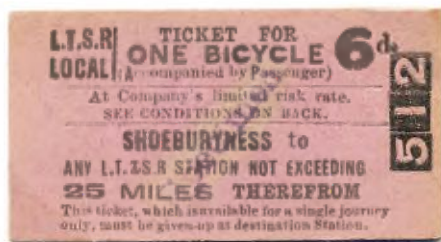
147|22



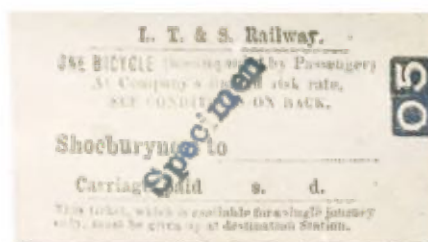
147|26

BICYCLE TICKETS

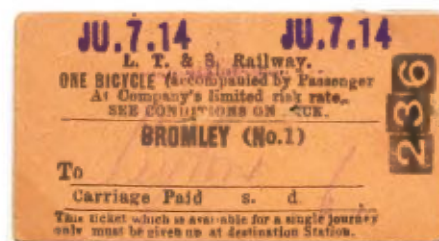
Bicycle tickets were separated from those for other articles from 1 May 1903. Only two zone values were required, for journeys up to 25 and 50 miles respectively. It is assumed that new fully printed and blank card tickets were produced, and these may also have been in horizontal format. Conditions changed to 8-320.



It was not long before the card colour was changed to orange. Conditions 8-320 continued.

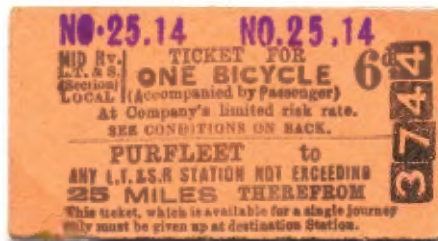


Print moved down to allow for dating along the top margin. Conditions 8-320 continued.

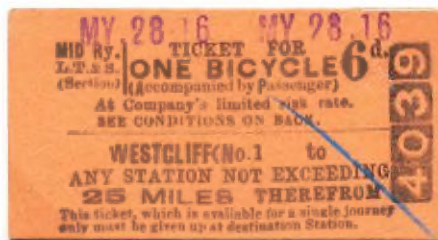


BICYCLE TICKETS

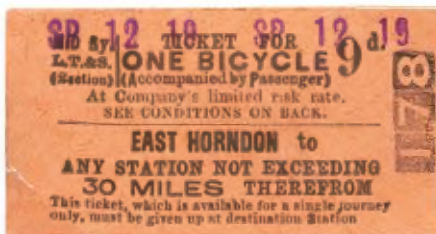
Introduced on or about 7 August 1912, from which date the takeover of the L.T.& S.R. by the Midland Railway became effective. Conditions 8-320 continued.



Local designation omitted from the zone tickets. With this amendment tickets could be issued to any Midland station, or indeed that of any other company, within the specified distance. Tickets for longer distances were therefore printed. Conditions 8-320 continued.



Tickets printed for issue at the increased rates effective from 1 March 1919, 15 January 1920 and 1 September 1920. Conditions 8-320 continued.

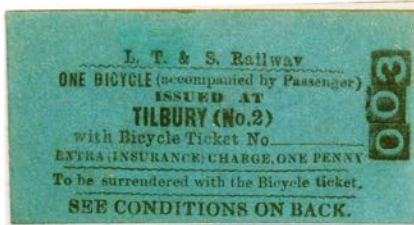


BICYCLE TICKETS

Following the full merging of the LT&S section into the Midland for all purposes on and from 1 October 1920 all new bicycle tickets supplied were, except for the serial numbers, in standard Midland format. Conditions 8-330 (equivalent to Midland conditions A11) are on the backs.



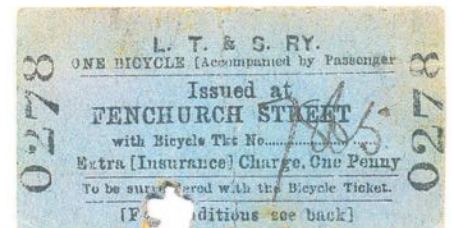
Insurance tickets as issued after 1 May 1903 to cover the first 10/- of any loss or damage. Conditions 8-930¹⁵ are on the backs.



8-930



8-930



8-930

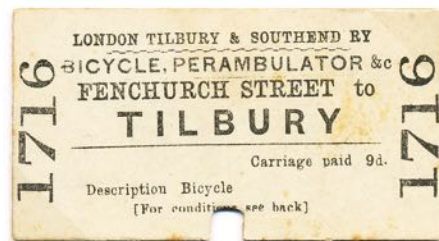
HTS

Tickets from Great Eastern stations. It is likely that these were the first types used, they are in the GE format that was adopted during the late 1890s. GE conditions 8-220 are on the backs.

GE Audit Department Circular A.O. 773 (*Harry Townley Collection*) advises that on and after 1 January 1902 the company will commence the use of zone tickets for bookings to local stations only, the existing blank cards to continue in use for foreign bookings. The white blanks and, where traffic justified, fully printed tickets thus remained on issue to LT&S stations.



160299



275801

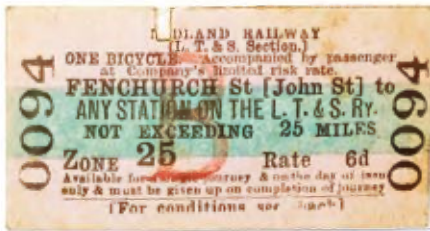
It appears that GE practice did not change immediately with the 1 May 1903 revision. An Audit Office memo dated 7 August 1903 (*HT Collection*) states that on and from 1 September a new series of bicycle tickets will be used. Those for foreign bookings were printed on orange card with limited risk conditions 8-230 on the backs.



182515

BICYCLE TICKETS

Introduced on or about 7 August 1912, from which date the takeover of the L.T. & S.R. by the Midland Railway became effective. GE conditions 8-230 continued. It may not have been until this period that zone tickets came into use; these of course were changed with each increase in the charges.



102/29



205/19

Tickets with the Midland Railway title as used from 1 October 1920.



232/23

Tickets from Whitechapel & Bow Joint stations.



102/19



102/19

ARTICLE TICKETS - PERAMBULATORS, MAIL CARTS

Following the 1903 revision introducing new arrangements for bicycles the old rates continued in force for accompanied perambulators and children's mail carts (not capable of being folded) and tickets limited to this group came into use during the year. Prior to 1 March 1917 the rates were applicable to Owner's Risk carriage only, and timetables included the notice that Company's Risk carriage was available at a 25% surcharge. From that date this was codified and lists of specific charges (OR unchanged but some higher CR possibly altered) were given for both rates, these were subject to later increases at the same time as those to charges for bicycles. The charge scales are as in the table below. OR indicates at Owner's Risk and CR at Company's Risk.

Maximum Mileage	Base Charge	From 1 Mar 1917		From 1 Mar 1919		From 15 Jan 1920		From 1 Sep 1920	
		OR	CR	OR	CR	OR	CR	OR	CR
12	6d	6d	8d					1/-	1/4d
25	9d	9d	1/-					1/8d	2/-
30				9d	1/-	1/2d	1/6d		
50	1/-	1/-	1/3d	1/3d	1/6d	1/11d	2/3d	2/-	2/8d

Tickets from LT&S stations are shown below.



8-220

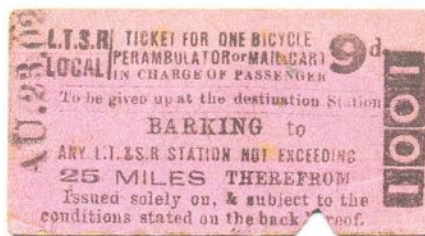


8-220



8-220

194/30



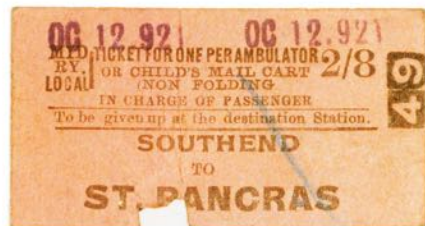
8-220

1165



8-220

2/11



122/9

ARTICLE TICKETS - FOLDING MAIL CARTS

Prior to the 1903 revision folding mail carts were charged at parcels rates. From 1 October 1905 an exception was made for folding carts (including Gamage carts) weighing not more than 20 lbs and taken as passengers' luggage. A new scale of charges at Owner's Risk scale was introduced (the Base Charge in the table below) based on half the charge for an accompanied bicycle. Carriage at Company's Risk was available at a 25% surcharge. As with perambulators, specific scales for both Owner's Risk and Company's Risk carriage were given from 1 March 1917 and charges were increased in 1919 and 1920. The charge scales are as in the table below.

Maximum Mileage	Base Charge	From 1 Mar 1917		From 1 Mar 1919		From 15 Jan 1920		From 1 Sep 1920	
		OR	CR	OR	CR	OR	CR	OR	CR
12		3d	4d					6d	8d
25	3d	5d	6d					10d	1/-
30				4d	6d	6d	9d		
50	6d	6d	8d	6d	9d	9d	1/2d	1/-	1/4d

From 1 March 1917 the use of edmondsons for both classes of traffic was changed from Owner's Risk to Company's Risk, probably due to the new requirement that for the former rate to apply the passenger was required to sign the Owner's Risk conditions and it would thus be more logical to use paper tickets or waybills.

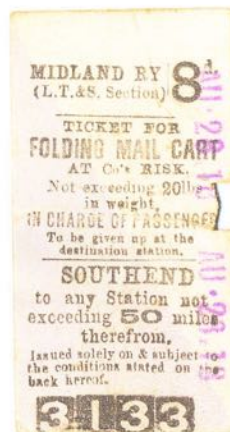
Tickets from LT&S stations.



8-220 Undated



8-220



8-490 7/15



8-490

OTHER ARTICLE TICKETS

Tickets from Great Eastern stations. Tickets through to Belle Steamer destinations were supplied in response to a GE Audit Office memo dated 12 July 1906 (HT Collection).



8-450

22/17



8-460

16/27



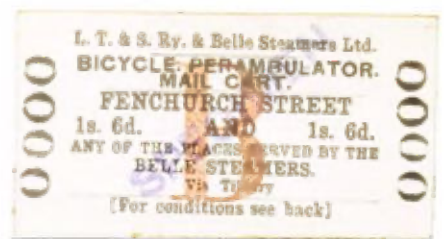
22/27



22/23



8-520



216/1

Tickets from Whitechapel & Bow Joint stations.



112/30

Other tickets.



11214

REFRESHMENT TICKETS

A clear understanding of the purpose of refreshment tickets is given by posters issued by the London, Brighton & South Coast Railway (*The National Archives* - RAIL 1017/1) and the North Eastern Railway (RAIL 1021/43). That of the Brighton company reads:

L.B.&.S.C.R.

SPECIAL
REFRESHMENT TICKETS

for

SOLDIERS AND SAILORS

In compliance with a request from the Secretary of State for War, arrangements have been made to issue tickets at the price of 6d each, for the supply of non-alcoholic refreshments and tobacco to Soldiers and Sailors in uniform at the Company's Station Refreshment Rooms.

These tickets are intended for sale to the public for presentation to Soldiers and Sailors, and may be obtained at the Booking Offices at the principal stations.

London Bridge Terminus June 1901

WILLIAM FORBES, General Manager

The NER poster is in similar terms but with the second paragraph commencing "These tickets (which cover refreshments on a tariff specially arranged) are intended ...". It is also dated June 1901 and George S. Gibb's name as General Manager appears at the foot.

The second Boer War was fought from 11 October 1899 to 31 May 1902. Government initiatives to support the troops included the request (presumably to all the UK railway companies) that not only should they encourage the public to make gifts of refreshments to the forces but that they should also themselves subsidise those refreshments. The arrangement came into effect from 9 July 1901.

The backs are blank.



(15) London Tilbury and Southend Railway.

FIRST CLASS FREE PASS,
NOT TRANSFERABLE. AVAILABLE FOR ONE JOURNEY ONLY.

No. 29/74

September 19th 1894

Pass Mr. Nott

from London to Southend

Issued by *W. S. Sutcliffe* Managing Director.

This Free Pass is to be exhibited when required by the Company's Servants, and given up at the end of the journey. It is granted by the Company subject to the conditions printed on the back hereof.

Yellow. 'Down' in green.

Aberdeen

Bwood 2585 Eein

CONDITIONS UPON WHICH THIS FREE PASS IS GRANTED.

This Free Pass is granted by the London Tilbury and Southend Railway Company, on condition that it is to be used only by the person in whose favour it is issued, and that the use of it shall be taken as evidence of an agreement with the Company that the latter are relieved from all pecuniary or other responsibility to the holder for personal injury, or for delay, or loss of, or damage to, property, however caused, that may be sustained by such person while using this Pass.

The pass will be forfeited if transferred, and any person using it other than the one in whose favour it is made out, is liable to the penalties which a passenger incurs by travelling without paying his fare.

This Pass is to be exhibited when required, and the holder of it is subject to the Bye-laws and other general regulations of the Company.

ARTHUR L. STRIDE, *Managing Director.*

LONDON TILBURY & SOUTHEND RAILWAY.

L. T. & S. Ry.

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

Date _____
No. **1684**

To _____

3rd Single.

No. **1684**

THROUGH SINGLE JOURNEY TICKET.

Available for One Person for one journey only,
(and only on the day of issue.)

Date of issue _____ 27/1913

(Month to be written in full.)

THIRD CLASS.

From **PURFLEET.** Station
To *Liverpool* STATION,
On the _____ Railway,
Via *Manchester*
Fare paid _____
Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the cost of transfer between Railway Termini in Towns, or between Railway Stations and Steamboats.
N.B.— This Ticket must be shown, and given up, when required.

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

Waterlow & Sons Limited, Printers, Dunsstable and London.

110
7

London, Tilbury & Southend
RAILWAY.

SHIP PASSENGER'S TICKET.

THIRD CLASS.

AVAILABLE FOR
ONE JOURNEY ONLY,

To or from a Ship lying in the
River Thames off Tilbury, and
Fenchurch Street Terminus.

110
7

LONDON, TILBURY & SOUTHEND
RAILWAY.

SHIP PASSENGER'S TICKET.

THIRD CLASS.

AVAILABLE FOR
ONE JOURNEY ONLY,

To or from a Ship lying in the River
Thames off Tilbury, and
FENCHURCH STREET TERMINUS.

This Ticket is issued subject to the Conditions on which it has been supplied to the Shipping Agent, and to the General Conditions and Bye-Laws of the Railway Company.

(R. 221.)

London Tilbury & Southend
(S.A.)
Railway.

No. 5264

Date _____ 188__

RETURN
TILBURY OR TILBURY DOCK
TO
STEPNEY OR FENCHURCH S^T
FIRST CLASS.

Available to return on day of issue or following day.

This ticket is available for the stations named herein, 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.

Blue on white

CACI

London Tilbury and Southend Railway.

DOUBLE JOURNEY. No. 10633

TENDER TICKET

BETWEEN

Tilbury and a Ship in the River.

FARE 1/6

This Ticket is issued subject to the provisions of the Merchant Shipping Acts, 1854 and 1862, as regards the limitation of the Company's liability.

Waterlow and Sons Limited, Printers, London Wall, London.

L100

CACI

London, Tilbury, and Southend
RAILWAY TICKET.

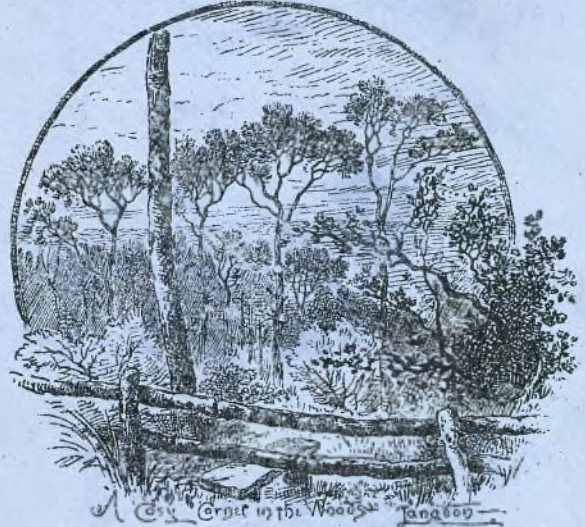


LAINDON HILLS.

SPECIAL AUCTION LAND SALE,
Monday, October 18th, 1897.
FENCHURCH STREET to LAINDON.

Class. 11 a.m. or 12.15 p.m. Train.

London, Tilbury, and Southend
RAILWAY TICKET.



LAINDON HILLS.

SPECIAL AUCTION LAND SALE,
Monday, October 18th, 1897.
LAINDON to FENCHURCH STREET.

Class. 5.41 p.m. or 7.45 p.m. Train.

Tues., June 20, 1899	<p>Land Co's Land Sales London, Tilbury and Southend Rly. FENCHURCH ST. TO LAINDON Leave Fenchurch Street at 10.35 a.m. Available at Step- ney, Plaistow, East Ham and Barking</p>	<p>Land Co's Land Sales London, Tilbury and Southend Rly. LAINDON TO FENCHURCH ST. Leave Laindon at 6.10 p.m.</p>	Tues., June 20, 1899
	LAND CO.. 67 &	68, CHEAPSIDE.	

Tues., July 25th, 1899	<p>Land Co's Land Sales London, Tilbury and Southend Rly. FENCHURCH ST. TO PITSEA Leave Fenchurch Street at 10.35 a.m. Available at Step- ney, Plaistow, East Ham and Barking</p>	<p>Land Co's Land Sales London, Tilbury and Southend Rly. PITSEA TO FENCHURCH ST. Leave Pitsea at 6.5 p.m.</p>	Tues., July 25th, 1899
	LAND CO.. 67 &	68, CHEAPSIDE	

203/2

252 BLOOMSBURY
PAROCHIAL EXCURSION.
Tuesday, July 3rd, 1877.

The Train will leave Fenchurch Street
Station for Southend at 7.55 a.m.
Returning at 7.15 p.m.

Blank

Fri., Sept. 8th, 1899	<p>Land Co's Land Sales London, Tilbury and Southend Rly. FENCHURCH ST. TO WESTCLIFF-on-SEA Leave Fenchurch Street at 10.40 a.m. Available at Step- ney, Plaistow, East Ham and Barking</p>	<p>Land Co's Land Sales London, Tilbury and Southend Rly. WESTCLIFF-on-SEA TO FENCHURCH ST. Leave at 7.5 p.m.</p>	Fri., Sept. 8th, 1899
	LAND CO.. 67 &	68, CHEAPSIDE & C	

203/2

London Tilbury and Southend Railway.

SINGLE JOURNEY. No. 11377

TENDER TICKET

BETWEEN

Tilbury and a Ship in the River.

FARE 1/-

This Ticket is issued subject to the provisions of the Merchant Shipping Acts, 1854 and 1862, as regards the limitation of the Company's liability.

Yellow

11377

London Tilbury & Southend
Railway.

No. 50/197

DOUBLE JOURNEY.

TENDER TICKET

BETWEEN

TILBURY AND A SHIP IN THE RIVER.

FARE 1/6

This Ticket is issued subject to the provisions of the Merchant Shipping Acts, 1854 and 1862, as regards the limitation of the Company's liability.

Waterlow and Sons Limited, Printers, London Wall, London.

A. B. 12.
C-1 61-600 L-1072.

MIDLAND RAILWAY.

No. 214/117

SINGLE JOURNEY.

TENDER TICKET

BETWEEN

TILBURY AND A SHIP IN THE RIVER.

FARE 1/9.

This Ticket is issued subject to the provisions of the Merchant Shipping Acts, 1854 and 1862, as regards the limitation of the Company's liability.

10715

No. 2896
LONDON TILBURY
AND
SOUTHEND RAILWAY.

Shaw, Savill, and Albion Coy's
SHIPS' PASSENGERS' TICKET.

FIRST CLASS.
AVAILABLE FOR
ONE JOURNEY ONLY.

BY
SPECIAL TRAIN
Leaving the FENCHURCH STREET Station
of the London Tilbury and Southend Railway at

10-13 a.
on 4th June 1903
to
Shaw, Savill, and Albion Company's

Comet
lying in the River Thames off Tilbury.

This Ticket is issued subject to the Conditions
on which it has been supplied to the Shaw,
Savill, and Albion Company, and to the General
Conditions and Bye Laws of the Railway
Company.

FARE, 2s. 6d.

T. S. B. 188.
C-1 bd. - 250 L. - 5/13.

MIDLAND RAILWAY
(London Tilbury & Southend Section).

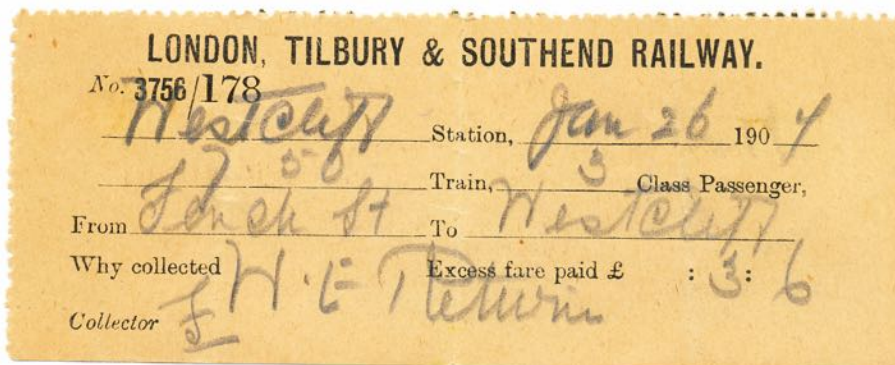
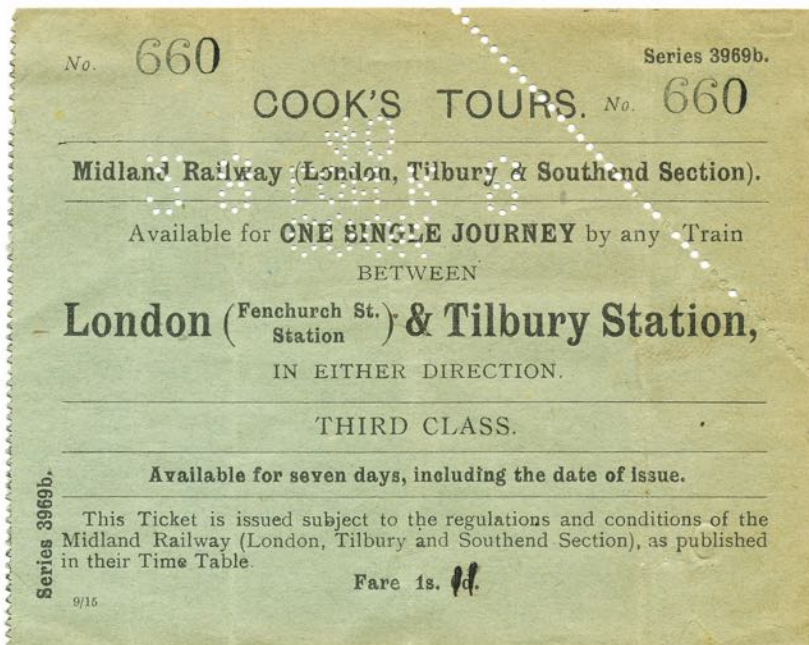
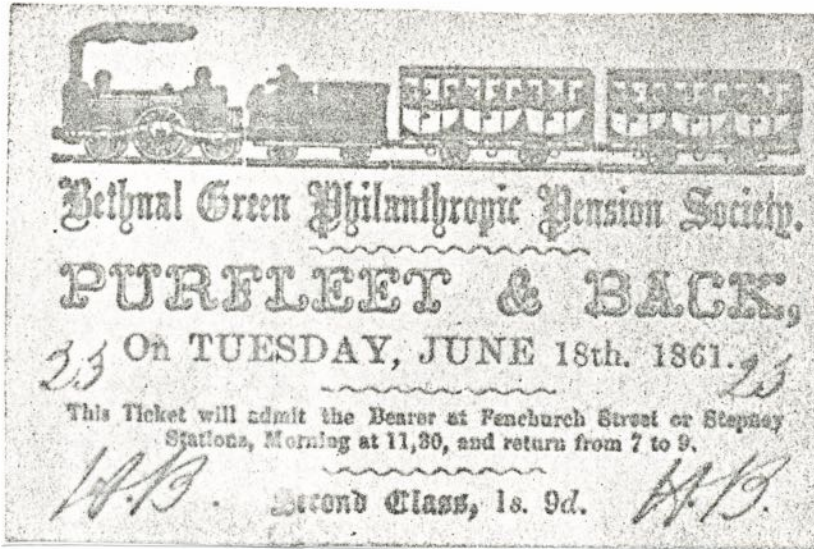
No. 199
71
DOUBLE JOURNEY.

TENDER TICKET

BETWEEN
TILBURY AND A SHIP IN THE RIVER.

FARE 1/6

This Ticket is issued subject to the
provisions of the Merchant Shipping
Acts, 1854 and 1862, as regards the
limitation of the Company's liability.



MIDLAND RAILWAY. (LONDON TILBURY AND SOUTHEND SECTION.) THROUGH TICKET.

FOR OFFICERS, SOLDIERS, SAILORS AND POLICE ON DUTY, &c.

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

No. 25374 Date August 1911
 From West of Sea
 To War on Sea Rly.
 Route Via

No. of Passengers (To be written in words).	DESCRIPTION.	Class.	Rate.	Amount.
	Officers... ..	1st.		
	" Wives	1st.		
	" Children (above 12 years) ...	1st.		
	" " (3 to 12 years) ...	1st.		
<u>One</u>	Warrant Officers & Men (Soldiers & Sailors)	3rd.		
	" Wives	3rd.		
	" " Children (above 12 years)	3rd.		
	" " " (3 to 12 years)	3rd.		
	Territorials			
	Police			
	Prisoners	3rd.		
	Mercht. Ships' Crews or Eng'ts.	3rd.		
	Shipwrecked Mariners ...	3rd.		
	Theatrical Party	1st.		
	" "	3rd.		
TOTAL £				

No. of Warrant 767679 Booking Clerk. [Signature]

Through Tickets, in cases where the journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steamboats.
 N.B.—This Ticket must be shown or given up when required.

L. T. & S. Ry.
 Frederick Hester's
 GREAT
 LAND SALES,
 Canvey-on-Sea,
 Chapman Beach, Grays Park,
 and Central Park Estates.
001 27 1902
 FENCHURCH STREET
 TO
 BENFLEET.
 Train leaves at 10.45 a.m.
 THIRD CLASS. Adults only.
 This train stops at all stations
 to Barking.
 N.B.—This Ticket cannot be
 exceeded, and is available only
 at Benfleet.
 Return Tickets issued after Sale.

Land Co's Land Sales
 London, Tilbury and
 Southend Ry.
FENCHURCH ST.
 TO
LAINDON
 Leave Fenchurch Street at
 10.35 a.m. Available at Step-
 ney, Plaistow, East Ham and
 Barking.
LAND CO., 67

FERRY
 L. T. S. R.
 PASS
 1/4" x 1/2"



Pass No. 51

LONDON TILBURY & SOUTHEND RAILWAY

Have just made a rather remarkable innovation in weekly and fortnightly season tickets between Southend and District Railway stations. Weekly seasons seem a distinct novelty. Railway Gazette Vol 13 p185 (12 Aug 1910).

London Tilbury and Southend
(9) RAILWAY.

LOCAL
 FIRST CLASS FREE PASS.
(NOT TRANSFERABLE.)

No. 60

Pass One
BETWEEN

Fenchurch Street
AND

Shoeburyness
AVAILABLE TO

22nd August 1891

Why granted Press

Arthur S. S. S. S.
Managing Director

London Tilbury and Southend
(9) RAILWAY.

FIRST CLASS FREE PASS.
(NOT TRANSFERABLE.)

No. 36

Pass One Return
BETWEEN

Fenchurch St
AND

Shoeburyness
AVAILABLE TO

22nd Aug^ol 1891

Why granted Press

Arthur S. S. S. S.
Managing Director

CONDITIONS

OF WHICH THIS FREE PASS IS GRANTED.

This Free Pass is granted by the London, Tilbury and Southend Railway Company, on condition that it is to be used only by the person in whose favour it is issued, and that the use of it shall be taken as evidence of an agreement with the Company that the latter are relieved from all pecuniary or other responsibility to the holder for personal injury, or for delay, or loss of, or damage to property, however caused, that may be sustained by such person while using this Pass.

The Pass will be forfeited if transferred, and any person using it other than the one in whose favour it is issued, is liable to the penalties which a passenger incurs by travelling without paying his fare.

This Pass is to be exhibited when required, and the holder of it is subject to the Bye-laws and other general regulations of the Company.

ARTHUR L. STRIDE,

Managing Director.

CONDITIONS

ON WHICH THIS FREE PASS IS GRANTED.

This Free Pass is granted by the London, Tilbury and Southend Railway Company, on condition that it is to be used only by the person in whose favour it is issued, and that the use of it shall be taken as evidence of an agreement with the Company that the latter are relieved from all pecuniary or other responsibility to the holder for personal injury, or for delay, or loss of, or damage to property, however caused, that may be sustained by such person while using this Pass.

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This Pass is to be exhibited when required, and the holder of it is subject to the Bye-laws and other general regulations of the Company.

ARTHUR L. STRIDE,

Managing Director.

5X

LONDON TILBURY AND SOUTHEND RAILWAY,

Audit Office: FENCHURCH STREET TERMINUS,

1st April, 1893.

C 21107
117903

DEAR SIR,

SEASON TICKETS.

Commencing to-day, the 1st inst., a new description of First and Third Class Season Ticket will be issued.

The Tickets differ materially from those which have been issued hitherto, as in addition to having the date of expiry and holder's name shewn on the face of them, they will also have printed in gold lettering, the Stations to and from which they are available; and further, they will consist of a single leather covered card with the conditions on the back, instead of the book-form of ticket as used heretofore.

The colours of the Tickets will be as follows, viz. :—

ORDINARY FIRST CLASS	Fenchurch Street and All Stations	RED.
ORDINARY THIRD CLASS	ditto.	GREEN.
SPECIAL FIRST CLASS	Available only between Fenchurch Street, Stepney or Burdett Road, and Tilbury Dock and Tilbury, and not at intermediate Stations	BROWN.
SPECIAL THIRD CLASS	ditto.	BLUE.
SPECIAL FIRST CLASS	Available only between Bromley, Plaistow or Upton Park, and Tilbury Dock and Tilbury, and not at intermediate Stations	Parti-coloured BROWN and WHITE.
SPECIAL THIRD CLASS	ditto.	Parti-coloured BLUE and WHITE.
SPECIAL FIRST CLASS	Available only between Fenchurch Street, Stepney or Burdett Road, and Gravesend, and not at intermediate Stations, and only by the Ferry Boats running in connection with the Trains from or to London	Parti-coloured RED and WHITE.
SPECIAL THIRD CLASS	ditto.	Parti-coloured GREEN and WHITE.
FIRST CLASS	Fenchurch Street and Ockendon, available via UPMINSTER only	RED, with the route printed upon the face.
THIRD CLASS	ditto.	GREEN do.
FIRST CLASS	Fenchurch Street and Ockendon via UPMINSTER or GRAYS	RED, with the route printed upon the face.
THIRD CLASS	ditto.	GREEN do.
FIRST CLASS	Fenchurch Street and Grays, not available via OCKENDON	RED, with the route printed upon the face.
THIRD CLASS	ditto.	GREEN do.
FIRST CLASS	Fenchurch Street and Grays, available via OCKENDON or PURFLEET	RED, with the route printed upon the face.
THIRD CLASS	ditto.	GREEN do.
LOCAL FIRST CLASS	Available only between Stations on the L. T. & S. line	WHITE.
LOCAL THIRD CLASS	ditto.	YELLOW.

Specimens of all the Tickets enumerated above will be sent you as soon as they can be prepared, but in the meantime you must make your Staff acquainted with the new form of Ticket, by referring as far as is possible to those sent to your Station from the Season Ticket Office for sale.

The holders of the old description of Tickets will, of course, retain them until they expire.

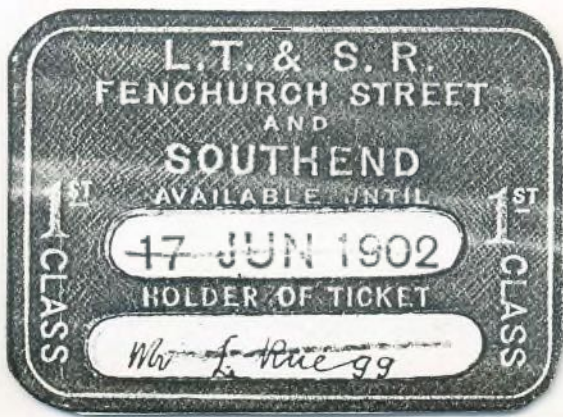
Please acknowledge receipt.

Yours truly,

H. CECIL NEWTON.

Mr. Capstick
Grays

Station.



L.T. & S.R. - FIRST CLASS.
 No. 6065 Not Transferable. £ 2:10:0
 Deposit

The holder of this Ticket is entitled to travel by any of the Company's Passenger Trains between the Stations named thereon, and is issued subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers. This Ticket must be produced for examination when called for by the authorised Officers of the Company, and being the property of the Company must be delivered up to them at the date of expiry the deposit will be forfeited.

Arthur White
 Managing Director.
 Signature of Holder.

Issued by *[Signature]*

**MID. RLY. (L.T. & S. SECTION).
 THIRD CLASS.**
 No. Not Transferable. £

This Ticket entitles the holder to travel by any of the Company's Passenger Trains between the Stations named thereon, and is issued subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers. It must be produced for examination when called for by the authorised Officers of the Company, and being the property of the Company must be delivered up to them at the date of expiry.

By order
 Signature of Holder.

Issued by *[Signature]*

**MID. RLY. (L.T. & S. SECTION).
 FIRST CLASS.**
 No. Not Transferable. £

This Ticket entitles the holder to travel by any of the Company's Passenger Trains between the Stations named thereon, and is issued subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers. It must be produced for examination when called for by the authorised Officers of the Company, and being the property of the Company must be delivered up to them at the date of expiry.

By order
 Signature of Holder.

Issued by *[Signature]*

**MIDLAND RLY. (L.T. & S. SECTION).
 THIRD CLASS.**
 No. E/3654 Not Transferable. £ 3:15:3

This Ticket is issued subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers. It must be produced for examination when called for by the authorised Officers of the Company, and being the property of the Company must be delivered up to them at the date of expiry.

By Order.
 Signature of Holder.

Issued by *[Signature]*

**MIDLAND & DISTRICT
 RAILWAYS.
 THIRD CLASS.**
 No. K/2687 Not Transferable. £ 2:14:9

This Ticket is issued subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers. It must be produced for examination when called for by the authorised Officers of the above named Companies, and being the property of these Companies must be delivered up to one of them at the date of expiry.

By Order.
 Signature of Holder.

Issued and Checked by *[Signature]*

L. T. & S. & DISTRICT RLYS.
 NOT TRANSFERABLE.
 £20. : :
 Deposit.

Mr. *M*

is entitled to travel by any of the Companies' Passenger Trains between

SOUTHEND
 AND
SOUTHEND

UNTIL

SPECIMEN.

Available end Mile End only.
 Issued by _____ See Back.

MIDLAND RAILWAY
 (London Tilbury and Southend Section.)
 No. E 331 Not transferable £2:20 : :
 Deposit.

Mr. *Drilton*

is entitled to travel between

FENCHURCH STREET
 AND
SOUTHEND

UNTIL the *Paris*

20 AUG 1917

Issued by _____

London Tilbury & Southend Railway.
 No. 2245 *2733*
 Weekly Ticket. Local.
 ISSUED TO _____

AVAILABLE BETWEEN
TILBURY
 AND
GRAVESEND.

UNTIL

Amount Paid _____
 Deposit _____

Issued by *Arthur Haines*
 Manager and Treasurer.

L. T. & S. R. & DISTRICT RLYS.
 (S 1) Not transferable
 No. **SPECIMEN** £ Deposit.

Mr. _____

is entitled to travel by any of the Companies' Passenger Trains between

FENCHURCH STREET OR MARK LANE
 AND
EAST HAM
 AND
UPTON PARK

UNTIL the **SPECIMEN**

Issued by _____

L. T. & S. & DISTRICT RLYS.
 Not transferable
 No. _____ £ Deposit.

Mr. _____

is entitled to travel by any of the Companies' Passenger Trains between

SOUTHEND
 AND
SOUTHEND

Via FENCHURCH ST. or MILE END

UNTIL the _____

Issued by _____

SPECIMEN.

LONDON TILBURY AND SOUTHEND RAILWAY.
 Weekly Yachting Ticket,
 No. **3** FIRST CLASS.
 Not transferable. £ Deposit.

Mr. _____

is entitled to travel by any of the Company's Passenger Trains between

FENCHURCH STREET STATION
 AND
GRAYS, TILBURY DOCK, OR TILBURY,

until the _____

Issued by _____ *Arthur Haines*
 Managing Director.

L. T. & S. R. & DISTRICT RLYS.
 (S 1) Not transferable
 No. **SPECIMEN** £ Deposit.

Mr. _____

is entitled to travel by any of the Companies' Passenger Trains between

FENCHURCH STREET OR MARK LANE
 AND
EAST HAM
 AND
SOUTHEND

UNTIL the **SPECIMEN.**

Issued by _____

L. T. & S. & DISTRICT RLYS.
 Not transferable
 No. _____ £ Deposit.

Mr. _____

is entitled to travel by any of the Companies' Passenger Trains between

SOUTHEND
 AND
SOUTHEND

Via FENCHURCH ST. or MILE END

UNTIL the _____

Issued by _____

SPECIMEN.

LONDON TILBURY AND SOUTHEND RAILWAY.
 Weekly Yachting Ticket,
 No. **3** SECOND CLASS.
 Not transferable. £ Deposit.

Mr. _____

is entitled to travel by any of the Company's Passenger Trains between

FENCHURCH STREET STATION
 AND
GRAYS, TILBURY DOCK, OR TILBURY,

until the _____

Issued by _____ *Arthur Haines*
 Managing Director.

This Ticket is not transferable, and has been issued subject to the By-Laws, Rules and Regulations of the London, South and Southwest Railway Company, as printed in their published Train Books, and to the order of the agreement signed by the holder.

Unless this Ticket be delivered up on the day after it expires, the deposit therein will be forfeited.

Signature of Holder.

MIDLAND RAILWAY—L. T. & S. Section.—FIRST CLASS.
NOT TRANSFERABLE.

This Ticket entitles the holder to travel between the Stations named thereon, and is issued subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers.

It must be produced for examination when called for by the authorised Officers of the Company, and being the property of the Company, must be delivered up to them at the date of expiry.

AVAILABLE UNTIL

[Signature]

{ Signature of Holder.

AVAILABLE VIA
MILE END ONLY.

Issued subject to the Special Regulations relating to Season Tickets, and to the same Bye-Laws and Regulations as other Passengers. This Ticket must be produced for examination when it is called for by the Officers of the Company. If not delivered up on the day of expiry, or the next day at latest, the deposit will be forfeited.

Signature of Holder.

SPECIMEN
NOT AVAILABLE VIA
FENCHURCH ST.

FIRST CLASS.

CONDITIONS.

Subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers.—This Ticket must be produced for examination when it is called for by the Officers of the Company. If not delivered up on the day of expiry the deposit will be forfeited.

AVAILABLE UNTIL

Signature of Holder.

FIRST CLASS.

CONDITIONS.

Subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers.—This Ticket must be produced for examination when it is called for by the Officers of the Companies. If not delivered up on the day of expiry the deposit will be forfeited.

AVAILABLE UNTIL

SPECIMEN

{ Signature of Holder.

FIRST CLASS.

CONDITIONS.

Subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers.—This Ticket must be produced for examination when it is called for by the Officers of the Company. If not delivered up on the day of expiry the deposit will be forfeited.

AVAILABLE UNTIL

{ Signature of Holder.

SECOND CLASS.

CONDITIONS.

Subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers.—This Ticket must be produced for examination when it is called for by the Officers of the Company. If not delivered up on the day of expiry the deposit will be forfeited.

AVAILABLE UNTIL

Signature of Holder.

THIRD CLASS.

CONDITIONS.

Subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers.—This Ticket must be produced for examination when it is called for by the Officers of the Companies. If not delivered up on the day of expiry the deposit will be forfeited.

AVAILABLE UNTIL

SPECIMEN

{ Signature of Holder.

THIRD CLASS.

CONDITIONS.

Subject to the Special Regulations relating to Season Tickets and to the same Bye-Laws and Regulations as other Passengers.—This Ticket must be produced for examination when it is called for by the Officers of the Company. If not delivered up on the day of expiry the deposit will be forfeited.

AVAILABLE UNTIL

{ Signature of Holder.

Subscribers

No 9

Collectors

MIDLAND (L. T. & S. SECTION) & DISTRICT RLYS.

No. G 4 Not transferable. £ 2: 6: 4

RD Mr. H. R. Miller

Is entitled to travel between

SOUTHEND
AND
MARK LANE.

Via FENCHURCH ST. or MILE END

6 Dec until the 5 JAN 1919

Issued by

3 CLASS. **3 CLASS.**