

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 12

OTHER M.R. CONSTITUENT COMPANIES



David G Geldard

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**TICKETS OF THE MIDLAND RAILWAY
and CONSTITUENT COMPANIES**

VOLUME 12

OTHER M.R. CONSTITUENT COMPANIES

**Birmingham & Derby Junction Railway
Birmingham & Gloucester Railway
Bristol & Gloucester Railway
Burton & Ashby Light Railway
Dursley & Midland Junction Railway
Keighley & Worth Valley Railway
Leeds & Bradford Railway
Leicester & Swannington Railway
Manchester Buxton Matlock & Midland Junction Railway
Midland Counties Railway
North Midland Railway
North Western Railway
Sheffield & Rotherham Railway
Tottenham & Forest Gate Joint Committee
Yorkshire Dales Railway**

[The volume also includes the **East & West Yorkshire Union Railway**;
although this was not an MR constituent that company did supply the tickets.]

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

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

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

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

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

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

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

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

USING THE PDFs

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

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

PAGE FORMS

Company introduction pages

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

Background information pages

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

Conditions of issue (ticket backs) pages

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

Ticket pages

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

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

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

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

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

MIDLAND RAILWAY CONDITIONS ON JOINT LINE TICKETS

DEC. 1. 88

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

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

DEC. 1. 88

R2

NOV 29

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

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

R4a

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

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

R4b

2

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

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

2

SEP 1 8 61

R5

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

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

R6a

NOTICE. This ticket is not transferable. It is issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

NOTICE. This ticket is not transferable. It is issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

X2

NOTICE. This ticket is not transferable. It is issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

NOTICE. This ticket is not transferable. It is issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

X3a

SEP. 25. 90

NOTICE. This ticket is not transferable. It is issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

NOTICE. This ticket is not transferable. It is issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

X3b

3

Not transferable. Issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

Not transferable. Issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

3

X4a

This ticket is not transferable. It is issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

This ticket is not transferable. It is issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion, and can only be used in accordance therewith.

X6

2

This Ticket is not transferable, and if used by any other than the person to whom it was issued will be forfeited, and the holder will be liable to pay the fare for the journey covered by the ticket and in addition may be prosecuted.

This Ticket is not transferable, and if used by any other than the person to whom it was issued will be forfeited, and the holder will be liable to pay the fare for the journey covered by the ticket and in addition may be prosecuted.

2

CT2

Only available on date of issue & by the stated trains under Market Ticket arrangements & subject to the conditions stated in the Co.'s time tables.

Only available on date of issue & by the stated trains under Market Ticket arrangements & subject to the conditions stated in the Co.'s time tables.

M3

This Ticket will be forfeited if transferred. It is issued on the conditions named in the Co.'s Tourist Programmes & Bills. If used for any other Station will be forfeited and the full fare charged.

This Ticket will be forfeited if transferred. It is issued on the conditions named in the Co.'s Tourist Programmes & Bills. If used for any other Station will be forfeited and the full fare charged.

TSa

Notice this Ticket is not transferable it is issued subject to the general regulations printed in the Co.'s time tables so far as they are not varied by the conditions on the special bills announcing the Excursion and can only be used in accordance therewith.

This Ticket is only available to the Station for which it is issued and if used for an intermediate Station the passenger will have to pay the difference between the amount paid for this ticket and the fare to such Station. The return half of the ticket will also be forfeited.

WE2a

MIDLAND RAILWAY CONDITIONS ON JOINT LINE TICKETS

This ticket, which is not transferable is issued on the terms that it shall be given up on expiration, and that the holder shall be subject to the same rules and regulations as other passengers, as well as to the special conditions applicable to season tickets. The ordinary fare to be paid if the ticket is not produced when required.

B55

This Ticket is available for a servant of a Railway Company, his Wife, or Child under 16 years of age only, and is issued subject to the general rules and regulations of the Company over whose line the holder is travelling, and (2) to the conditions that the Midland Company and all other Companies over whose railways it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever. And the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P4

This Ticket is available for a servant of a Railway Company, his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Company over whose line the holder is travelling, and (2) to the conditions that the Midland Company and all other Companies over whose railways it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever. And the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P5a

This Ticket is available for a servant of a Railway Company, his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Company over whose line the holder is travelling, and (2) to the conditions that the Midland Company and all other Companies over whose railways it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever. And the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P5b

This Ticket is available for a servant of a Railway Company, his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Company over whose line the holder is travelling, and (2) to the conditions that the Midland Company and all other Companies over whose railways it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever. And the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P6

This Ticket is available for a servant of a Railway Co. his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Co. over whose line or on whose steamboats the holder is travelling, and (2) to the conditions that the Midland Co. and all other Co. over whose railways or on whose steamboats it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever, and the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P7

This Ticket is available for a servant of a Railway Co. his Wife, or Child dependent on him, and is issued subject to the general rules and regulations of the Co. over whose line or on whose steamboats the holder is travelling, and (2) to the conditions that the Midland Co. and all other Co. over whose railways or on whose steamboats it shall be available, are held free from any responsibility or liability for any loss or injury sustained by the person travelling with it arising from any cause whatever, and the use of the ticket shall be taken as an agreement by the holder to be bound by such rules, regulations and conditions. This privilege ticket is not transferable, and any person disposing of, or making improper use of it, will be liable to prosecution, and in addition, if a servant of a Railway Co. will be dismissed from the service of the Co. by whom he is employed.

P8

This Ticket is issued at the reduced rate under the Co.'s Bye Laws, Rules, Notices and General Regulations and on the express condition that the holder shall not be entitled to claim compensation to a greater amount than £100.

w2

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

B11

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

B12

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

B31

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 a ticket is evidence of an agreement to this effect.

A3

NOTICE.

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

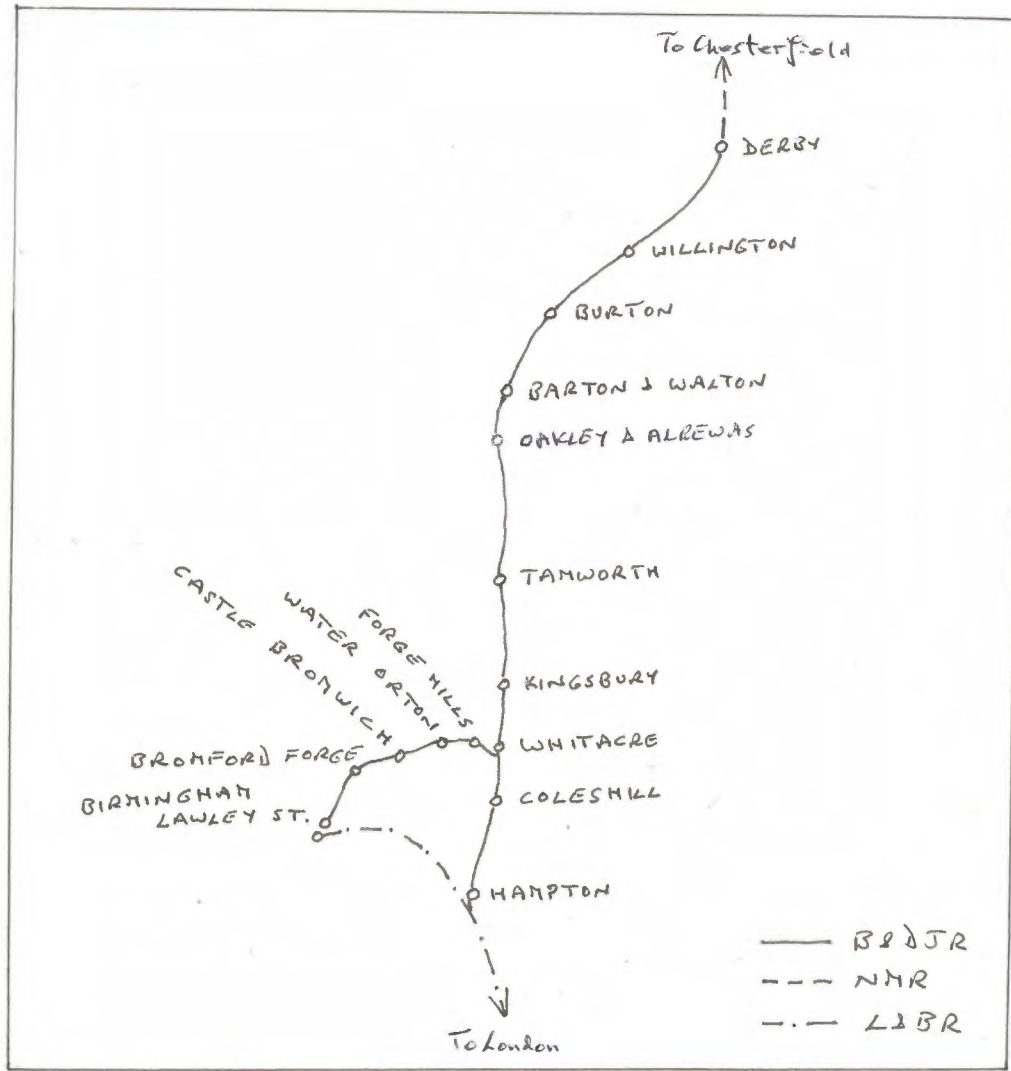
A1

DOG.

The Company do not, and will not, be Common Carriers of Dogs, and will not receive Dogs for conveyance except as provided in the By-Laws of the Company or Companies over whose lines the Dog may pass, and will not be responsible for loss, injury or delay thereto, except upon proof of negligence on the part of their servants, and in any case for any greater amount of damages beyond the sum of £21, unless at the time of booking the Dog be booked of a higher value and a percentage of £21 per cent. be paid upon the higher value so declared.

D21

BIRMINGHAM & DERBY JUNCTION RAILWAY



The line from a temporary station at Derby to a junction with the London & Birmingham Railway at Hampton was formally opened on 5 August 1839, public traffic commencing on 12 August. Intermediate stations were at Willington, Burton, Barton & Walton, Tamworth, Kingsbury and Coleshill. The temporary station at Derby was replaced by a new one shared with the Midland Counties Railway and the North Midland Railway, opening with the latter company's line on 11 May 1840. Oakley & Alrewas opened on 15 June 1840.

The L&BR took B&DJR trains from Hampton to Birmingham until a direct line from Whitacre to Lawley Street was opened on 10 February 1842, together with stations at Whitacre Junction, Forge Mills, Water Orton and Castle Bromwich. Bromford Forge came into use on 16 May 1842. A goods spur from Lawley Street to the Grand Junction Railway opened on 11 April 1842.

As with the Midland Counties Railway the B&DJR is included on the list shown in Edmondson's circular dated 7 March 1843, and it is thus established that the company commenced their use of edmondsons between August 1841 and March 1843.

The company amalgamated with the Midland Counties Railway and the North Midland Railway on 10 May 1844 to form the Midland Railway.

BIRMINGHAM & DERBY JUNCTION RAILWAY

Paper tickets were used initially. A letter from the company to the Board of Trade dated 13 Feb 1841 includes the statement that "In any future issue of tickets the Directors will cause the following note to be printed thereon: "This Ticket to be given up when demanded at the end of the Journey". (National Archives MT/6/1/5).

Early foreign edmondson with the company's monogram on the back.



BIRMINGHAM & GLOUCESTER RAILWAY

The line was opened for passenger traffic between Cheltenham and Bromsgrove on 24 June 1840, opening of the (horse-worked) Tewkesbury branch following on 21 July 1840. An extension to Cofton opened on 17 September 1840, with further extensions southward to Gloucester on 4 November 1840 and northward to a terminus at Camp Hill on 17 December 1840. On 17 August 1841 passenger trains commenced running into the London & Birmingham Railway station at Curzon Street. Camp Hill thereafter became a goods station, although between November 1841 and November 1844 it continued to handle passengers travelling by carriages which were attached to goods trains; a new through passenger station of the same name was opened south of the junction by December 1844.

In December 1839 Messrs Joseph Gibbins and Edward Sturge from the B&G Board visited the Manchester & Leeds Railway to see it in operation. One of the results of this visit was the adoption of the Edmondson ticket system, the company purchasing a printing machine for £60, and paying a further £100 for patent royalties, £50 down and £50 if satisfied with the system after one year. They also offered employment to Thomas Edmondson's brother Joseph as check clerk, supervising the printing, distribution, collecting and checking of tickets. Joseph took up his duties on 1 January 1840 at a salary of £130 per annum, rising to £150 when the line opened. Ticket board was bought from De La Rue and from George Bradshaw. As one of the economy measures adopted after the August 1842 general meeting of the company the staff of the check office was significantly reduced.

First, second and third class passengers were conveyed from the opening of the line. From September 1841 through booking over the L&B to London became available for first class passengers only. From November 1842 fares were increased, day returns were introduced for journeys over a certain distance and season tickets were introduced at a weekly rate equal to six times the single fare. Fares were reduced in 1844, and through booking for other classes of passenger also became available. Express trains ran from mid-1845.

By virtue of an Agreement signed on 14 January 1845 the company amalgamated with the Birmingham & Gloucester Railway under the title of Bristol & Birmingham Railway. Although the amalgamation was never sanctioned, the lines were worked as one from 1 January 1845, the effective date of the agreement.

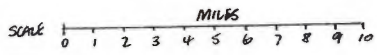
On 30 January 1845 the Midland Railway agreed to lease the line, and formal leases of both the Br&G and the B&G came into effect from 7 May 1845, again without the sanction of Parliament. The two companies were absorbed by the Midland Railway by a Bill that received the Royal Assent on 3 August 1846.

(Notes based on *The Birmingham & Gloucester Railway* by P J Long and Rev. W V Awdry, published by Alan Sutton, 1987).

PASSENGER FARES

Journey	1840			1842			1845		
	Class			Class			Class		
	1	2	3	1	2	3	1	2	3
Gloucester-Birmingham	13s.6d.	9s.	5s.6d.	14s.	10s.	5s.6d.	14s.	10s.6d.	-
Cheltenham-Birmingham	11s.6d.	8s.	5s.	12s.	9s.	5s.	-	-	-
Cheltenham-Gloucester	2s.	1s.	0s.8d.	2s.	1s.6d.	0s.8d.	-	-	-
Gloucester-London	-	-	-	36s.	24s.	-	30s.	20s.	9s.5d.

1:1 THE BIRMINGHAM AND GLOUCESTER RAILWAY, 1840-46

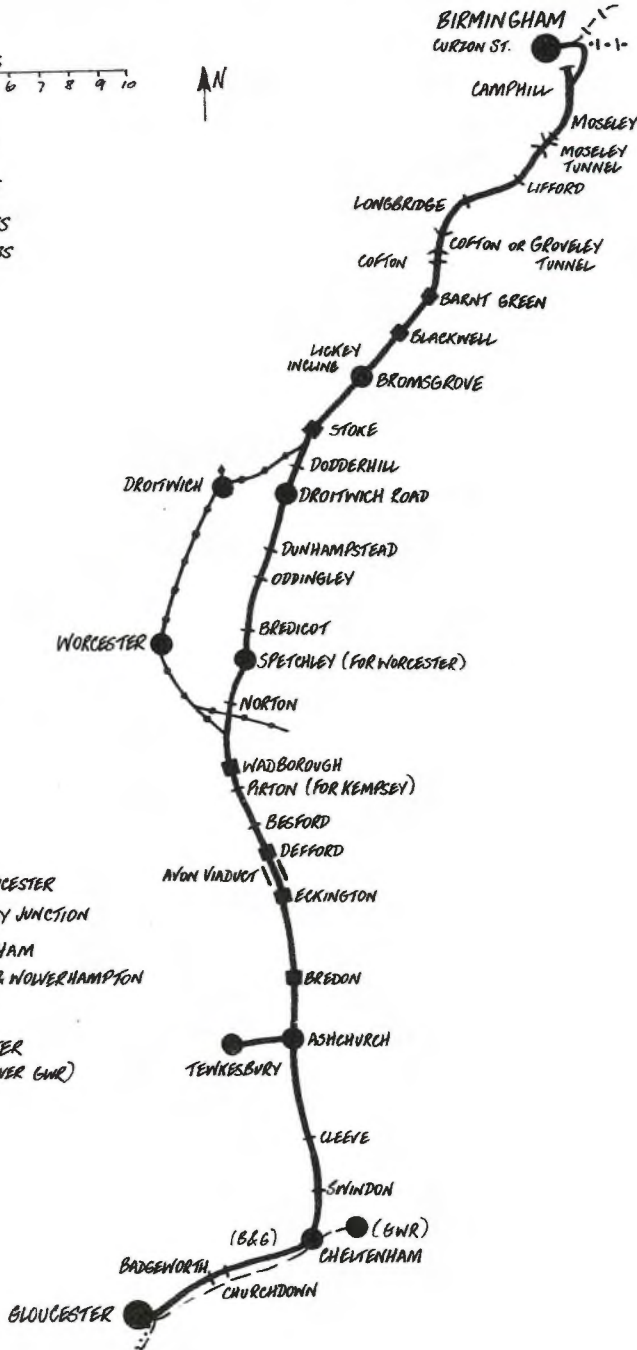


STATION KEY

- 1st CLASS
- 2nd CLASS
- 3rd CLASS

KEY TO RAILWAYS

- BIRMINGHAM & GLOUCESTER
- |- BIRMINGHAM & DERBY JUNCTION
- |• LONDON & BIRMINGHAM
- ↔ OXFORD, WORCESTER & NOWERHAMPTON
- - GREAT WESTERN
- ... BRISTOL & GLOUCESTER (RUNNING POWERS OVER GWR)



BIRMINGHAM & GLOUCESTER RAILWAY

The following brief details of stations from the opening until absorption by the Midland on 3 August 1846 are taken from John Gough's *Midland Chronology* (R&CHS 1989), supplemented by Michael Quick's *Chronology* (R&CHS 2009 and Supplements).

BIRMINGHAM: From 17 August 1841 the B&G used the Curzon Street terminus of the London & Birmingham Railway.

CAMP HILL: The first station (the original Birmingham terminus) opened on 17 December 1840 and closed on 17 August 1841. It re-opened for passengers on night goods trains in November 1841, the final closure date not being known. The second (through) station of the same name was in use by December 1844, when it was first shown in *Bradshaw*.

MOSELEY: Opened in November 1841.

LIFFORD: Opened on 17 December 1840 and last appeared in November 1844 *Bradshaw*.

LONGBRIDGE: Opened in November 1841.

COFTON FARM: A temporary terminus at Cofton Farm opened on 17 September 1840 and closed on 17 December 1840 when the line was extended north to Camp Hill.

COFTON: Probably on the same site as Cofton Farm, it is likely to have opened in November 1841 and closed sometime after December 1843.

BARNT GREEN: First shown in *Bradshaw* for May 1844.

BLACKWELL: Opened on 5 June 1841.

TOP OF LICKEY INCLINE: Opened in November 1841. Closure date not known.

BROMSGROVE: Opened on 24 June 1840. The first northern terminus.

STOKE: First seen in *Cheltenham Advertiser* timetable on 17 September 1840 and shown as Stoke Works in that for 4 November 1840.

DODDERHILL: Opened in November 1841, closed on 5 Mar 1844?

DROITWICH: Opened on 24 June 1840.

DUNHAMSTEAD: Opened in November 1841.

ODDINGLEY: Opened in September 1845. Closure date not known.

BREDICOT: Opened in November 1845. Closure date not known.

SPETCHLEY: Opened on 24 June 1840.

NORTON: Opened in November 1841.

WADBOROUGH: Opened in November 1841.

PIRTON: Opened in November 1841. Closed c1846.

BESFORD: Opened in November 1841.

DEFFORD: Opened on 24 June 1840.

ECKINGTON: Opened on 24 June 1840.

BREDON: Opened on 24 June 1840.

ASHCHURCH: Opened on 24 June 1840.

TEWKESBURY: Opened on 21 July 1840.

CLEEVE: Opened on 14 February 1843.

SWINDON: Opened in May 1842. Closed on 1 October 1844.

CHELTHENHAM: Opened on 24 June 1840.

BADGWORTH: Opened on 22 August 1843.

CHURCHDOWN: Opened in mid-1842 and closed at the end of September 1842.

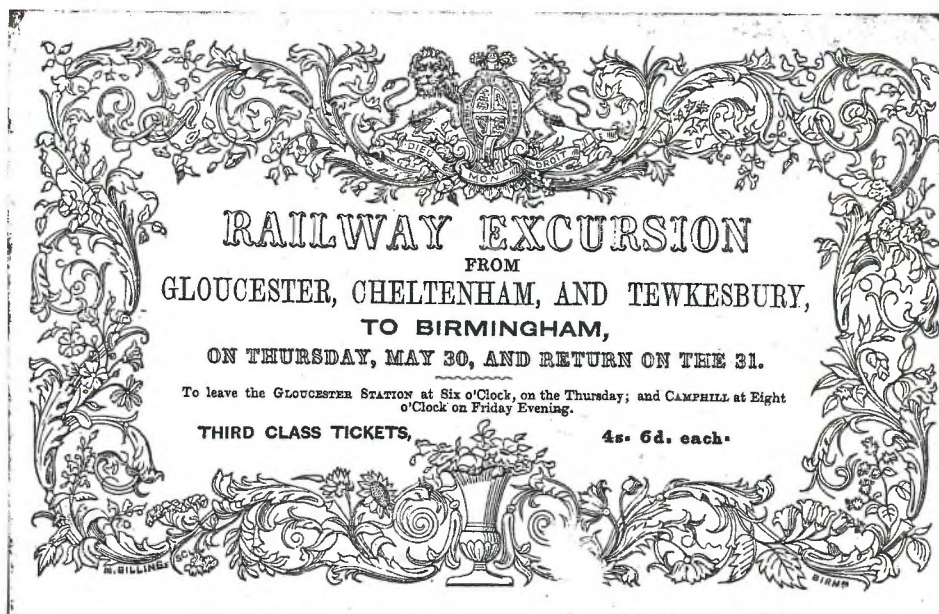
GLOUCESTER: Opened on 4 November 1840.

ORDINARY SINGLES

There is a strong likelihood of ticket 420 being printed by the B&GR, and possibly of being from the first print run supplied to Birmingham when through running into the London & Birmingham Railway station at Curzon Street commenced on 17 August 1841. The thick black line between the destination station and the class is a feature that has not been seen on any early tickets that are known to be of Midland Railway origin.

Again it is likely that ticket 511 was printed by the B&GR, and in this case probably from the first print run supplied to Birmingham when the through station at Camp Hill came into use in 1844. M.E. Quick's *Railway Passenger Stations in England, Scotland and Wales - A Chronology* (Railway & Canal Historical Society 2002) states that this station first appeared in *Bradshaw* for December that year although the actual opening date could have been earlier. The colour is not one that was used for early Midland Railway tickets.





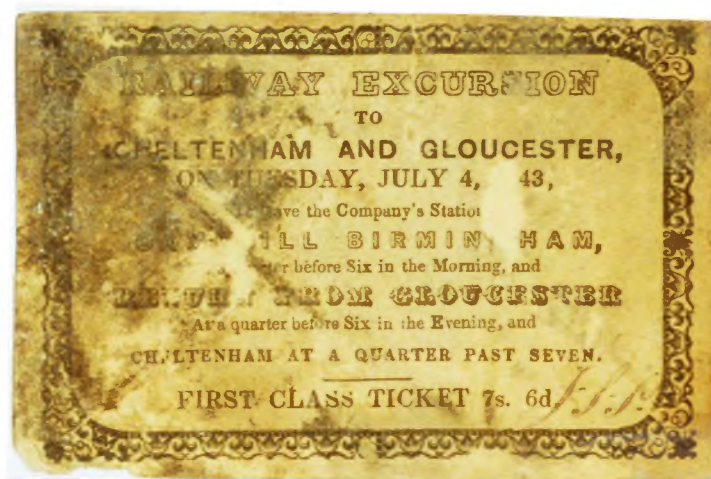
Black on white

1864

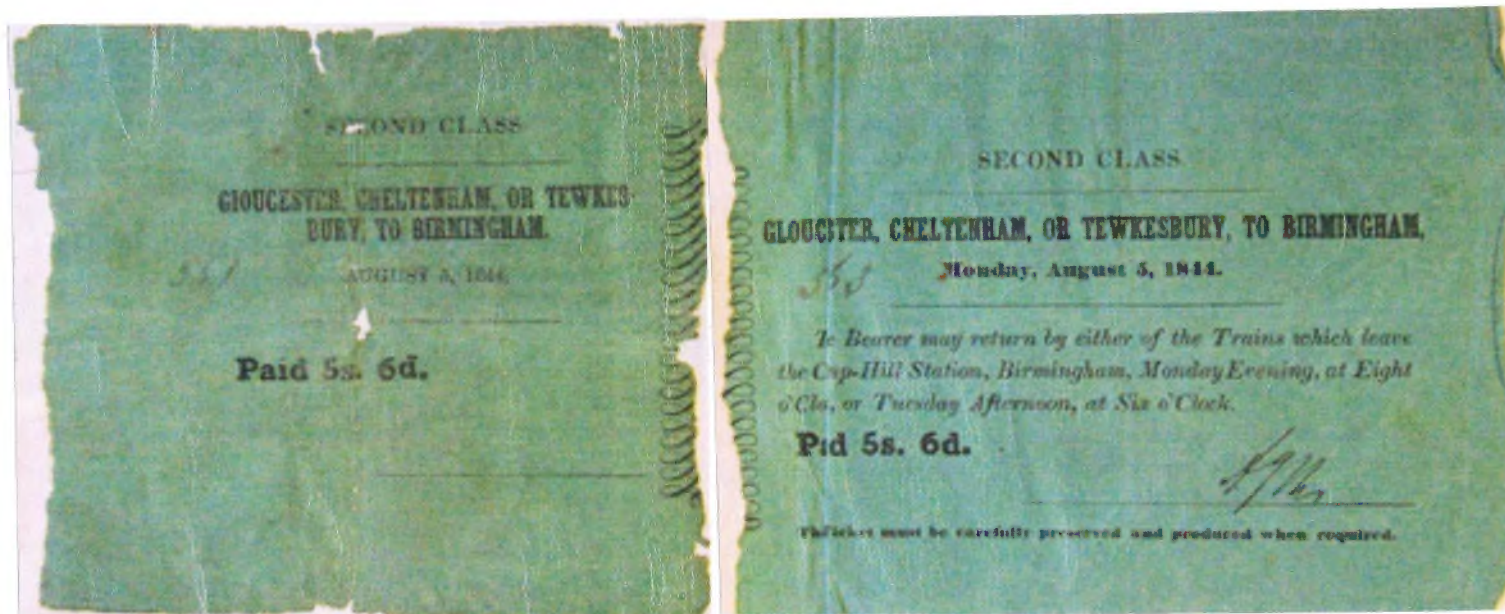
The ticket is held in the John Lewis printing Collection at Reading University Library Archive Section. The back is printed to read:

Places of Amusement in and near Birmingham

GRAND FETE, Vauxhall
FIRE WORKS &c, New Vauxhall
BOMBARDMENT OF ALGIERS, Bowling Green, Holloway Road
PERFORMANCE ON THE ORGAN, Town Hall, Paradise Street
QUEENS COLLEGE MUSEUM, Paradise Street
OBSERVATORY, Handsworth
CEMETERY, Key Hill
THEATRE ROYAL, New Street
BOTANICAL GARDENS, Edgbaston



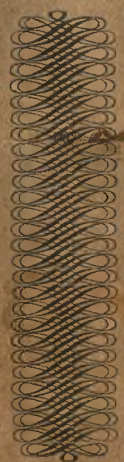
1864



Counterfoil and paper ticket for an excursion from Gloucester, Cheltenham or Tewkesbury to Birmingham on 5 August 1844. The original ticket was illustrated in *Railway Gazette* for 17 March 1939 where it is described as having been discovered in a family Bible at Gloucester and given to Mr. G.W. Hendley of the L.M.S.R. District Goods and Passenger Manager's office in Bristol

FIRST CLASS.

166



166

FIRST CLASS.

**GLOUCESTER, CHELTENHAM OR TEWKES-
BURY, TO BIRMINGHAM,**

AUGUST 5, 1844,—RETURNING AUG. 7.

PAID 9s.

GLOUCESTER, CHELTENHAM, OR TEWKESBURY, TO BIRMINGHAM

August 5, 1844.

Returning by any of the regular Trains Wednesday, Aug. 7.

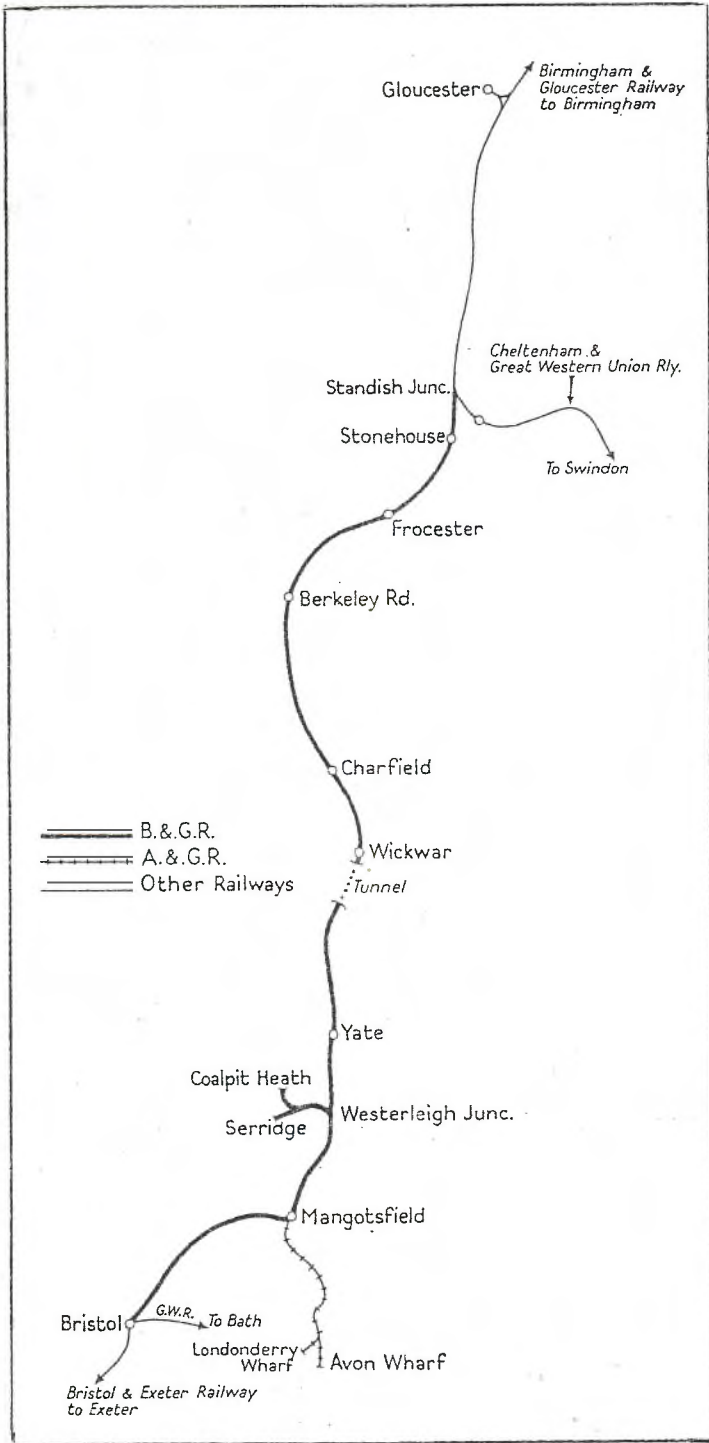
PAID 9s.

A handwritten signature or set of initials in dark ink, located on the right side of the ticket below the return date.

The Ticket must be carefully preserved and produced when required.



BRISTOL & GLOUCESTER RAILWAY



The Bristol & Gloucestershire Railway constructed 4'8" gauge tramways between Bristol and various collieries to the north thereof. An Act of 1 July 1839 authorised the Bristol & Gloucester Railway, allowing it to build to the broad gauge on the existing route and to extend and absorb the earlier concern. The Br&G line was opened throughout for public traffic on 8 July 1844, on which date absorption of the earlier company was also effected.

Entry into Gloucester was by running powers over the Cheltenham & Great Western Union Railway, and the Br&G trains terminated at a temporary platform adjacent to the north side of the Birmingham & Gloucester Railway station. First, second and third class passengers were carried from the opening.

Stations at opening are as shown on the map, except that Berkely Road opened as Dursley & Berkeley and was renamed by June 1845 and that Mangotsfield opened on 1 May 1845.

By virtue of an Agreement signed on 14 January 1845 the company amalgamated with the Birmingham & Gloucester Railway under the title of Bristol & Birmingham Railway. Although the amalgamation was never sanctioned, the lines were worked as one from 1 January 1845, the effective date of the agreement.

On 30 January 1845 the Midland Railway agreed to lease the line, and formal leases of both the Br&G and the B&G came into effect from 7 May 1845, again without the sanction of Parliament. The two companies were absorbed by the Midland Railway by a Bill that received the Royal Assent on 3 August 1846.

The Br&GR is shown on a copy circular from Edmondson received by the Caledonian Rly in June 1847 listing companies that have adopted the system and may well have used edmondson tickets from the opening. Shown overleaf is a copy of a circular sent by Geo. and Alex. Falkner to the Cheltenham & Great Western Union Rly in October 1844 indicating that they were at that time printing tickets for the Bristol & Gloucester Railway. Although at first sight this may be taken to indicate that the Falkners were infringing Edmondson's patent this was probably not the case. Edmondson's licence to the Br&G, if in standard form, gave them the right to use his ticket printing and issuing systems but did not oblige them to purchase their tickets from Edmondson nor to print their own tickets using equipment purchased from Edmondson. Apparently, therefore, they would have had the freedom to use any supplier and the Falkners in turn would have been able to print for any company which was an Edmondson licensee.

Bristol & Gloucester
Manchester

PRINTING OFFICES,
BROWN STREET AND KING STREET.

Manchester, 14 October 1844.

To the Secretary of the

Gt. Northern & Great Eastern

Railway Company.

SIR,

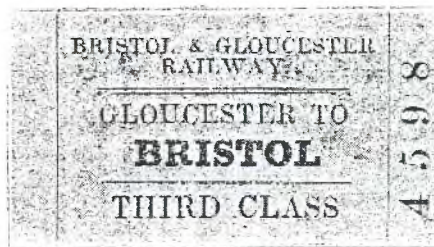
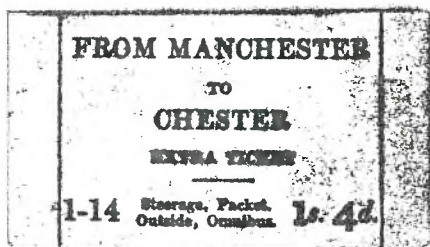
We beg respectfully to announce that, having recently discovered an entirely novel method of Printing *Railway Cheque Tickets*, progressively enumerated, by means of which a decided improvement in their appearance is introduced, we are prepared to supply Companies with any demand, in the style of the enclosed, (executed by us for the Trustees of the late DUKE OF BRIDGEWATER'S CANAL and the BRISTOL and GLOUCESTER RAILWAY), @ $3/6^d$ per 1000, and in other styles in proportion.

Tendering our services.

We are, Sir,

Your most obedient Servant

GEO. AND ALEX. FALKNER.



The original of this circular is in The National Archive at RAIL 1005/51. The canal ticket is pink, that of the Br&G is pale blue. No other reference to Falkner as ticket printers has ever been seen. Br&G ticket printing would probably have been undertaken by the B&G from January 1845.

BRISTOL AND GLOUCESTER RAILWAY.

No. *3* *Mr. James Hopper*

SPECIAL TRAIN, MONDAY, SEPT. 16, 1844.

From Bristol to Gloucester, and back, same day.

SECOND CLASS.

The Train leaves Bristol Station at 8.45 A.M. and returns from Gloucester at 8 P.M.

M.

Bristol Gloucester Rly Co

FIRST CLASS.

BRISTOL TO GLOUCESTER,

40 **Monday, August 5, 1844.**

The Bearer must return by the Special Train from Gloucester, at nine o'clock on Tuesday Evening, Aug. 6, or exchange this Ticket and pay 1s. at Mr. B. Wellings, Northgate-Street, Gloucester, and return by any of the regular Trains, on Wednesday, August 7.

Paid 6s. 6d.

A. M.

This Ticket must be carefully preserved and produced when required.

APR 10 1844

FIRST CLASS.

37
**Charfield, Frocester, or
Dursley, to Birmingham,**

AUGUST 5, 1844,—RETURNING AUG. 7.

Paid 13s. 6d.

FIRST CLASS.

45
**Charfield, Frocester, or Dursley, to
Birmingham,**

Monday, August 5, 1844.

Returning by any of the regular Trains Wednesday, Aug. 7.

Paid 13s. 6d.

This Ticket must be carefully preserved and produced when required.

The counterfoat and the ticket were preserved separately. The ticket was faded and in the V. Stewart Hovam collection - it shows some fading.

36

SECOND CLASS.

STONEHOUSE TO BIRMINGHAM,

Monday, August 5, 1844.

Returning by any of the regular Trains Wednesday, Aug. 7.

PAID 8s. 6d.

M. M.

This Ticket must be carefully preserved and produced when required.

Redwood - See counter-joint below.

9/127

SECOND CLASS.

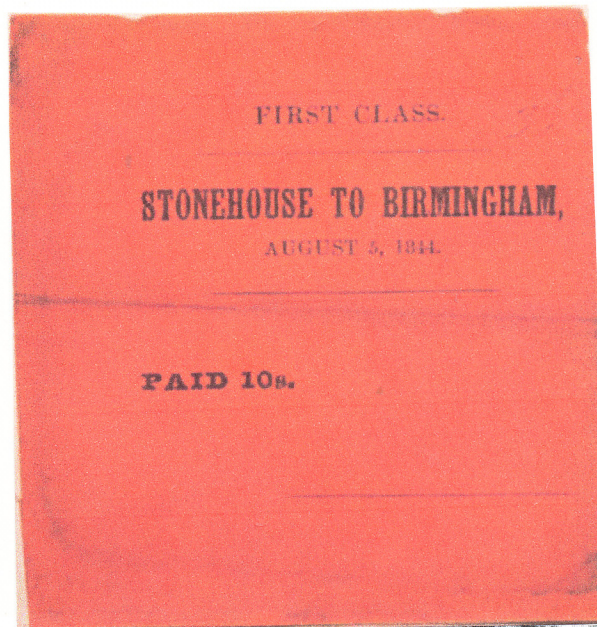
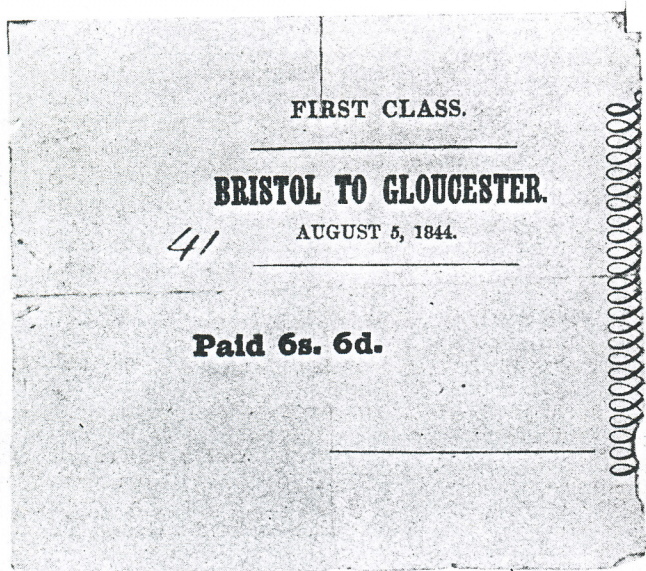
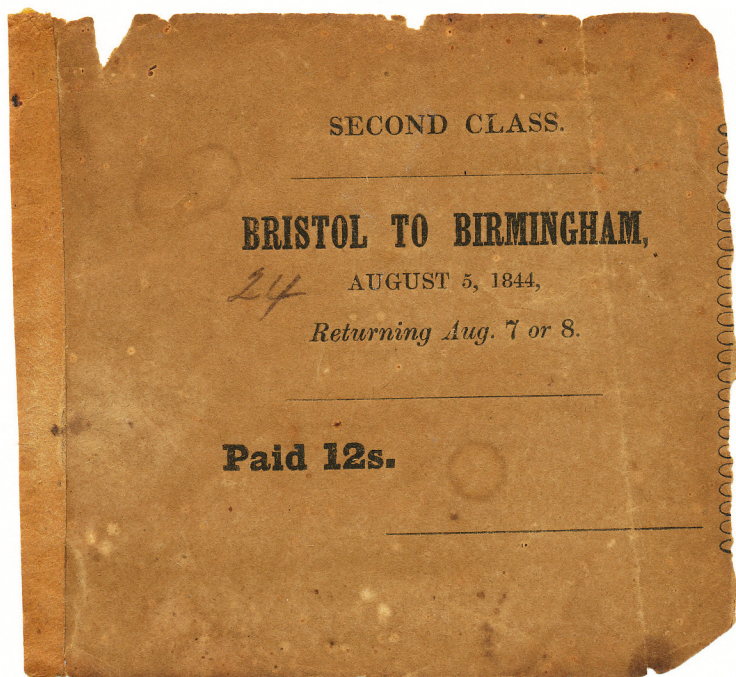
36

STONEHOUSE TO BIRMINGHAM,

AUGUST 5, 1844,—RETURNING AUG. 7.

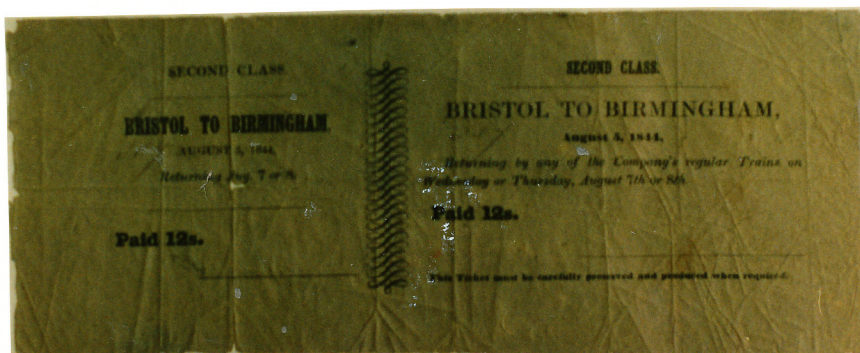
PAID 8s. 6d.



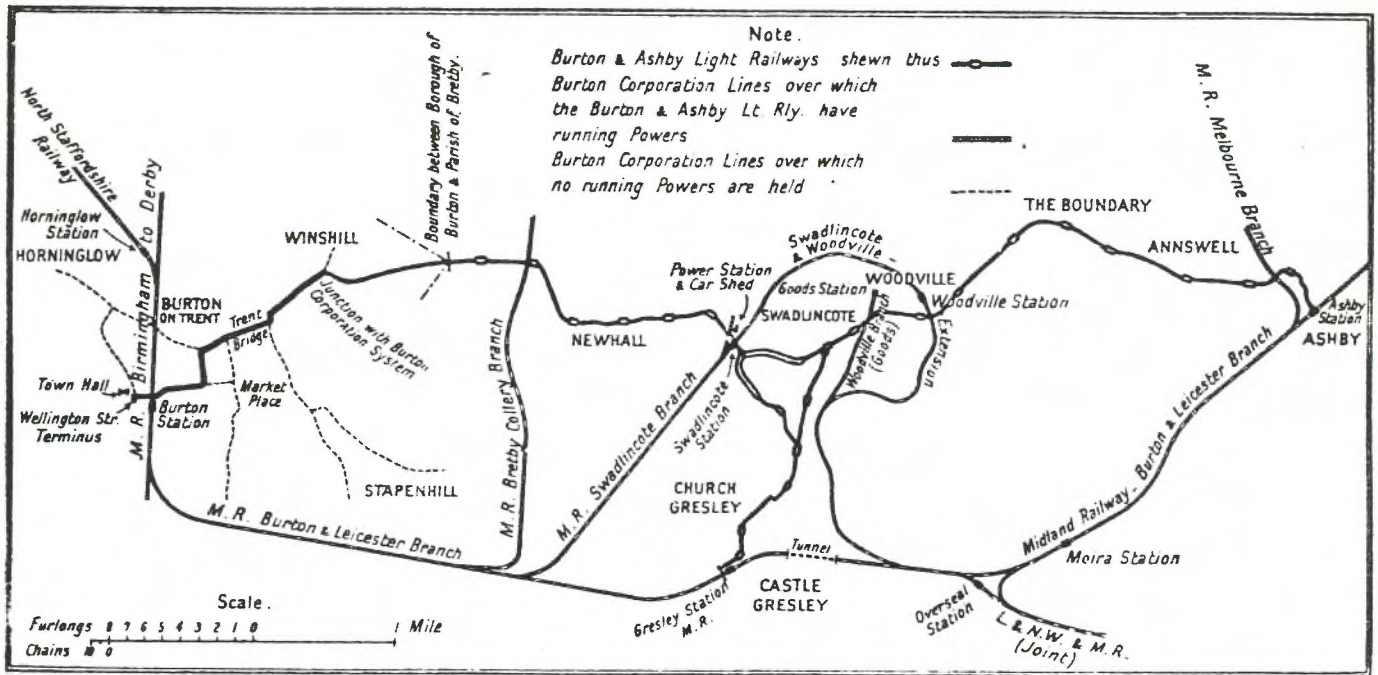


We are indebted to Mr. G. W. Hendley of the L.M.S.R. District Goods and Passenger Manager's office, Bristol, for lending us the two early railway tickets we reproduce. These were discovered in a family Bible at Gloucester, where they appear to have been preserved for a great many years, and eventually were given to Mr. Hendley. Both tickets are printed on thin paper approximately 4 in. by 3½ in.; the first class ticket on canary yellow paper and the second class on olive green - Birmingham & Gloucester, &c.

Rev. Gazette 17 March 1939.



BURTON & ASHBY LIGHT RAILWAY



The B&ALR was constructed by the Midland Railway by powers under the Light Railways Act of 1896 and the Light Railway Commissioner's Orders of 1903 and 1906. The line was an overhead electric tramway of 3' 6" gauge, connecting with Burton Corporation Tramways at the borough boundary, and with running powers over the Corporation system to Burton Station.

Services commenced as follows:

Burton - Swadlincote	13 June 1906
Burton - Ashby (throughout)	2 July 1906
Swadlincote - Gresley	24 September 1906
Woodville - Gresley	15 October 1906

The service from Woodville to Gresley was originally half-hourly but, due to lack of patronage, first became hourly, then Saturdays only, and was finally withdrawn in about November 1912.

Fare stages and fares were revised from 1 July 1917, there was a fare increase on the Corporation section to Bretby Lane on 1 April 1919 and a further overall fare increase on 1 November 1920.

The Light Railway passed into the possession of the London Midland & Scottish Railway at the grouping on 1 January 1923, and the system was abandoned at midnight on 19 February 1927.

"BURTON & ASHBY LIGHT"

Ordinary Tickets - Type 1

(Midland Railway)

1. Original 1906 prints. [photocopy of 3d "A 0000" seen]
2. BURTON & ASHBY LIGHT RAILWAYS title.
3. "Up" and "Down" stages shown (e.g. Wellington Street to Swan Hotel Trent Bridge represented a 1d stage).
[N.B. "Up" and "Down" omitted from the 6d ticket. This covered one stage only (the length of the line) and therefore was not essential.]
4. Only 4 fares 1d, 2d, 3d and 6d - see notices dated 28th June and 21st September 1906. [It is assumed that a person travelling from, say, Burton to Boundary Chapel would be issued with 2 tickets - a 1d one from Burton to Swadlincote and a 2d one from Swadlincote to Boundary Chapel. A person travelling from Burton to Ashby Golf Links would probably be issued with the 6d ticket, as the fare stages show 3d Burton to Swadlincote, 2d Swadlincote to Boundary Chapel and 1d Boundary Chapel to Ashby Golf Links.]
5. 1d tickets known up to series "3M", 3d tickets to "2Q", and 6d tickets to "1S".
6. Backs of tickets blank.

RAILWAYS.

Burton & Ashby Line.

FARES (either way):

Between Burton (Wellington Street) and Swan Hotel	- - -	}	1d.
„ Swan Hotel and Bretby Lane	- - -		
„ Bretby Lane and Sunnyside (Newhall)	- - -		
„ Sunnyside and Swadlincote (Market Place)	- - -		
„ Swadlincote (Market Place) and Station Street (Woodville)	- - -		
„ Station Street (Woodville) and Boundary Chapel	- - -		
„ Boundary Chapel and Golf Links, Ashby	- - -	}	2d.
„ Golf Links and Ashby Station	- - -		
„ Burton (Wellington Street) and Bretby Lane	- - -		
„ Swan Hotel and Sunnyside (Newhall)	- - -		
„ Bretby Lane and Swadlincote (Market Place)	- - -		
„ Sunnyside and Station Street (Woodville)	- - -		
„ Swadlincote (Market Place) and Boundary Chapel	- - -	}	3d.
„ Station Street (Woodville) and Golf Links	- - -		
„ Boundary Chapel and Ashby Station	- - -	}	6d.
„ Burton (Wellington Street) and Swadlincote (Market Place)	- - -		
„ Swadlincote (Market Place) and Ashby Station	- - -		
„ Burton (Wellington Street) and Ashby Station	- - -		

Children above three years of age and under twelve years will be carried two single Penny Stages for One Penny.

Any passengers alighting from a Car whilst it is in motion do so at their own risk. Care should be taken to step off in the same direction as the Car is travelling.

Passengers are requested not to smoke on the two front rows of seats on the outside of Cars.

Punctuality is not guaranteed but every endeavour will be made to ensure it.

Passengers should see that the Conductor punches their tickets in the section to which they are entitled to travel immediately upon payment of fare.

Burton and Ashby Light Railways.

OPENING OF GRESLEY SECTION

SEPTEMBER 24th.

TWENTY MINUTE SERVICE.

Week-days.

First Car from Swadlincote, 8 a.m.; Last Car, 10-20 p.m.

First Car from Gresley Station, 8-20 a.m.; Last Car 10-40 p.m.

11-20, LAST CAR 10-40, TO GRESLEY 8-10; RETURNING AT 11. 00.

Sundays.

~~First Car from Swadlincote, 1-20 p.m.; Last Car, 9-20 p.m.~~

First Car from Gresley Station, 1-40 p.m.; Last Car, 9-40 p.m.

Fares (either way):

Between Swadlincote Market Place, Rising Sun, Queen Street, Gresley	1d
„ Boot Inn, Market Street, Gresley and Gresley Station	1d
„ Swadlincote Market Place and Gresley Station	2c

Children above three years of age, and under 12 years, will be carried the two single penny stages for one penny; minimum fare one penny.

JAMES TOULMIN,
Local Manager and Engineer

LIGHT RAILWAYS OFFICE,
SWADLINCOTE,
September 21st, 1906.

Ordinary Tickets - Type 2

(Midland Railway)

1. BURTON & ASHBY LIGHT RAILWAYS title.
2. "Up" and "Down" stages of Type 1 tickets replaced by stage names in route order (other than on the specific journey prints 1½d, 2½d - it is believed - and 6d).
3. Additional stages - Corporation Tram Depot : Alexandra Road, Winshill : Stanhope, Bretby : Hope & Anchor, Newhall : Woodville Reservoir : Malt Shovel, Annswell : Hill Street Loop, Ashby.
4. "Ashby Golf Links" has become "Golf Links, Ashby".
5. "NOT TRANSFERABLE" at top of ticket.
6. Number of fares believed to have been increased to 8 - 1d, 1½d (Wellington Street, Burton to Alexandra Road, Winshill only), 2d, 2½d (Wellington Street, Burton to Stanhope, Bretby only), 3d, 4d, 5d, and 6d (Wellington Street, Burton to Ashby Railway Station only). This is based on the fares which were in operation in March 1916 [see extract].

Tickets known are 1d, 1½d, 2d, 3d and 6d. It is not certain whether there were 2½d, 4d and 5d prints, or whether two tickets were issued for such journeys.
7. Adverts on backs - both company and commercial known (see 3d issues). These may or may not have been issued simultaneously. It is just possible that there were also prints with blank backs (as Type 1).
8. 3d print "8I 7666" has what appears to be an inspection punch in the Wellington Street, Burton box.

ORDINARY FARES AND STAGES.

Between	Wellington Street, Burton,	and	"Swan" Hotel, Trent Bridge				
"	Burton Police Court	"	Alexandra Road, Winshill	}	1d.		
"	Swan Hotel, Trent Bridge,	"	Bretby Lane, Ashby Road				
"	Alexandra Road, Winshill,	"	Stanhope Bretby				
"	Bretby Lane, Ashby Road,	"	Sunnyside, Newhall				
"	Stanhope Bretby,	"	"Hope and Anchor," Newhall				
"	Sunnyside, Newhall,	"	Swadlincote Market Place				
"	"Hope and Anchor," Newhall,	"	Woodhouse Road				
"	Swadlincote Market Place,	"	Station Street, Woodville				
"	Woodhouse Road,	"	Woodville Reservoir				
"	Station Street, Woodville,	"	Boundary Chapel				
"	Woodville Reservoir,	"	"Malt Shovel," Annswell				
"	Boundary Chapel,	"	Ashby Golf Links Loop				
"	"Malt Shovel," Annswell,	"	Hill Street Loop, Ashby				
"	Ashby Golf Links Loop,	"	Ashby Railway Station				
"	Swadlincote Market Place,	"	"Rising Sun" Inn, Church Gresley				
"	"Boot" Inn, Church Gresley.	"	Gresley Railway Station				
"	Wellington Street, Burton,	"	Alexandra Road, Winshill			1½d.	
"	Wellington Street, Burton,	"	Bretby Lane, Ashby Road	}	2d.		
"	Burton Police Court,	"	Stanhope Bretby				
"	"Swan" Hotel, Trent Bridge,	"	Sunnyside, Newhall				
"	Alexandra Road, Winshill,	"	"Hope and Anchor," Newhall				
"	Bretby Lane, Ashby Road,	"	Swadlincote Market Place				
"	Stanhope Bretby,	"	Woodhouse Road				
"	Sunnyside, Newhall,	"	Station Street, Woodville				
"	"Hope and Anchor," Newhall,	"	Woodville Reservoir				
"	Swadlincote Market Place,	"	Boundary Chapel				
"	Woodhouse Road,	"	"Malt Shovel," Annswell				
"	Station Street, Woodville,	"	Ashby Golf Links Loop	}	2½d.		
"	Woodville Reservoir,	"	Hill Street Loop, Ashby				
"	Boundary Chapel,	"	Ashby Railway Station				
"	Swadlincote Market Place,	"	Gresley Railway Station				
"	Wellington Street, Burton,	"	Stanhope Bretby				
"	Wellington Street, Burton,	"	Swadlincote Market Place			}	3d.
"	Alexandra Road, Winshill,	"	Woodhouse Road				
"	Bretby Lane, Ashby Road,	"	Station Street, Woodville				
"	Stanhope Bretby,	"	Woodville Reservoir				
"	Sunnyside, Newhall,	"	Boundary Chapel				
"	"Hope and Anchor," Newhall,	"	"Malt Shovel," Annswell	}	4d.		
"	Swadlincote Market Place,	"	Ashby Railway Station				
"	Wellington Street, Burton,	"	Station Street, Woodville	}	4d.		
"	Alexandra Road, Winshill,	"	Woodville Reservoir				
"	Bretby Lane, Ashby Road,	"	Boundary Chapel				
"	Stanhope Bretby,	"	"Malt Shovel," Annswell	}	5d.		
"	Sunnyside, Newhall,	"	Ashby Railway Station				
"	Wellington Street, Burton,	"	Boundary Chapel	}	5d.		
"	Alexandra Road, Winshill,	"	"Malt Shovel," Annswell				
"	Bretby Lane, Ashby Road,	"	Ashby Railway Station	}	6d.		
"	Wellington Street, Burton,	"	Ashby Railway Station				

CHILDREN'S FARES.

Children over three and under twelve years of age will be charged one penny for every two consecutive adult penny stages. Minimum fare, one penny. Fractions of two stages will be reckoned as two stages.

March 1916

1.—**LOST PROPERTY.**—Articles found in the car must be handed to the Conductor. Lost articles must be claimed at the Light Railway Office ; a small charge will be made for the recovery of such articles.

2.—**TICKETS.**—Tickets are issued subject to the Company's and/or the Burton Corporation Bye-Laws and Regulations. Passengers should see that their tickets are punched in their presence, and in that part of the ticket shewing the point to which they wish to travel, and should also see that the ticket corresponds with the fare paid. Each value of ticket has a separate colour. A bell should ring each time a ticket is punched.

Tickets are not transferable, and, unless otherwise stated, are only available for the journey and on the car on which they are issued.

Tickets must be held ready in the hand for inspection, and be produced or given up on demand ; if not given up, they should be destroyed after alighting from the car.

Passengers are earnestly requested to have the exact amount of the fare ready, and to hand it to the Conductor as soon as possible after joining the car.

3.—**RE-BOOKING.**—Any passenger travelling beyond the point to which his ticket is available will be required to pay the full ordinary fare from the point to which he has booked to the end of his journey.

4.—**LOST AND UNUSED TICKETS.**—The Company does not hold itself liable to make any return to passengers in respect of the value of lost, mislaid, or unused tickets, or of any fare which may be charged in consequence of the failure to produce a ticket when required.

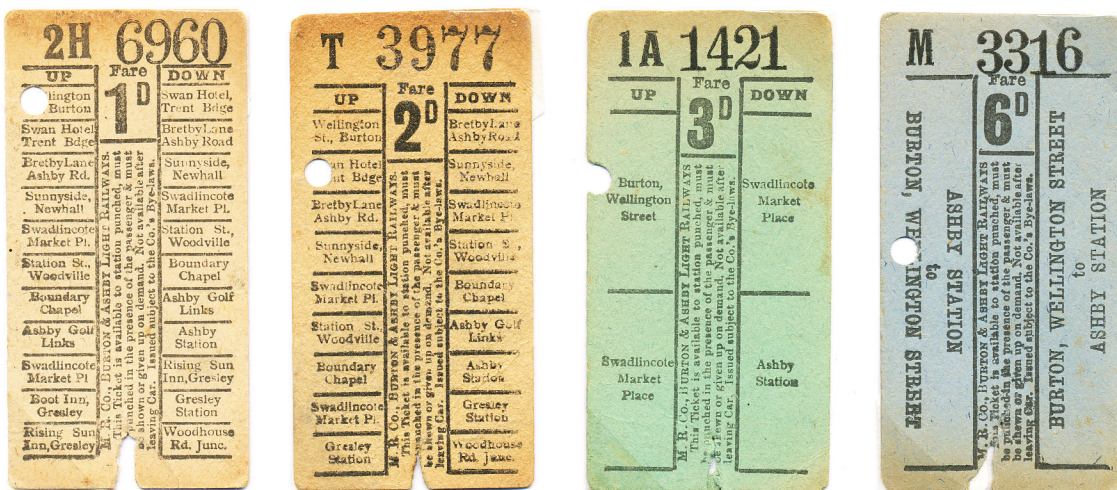
5.—**CHANGE.**—Passengers should examine their tickets and change immediately on receiving them from the Conductor, as claims for alleged mistakes cannot be recognised afterwards.

6.—**STOPPING PLACES.**—“ Fixed ” and “ Request ” stopping places are indicated by signs on the poles, and the Company reserves the right to stop the cars only at those points. Passengers wishing to alight should inform the Conductor at the previous stopping place. To stop the car when the Conductor is not on the platform, the bell should be given *one* short ring. The cars will not stop to pick up passengers whilst travelling up steep hills.

March 1916

ORDINARY TICKETS

Type 1, only the four values were used.



Type 2. There were eight fares but it is not certain whether tickets were printed for the 2½d, 4d and 5d values.



"BURTON & ASHBY LIGHT"

Ordinary Tickets - Type 3

(Midland Railway)

1. BURTON & ASHBY LIGHT RAILWAYS title.
2. Only one ticket (1d) seen.
3. Similar to Type 2, but with different layout of stage names and line above "NOT TRANSFERABLE".
4. "Woodhouse Road Junction" has become just "Woodhouse Road", indicating that the tickets were printed after the curve to Church Street, Gresley closed c. November 1912.
5. Commercial advertisement on back.

"BURTON & ASHBY LIGHT"

Ordinary Tickets - Type 4

(Midland Railway)

1. No "Ordinary" tickets seen. Features assumed from existence of a 1d "B&G" ticket - which, it is believed, was a Child issue.
2. BURTON & ASHBY LIGHT RAILWAY title - i.e. changed from plural to singular.
3. Conditions refer to Burton Corporation as well as the Burton & Ashby Light.
4. "ORD" in rectangle under the fare, which is now in smaller type.
5. The word "FARE" - is now in capitals.
6. Most stage names on 1d tickets similar to those of Type 2, but with "Woodhouse Road" rather than "Woodhouse Road Junction", as Type 3.
7. Line above "NOT TRANSFERABLE", as Type 3.
8. Probably had advertisements on backs ["B&G" ticket has a company one].
9. Believed to have been printed c.1915/16.

Ordinary Tickets - Type 5

(Midland Railway)

1. BURTON & ASHBY LIGHT RAILWAY title.
2. Revised stage names - which were introduced on 1st July 1917. [see copy of Fare Table]
3. Most fares increased. These now range from 1d to 9d in $\frac{1}{2}$ d stages (17 in total).

However, it is not known whether tickets were printed for all fares; it is quite possible that two tickets were issued for certain journeys.
4. Believed to be initial prints following stage / fares revision.
5. Conditions refer to Burton Corporation as well as the Burton & Ashby Light (as do all subsequent prints).
6. "ORD" in rectangle under the fare (as Type 4).
7. The word "Fare" is in capitals (as Type 4).
8. Line above "NOT TRANSFERABLE" - which has now become standard.
9. Blank backs.

Midland Railway.

BURTON AND ASHBY LIGHT RAILWAY.

REVISED FARES AND FARE STATIONS.

Commencing July 1st, 1917, the following revised Fares and Fare Stations will come into operation:-

MAIN LINE. ORDINARY FARES.

	Burton Town Hall.	Burton Police Court.	Burton Swan Hotel.	Anglesey Arms.	Alexandra Road.	Bretby Lane.	Stanhope Bretby (Pole No. 122B).	Thorntree Crossing.	Sunnyside.	Park Street Loop (Pole No. 64B).	Darklands Road (Pole No. 37B).	Swadlincote Market Place.	Granville Colliery Tramway Crossing.	Woodville Toll Gate.	Woodville Station St.	Blackfordby Lane (Woodville).	Greyhound ...	Smisby Path (Pole No. 124A).	Annswell (Pole No. 99A).	Ashby Golf House ...	Ashby Hill Street ...	Ashby Station ...
Burton Town Hall...	1	1	1½	2	2	3	3	4	4	4	4½	5	5½	6	6	6½	7	7½	8	8½	9	
Burton Police Court	1		1	1	1	2	2	3	3	3	4	4	5	5	5½	6	6	7	7	8	8	8½
Burton Swan Hotel	1	1		1	1	1	2	2	3	3	3	4	4	5	5	5	6	6	7	7	8	8
Anglesey Arms ...	1½	1	1		1	1	2	2	3	3	3	4	4	5	5	5	6	6	7	7	8	8
Alexandra Road ...	2	1	1	1		1	1	2	2	2	3	3	4	4	4½	5	5	6	6	7	7	7½
Bretby Lane ...	2	2	1	1	1		1	1	2	2	2	3	3	4	4	4	5	5	6	6	7	7
Stanhope Bretby (Pole No. 122B).	3	2	2	2	1	1		1	1	1	2	2	3	3	3½	4	4	5	5	6	6	6½
Thorntree Crossing	3	3	2	2	2	1	1		1	1	1	2	2	3	3	3	4	4	5	5	6	6
Sunnyside ...	4	3	3	3	2	2	1	1		1	1	1½	2	2½	3	3	3½	4	4½	5	5½	6
Park Street Loop (Pole No. 64B).	4	3	3	3	2	2	1	1	1		1	1	2	2	2½	3	3	4	4	5	5	5½
Darklands Road (Pole No. 37B)	4	4	3	3	3	2	2	1	1	1		1	1	2	2	2	3	3	4	4	5	5
Swadlincote Market Place	4½	4	4	4	3	3	2	2	1½	1	1		1	1	1½	2	2	3	3	4	4	4½
Granville Colliery Tramway Crossing	5	5	4	4	4	3	3	2	2	2	1	1		1	1	1	2	2	3	3	4	4
Woodville Toll Gate	5½	5	5	5	4	4	3	3	2½	2	2	1	1		1	1	1	2	2	3	3	4
Woodville Station St.	6	5½	5	5	4½	4	3½	3	3	2½	2	1½	1	1		1	1	2	2	3	3	4
Blackfordby Lane (Woodville)	6	6	5	5	5	4	4	3	3	3	2	2	1	1	1		1	1	2	2	3	3
Greyhound ...	6½	6	6	6	5	5	4	4	3½	3	3	2	2	1	1	1		1	1	2	2	3
Smisby Path (Pole No. 124A).	7	7	6	6	6	5	5	4	4	4	3	3	2	2	2	1	1		1	1	2	2
Annswell (Pole No. 99A).	7½	7	7	7	6	6	5	5	4½	4	4	3	3	2	2	2	1	1		1	1	2
Ashby Golf House ...	8	8	7	7	7	6	6	5	5	5	4	4	3	3	3	2	2	1	1		1	1
Ashby Hill Street ...	8½	8	8	8	7	7	6	6	5½	5	5	4	4	3	3	3	2	2	1	1		1
Ashby Station ...	9	8½	8	8	7½	7	6½	6	6	5½	5	4½	4	4	4	3	3	2	2	1	1	

TO ASCERTAIN THE FARE BETWEEN TWO STATIONS.—Look along the top line for the station at which the car is boarded. Follow the column down until a line is reached at the left hand of which is the station at which you wish to alight. The Fare is indicated at the point where the column and the line meet.

GRESLEY LINE.—Between Swadlincote Market Place and "Rising Sun Inn," Church Gresley1d.
 .. "Boot Inn," Church Gresley .. Gresley Railway Station.....1d.
 .. Swadlincote Market Place .. Gresley Railway Station.....2d.

CHILDREN'S FARES.—Children over three and under twelve years of age will be charged one penny for every two consecutive adult penny stages. Minimum fare one penny. Fractions of two stages will be reckoned as two stages.

If adult fare does not exceed 2d., the child's fare will be 1d.
 is 2d., 3d., 3½d., or 4d. " 2d.
 " 4½d., 5d., 5½d., or 6d. " 3d.
 " 6½d., 7d., 7½d., or 8d. " 4d.
 " 8½d. or 9d. " 5d.

Light Railway Office, Swadlincote,
June, 1917.

JAMES TOULMIN, Manager,
Burton and Ashby Light Railway.

Hemson & Sons Limited, Printers to the Company.

"BURTON & ASHBY LIGHT"

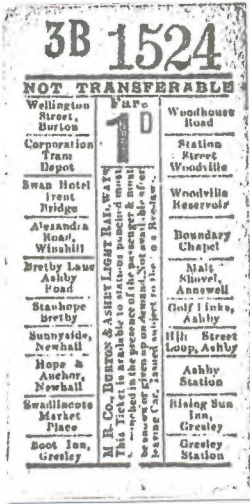
Ordinary Tickets - Type 6

(Midland Railway)

1. BURTON AND ASHBY LIGHT RAILWAY title.
2. Similar to Type 5, but different typeface.

ORDINARY TICKETS

Type 3.



Type 4.

Type 5.

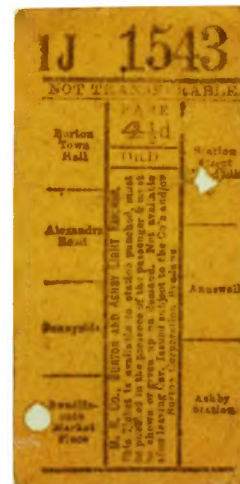


74/21



74/21

Type 6.



74/21

"BURTON & ASHBY LIGHT"

Ordinary Tickets - Type 7

(Midland Railway)

1. Only two tickets seen, one with BURTON AND ASHBY LIGHT RAILWAY title and one showing BURTON & ASHBY LIGHT RAILWAY. These are believed to have been printed concurrently and, therefore, are not considered to be different types. For the time being, however, they can be referred to as Type 7a and Type 7b respectively.
2. Same typeface as Type 6.
3. Both "FARE" and "ORD" now omitted. The fare itself is in much larger type.
4. Company notices on backs.

- - - - -

On 14th April 1919 - possibly during the existence of this type - fares for journeys between Burton and Bretby Lane were increased [see endorsement on fare table]. This was presumably the result of a general fare increase on the Burton Corporation Tramways' system.

Mileage ~~BURTON AND ASHBY LIGHT RAILWAY.~~ *(Jan 1917)*

REVISED FARES AND FARE STATIONS.

Commencing July 1st, 1917, the following revised fares and fare stations will come into operation:—

APR 14 1919

MAIN LINE.

ORDINARY FARES.

	Burton Town Hall.	Burton Police Court.	Burton Swan Hotel.	Anglesey Arms.	Alexandra Road.	Bretby Lane.	Thorntree Crossing.	Starhope Bretby (Pole No. 122B).	Sunnyside.	Park Street Loop (Pole No. 64B).	Darklands Road (Pole No. 37B).	Swadlincote Market Place.	Granville Colliery Tramway Crossing.	Woodville Toll Gate.	Woodville Station St.	Blackfordby Lane (Woodville).	Greyhound ...	Smisby Path ... (Pole No. 124A).	Annswell (Pole No. 99A).	Ashby Golf House ...	Ashby Hill Street ...	Ashby Station ...	
Burton Town Hall...																							
Burton Police Court	1																						
Burton Swan Hotel	1	1																					
Anglesey Arms ...	1	1	1																				
Alexandra Road ...	2	1	1	1																			
Bretby Lane ...	2	2	1	1	1																		
Starhope Bretby (Pole No. 122B).	3	2	2	2	1	1																	
Thorntree Crossing	3	3	2	2	2	1	1																
Sunnyside ...	4	3	3	3	2	2	1	1															
Park Street Loop (Pole No. 64B).	4	3	3	3	2	2	1	1	1														
Darklands Road (Pole No. 37B)	4	4	3	3	3	2	2	1	1	1													
Swadlincote Market Place	4½	4	4	4	3	3	2	2	1½	1	1												
Granville Colliery Tramway Crossing	5	5	4	4	4	3	3	2	2	2	1	1											
Woodville Toll Gate	5½	5	5	5	4	4	3	3	2½	2	2	1	1										
Woodville Station St.	6	5½	5	5	4½	4	3½	3	3	2½	2	1½	1	1									
Blackfordby Lane (Woodville)	6	6	5	5	5	4	4	3	3	3	2	2	1	1									
Greyhound ...	6½	6	6	6	5	5	4	4	3½	3	3	2	2	1	1								
Smisby Path ... (Pole No. 124A).	7	7	6	6	6	5	5	4	4	4	3	3	2	2	2	1	1						
Annswell (Pole No. 99A).	7½	7	7	7	6	6	5	5	4½	4	4	3	3	2	2	2	1	1					
Ashby Golf House ...	8	8	7	7	7	6	6	5	5	5	4	4	3	3	3	2	2	1	1				
Ashby Hill Street ...	8½	8	8	8	7	7	6	6	5½	5	5	4	4	3	3	3	2	2	1	1			
Ashby Station ...	9	8½	8	8	7½	7	6½	6	6	5½	5	4½	4	4	4	3	3	2	2	1	1		

TO ASCERTAIN THE FARE BETWEEN TWO STATIONS.—Look along the top line for the station at which the car is boarded. Follow the column down until a line is reached at the left hand of which is the station at which you wish to alight. The fare is indicated at the point where the column and the line meet.

GRESLEY LINE.—Between Swadlincote Market Place and "Rising Sun Inn," Church Gresley 1:11.00.
 "Boot Inn," Church Gresley and Gresley Railway Station.....1:00.00.
 Swadlincote Market Place and Gresley Railway Station.....1:00.00.

CHILDREN'S FARES.—Children over three and under twelve years of age will be charged one penny for every two consecutive adult penny stages. Minimum fare one penny. Fractions of two stages will be reckoned as two stages.

Ordinary Tickets - Type 8

(Midland Railway)

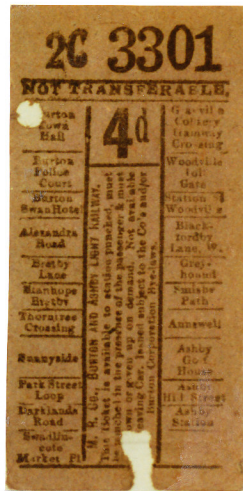
1. Burton & Ashby Light Railway title [note change to lower case].
2. Believed to be last Midland Railway type.
3. Different layout of conditions.
4. Same stage names now printed on all issues seen.
5. "Ashby Golf House" replaced by "Prestop Park".
6. Includes 10½d ticket, indicating that this type was probably introduced on 1st November 1920 concurrent with a further fare increase. The complete range of fares is unknown, though from the fare table in existence for 1st January 1923 - when there was a general reduction (on the main line railways, at least) - it would appear that the lowest fare was 1½d.

However, from company information available for 1922, it would appear that only 9 ticket values were used - 1d, 1½d, 2d, 2½d, 3½d, 5½d, 7d, 9d, and 10½d. The 1d ticket would presumably have been issued for children's journeys. Whether, the other tickets represented the full range of fares is not known. It is, of course, possible that two tickets were issued for certain journeys.

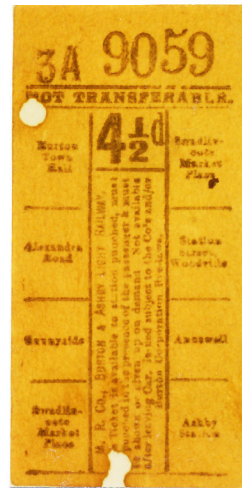
7. Revised colour scheme, with some tickets having central vertical bands in a different colour.
8. Company notices on backs.

ORDINARY TICKETS

Type 7.



34/21



34/22



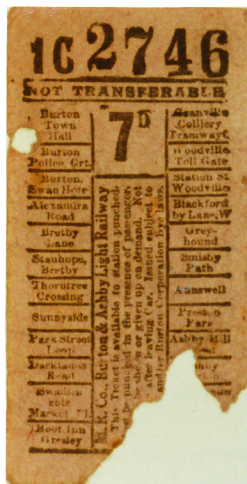
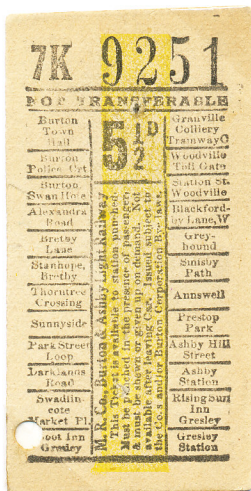
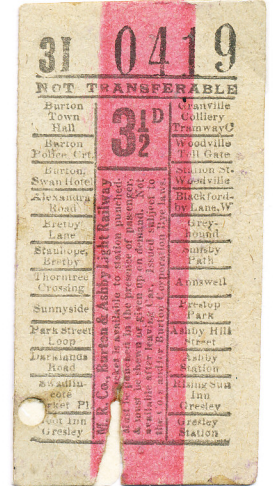
Type 8.



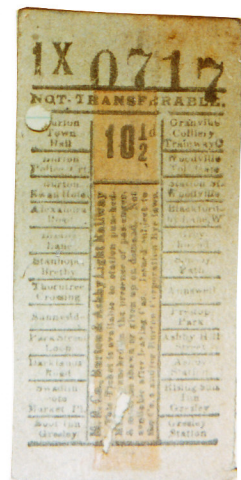
423/12



34/22



34/23



48/34

"BURTON & ASHBY LIGHT"

Scholars' Tickets

It is not known when Scholars' Tickets were introduced. By June 1913, however, 1d, 2d and 3d tickets were available, as described in the accompanying handbill. Similar information is given in the extract from the March 1916 fares sheet.

The 2d (photocopy) and 3d issues have the "Railways" title, and are from that era.

The 1d issue has the later "Railway" title, with revised (July 1917) stage names, but showing "Prestop Park" rather than "Ashby Golf House" [see Ordinary tickets Type 8]. It also makes reference to Burton Corporation in the conditions on the back. The range of Scholars' Fares was probably revised in 1917, but details are not known.

Scholars' fares were increased to 2d, 3½d and 5½d from 1st November 1920. They were reduced to 2d, 3d and 4d from 1st January 1923, by which time they were in packs of 50 rather than 36 [see extract from fares sheet].

Available for Scholars not over 18 years of age going to and returning from School on the usual School-days, over any SIX ordinary successive stages. Available to stations snipped, must be snipped in presence of the passenger and must be shown or given up on demand.

Issued subject to the Co.'s Bye-laws.

Not valid on Sundays, Christmas Day, Good Friday, Bank Holidays, School Holidays and other days of which the Company give notice.

On completion of journey the Scholar is requested to destroy this ticket.

NOT TRANSFERABLE

51

Available for Scholars not over 18 years of age going to and returning from School on the usual school days, over any TWO ordinary successive stages. Available to Station snipped; must be snipped in presence of the passenger, and must be shown or given up on demand.

Issued subject to the Co.'s and/or Burton Corporation Bye-laws.

Not valid on Sundays, Christmas Day, Good Friday, Bank Holidays, School Holidays, and other days of which the Company give notice.

On completion of journey the Scholar is requested to destroy this ticket.

Not Transferable.

52

MIDLAND RAILWAY COMPANY.

BURTON AND ASHBY LIGHT RAILWAYS.

Scholars' Prepaid Tickets.

Scholars' Tickets in packets of 36 are now on sale, available only for scholars up to 18 years of age, to be used going to and returning from school during ordinary school hours, at the following rates:—

							s.	d.
1	packet of 36 penny tickets will cost	...	...	...	...	...	3	0
1	" 36 2d.	"	"	...	...	...	6	0
1	" 36 3d.	"	"	...	...	...	9	0

One penny ticket will entitle a scholar to ride 2 successive ordinary adult 1d. stages.
" 2d. " " " 4 " " "
" 3d. " " " 6 " " "

Fractions of two stages will be reckoned as two stages.

The tickets will only be on sale at the Company's Office, Light Railway Depot, Swadlincote, from 9.0 a.m. to 12.30 p.m. and from 2.0 p.m. to 5.30 p.m. from Mondays to Fridays, and from 9.0 a.m. to 12.30 p.m. on Saturdays. The scholar will be required to produce a certificate (on a form which may be had on application at the Office or to an inspector) signed by the Principal of the school attended.

The scholar must hand the conductor one of the tickets as soon as possible after joining the car. The conductor will snip it in the stage point to which the scholar is entitled to travel and hand it back to the scholar, who must produce it when required or give it up on demand.

The tickets should be used in consecutive order and must be destroyed on leaving the car. They are not transferable.

They are not available on Sundays, Christmas Day, Good Friday, Bank Holidays, School Holidays and other days of which the Company give notice.

JAMES TOULMEN, Manager,

Light Railway Office, Swadlincote,
June, 1913.

Burton and Ashby Light Railways.

SCHOLARS' PREPAID TICKETS. MARCH 1916

Scholars' Prepaid Tickets, in packets of 36, are available only for scholars up to the 18th birthday, and to be used going to and returning from school during ordinary school hours :—

	s.	d.
1 packet of 36 1d. tickets	3	0
1 " " 36 2d. "	6	0
1 " " 36 3d. "	9	0

One 1d. ticket covers two consecutive ordinary adult 1d. stages.

" 2d.	" " four	" " " " "	" " " " "	" " " " "	" " " " "
" 3d.	" " six	" " " " "	" " " " "	" " " " "	" " " " "

Fractions of two stages will be reckoned as two stages.

The tickets will be on sale at the Light Railway Office, Swadlincote, during the usual office hours. A certificate (on a form which may be had on application at the school or at the Light Railway Office), signed by the Principal of the school attended, must be produced at the time of the first purchase.

One of the tickets must be handed to the Conductor as soon as possible after joining the car. The Conductor will snip it in the stage point to which the scholar is entitled to travel, and hand it back to the scholar, who must produce it when required or give it up on demand.

The tickets should be used in consecutive order, and must be destroyed on leaving the car. They are not transferable. They are not available on Sundays, Christmas Day, Good Friday, Bank Holidays, School Holidays, and other days of which the Company give notice.

REVISED SCHOLARS' PREPAID TICKETS—commencing Jan. 1st, 1923.

Scholars' Prepaid Tickets, in packets of 50, are available only for scholars up to the 18th birthday, and to be used going to and returning from school during ordinary school hours :—

	£	s.	d.
1 packet of 50 2d. tickets	0	8	4
1 " " 50 3d. "	0	12	6
1 " " 50 4d. "	0	16	8

FARES :—Scholars' Fares are at the same rates as Children's Fares.

The tickets will be on sale at the Light Railway Office, Swadlincote, during the usual office hours. A certificate (on a form which may be had on application at the school or at the Light Railway Office), signed by the Principal of the school attended, must be produced at the time of the first purchase.

One of the tickets must be handed to the Conductor as soon as possible after joining the car. The Conductor will snip it in the stage point to which the scholar is entitled to travel, and hand it back to the scholar, who must produce it when required or give it up on demand.

The tickets should be used in consecutive order, and must be destroyed on leaving the car. They are not transferable. They are not available on Sundays, Christmas Day, Good Friday, Bank Holidays, School Holidays, and other days of which the Company give notice.

"BURTON & ASHBY LIGHT"

Workpeople's or Workmen's Tickets

It is not known when workmen's tickets were introduced, though this was possibly from the opening or shortly afterwards.

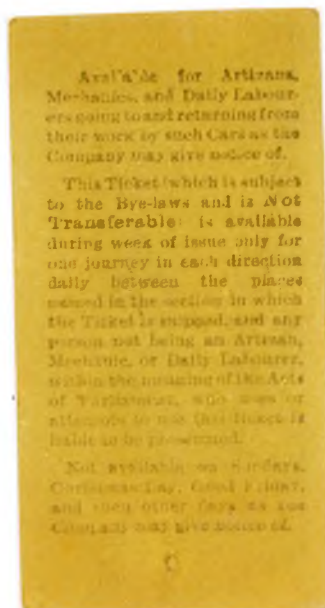
In March 1916, they were available between Bretby Lane Ashby Road and Station Street Woodville, and on the Gresley Branch. It would appear that single tickets only were available [see fares table].

Concurrent with the fares revision of 1st July 1917, workmen's fares became available within an extended area between the Anglesey Arms and Ashby [see fares table].

Ordinary fares were increased from 1st November 1920 and it is almost certain that workmen's fares were also revised. From details of passengers carried in 1922, it would appear that the practice of issuing single tickets had ceased by this time, being replaced by one using return tickets. Records show that tickets ranging from 3d to 6½d in ½d stages were issued.

Fares were again revised from 1st January 1923. They were now available from Burton to Ashby throughout, but only on the Gresley Branch as far as the Rising Sun. The minimum fare was 4d return and there were ½d stages up to 9d [see fares table]. No new tickets appear to have been printed and values between 3d and 6½d were still recorded as being used in 1925 [see company records].

It is not known whether workmen's fare were revised following the fares reductions of 1926.



(see over)

WORKPEOPLE'S FARES AND STAGES.

Between	Bretby Lane, Ashby Road,	and	" Hope and Anchor," Newhall	
"	"	"	Sunnyside, Newhall	
"	Stanhope Bretby	"	" Hope and Anchor," Newhall	} 1d.
"	Sunnyside, Newhall,	"	Swadlincote Market Place	... ..
"	" Hope and Anchor," Newhall,	"	Woodhouse Road	... ..
"	Swadlincote Market Place	"	Woodville Reservoir	... ..
"	"	"	Station Street, Woodville	... ..
"	"	"	Gresley Colliery*	... ..
"	Woodhouse Road	"	"	... ..
"	"	"	Boundary Chapel	... ..
"	Bretby Lane, Ashby Road,	"	Swadlincote Market Place	} 1½d.
"	Stanhope Bretby	"	Woodhouse Road	... ..
"	"	"	Swadlincote Market Place	... ..
"	Sunnyside, Newhall,	"	Gresley Colliery*	... ..
"	"	"	Station Street, Woodville	... ..
"	" Hope and Anchor," Newhall,	"	Gresley Colliery*	... ..
"	"	"	Station Street, Woodville	... ..
"	Boundary Chapel,	"	Swadlincote Market Place	... ..
"	Woodville Reservoir	"	Gresley Colliery*	... ..
"	Station Street, Woodville,	"	"	... ..
"	Bretby Lane, Ashby Road,	"	Gresley Colliery*	} 2d.
"	"	"	Woodhouse Road	... ..
"	Stanhope Bretby	"	Station Street, Woodville	... ..
"	"	"	Gresley Colliery*	... ..
"	Boundary Chapel,	"	"	... ..
"	Bretby Lane, Ashby Road,	"	Station Street, Woodville	} 2½d.

* If the through service is not running, passengers must change at Swadlincote Market Place into first car for destination. Passengers with through tickets must produce them to the Conductor of the car into which they change at Swadlincote.

WORKPEOPLE'S CARS.

Daily (except Sundays, Christmas, Day, Good Friday, and such other days as the Company give notice of), artisans, mechanics, and daily labourers, going to and returning from their work, will be allowed to travel between Bretby Lane, Gresley Colliery, and Boundary Chapel, at the above fares between 5.30 a.m. and 7.0 a.m., and between 3.0 p.m. and 6.0 p.m., except on Saturdays, when the times will be between 5.30 a.m. and 7.0 a.m., and between 11.0 a.m. and 1.30 p.m.

A Workman's Ticket must be asked for when tendering the fare.

March 1916

Midland Railway.

BURTON & ASHBY LIGHT RAILWAY.

REVISED FARES AND FARE STATIONS.

Commencing July 1st, 1917, the following Revised Fares and Fare Stations will come into operation:—

WORKPEOPLE'S FARES.

	Anglesey Arms.	Alexandra Road.	Bretby Lane.	Stanhope Bretby (Pole No. 122B).	Thorntree Crossing.	Sunnyside.	Park Street Loop (Pole No. 64B).	Darklands Road (Pole No. 37B).	Swadlincote, Market Place.	Granville Colliery, Tramway Crossing.	Woodville, Toll Gate.	Woodville, Station St.	Blackfordby Lane (Woodville).	Greyhound.	Smisby Path (Pole No. 124A).	Ashwell (Pole No. 99A).	Ashby, Golf House.	Ashby, Hill Street.	Ashby Station.	Gresley Colliery.	Gresley Station.
Anglesey Arms ...					1	1	1	1½	1½	2	2	2½	2½	2½	3	3½	3½	4	4	4½	2½
Alexandra Road ...				1	1	1	1½	1½	2	2	2½	2½	2½	3	3	3½	3½	4	4½	2½	
Bretby Lane ...					1	1	1	1½	1½	2	2	2½	2½	2½	3	3	3½	3½	4	2	
Stanhope Bretby (Pole No. 122B)	1	1						1	1	1½	1½	2	2	2	2½	2½	3	3	3½	3½	2
Thorntree Crossing	1	1	1					1	1	1½	1½	1½	2	2	2½	2½	3	3	3½	1½	
Sunnyside ...	1	1	1							1	1	1½	1½	1½	2	2	2½	3	3	3½	1½
Park Street Loop (Pole No. 64B)	1½	1½	1	1						1	1	1½	1½	1½	2	2	2½	2½	3	3	1½
Darklands Road (Pole No. 37B)	1½	1½	1½	1	1					1	1	1	1½	1½	2	2	2½	2½	3	1	
Swadlincote, Market Place	2	2	1½	1½	1	1	1					1	1	1	1	1½	2	2	2½	2½	1
Granville Colliery, Tramway Crossing	2	2	2	1½	1½	1	1	1						1	1	1	1½	2	2	2½	1
Woodville, Toll Gate	2½	2½	2	2	1½	1½	1½	1	1						1	1	1	1½	2	2	1½
Woodville, Station St.	2½	2½	2½	2	1½	1½	1½	1	1								1	1	1½	1½	2
Blackfordby Lane (Woodville)	2½	2½	2½	2	2	1½	1½	1½	1	1							1	1	1½	1½	2
Greyhound ...	3	3	2½	2	2	2	2	1½	1	1	1	1					1	1	1½	1½	2
Smisby Path (Pole No. 124A)	3½	3	3	2½	2½	2	2	2	1½	1	1	1	1						1	1	2
Ashwell (Pole No. 99A)	3½	3½	3	3	2½	2½	2½	2	2	1½	1	1	1	1						1	2½
Ashby, Golf House ...	4	3½	3½	3	3	3	2½	2½	2	2	1½	1½	1½	1	1					1	2½
Ashby, Hill Street ...	4	4	3½	3½	3	3	3	2½	2½	2	2	1½	1½	1½	1	1					3
Ashby Station ...	4½	4½	4	3½	3½	3½	3	3	2½	2½	2	2	2	1½	1½	1	1				3½
Gresley Colliery ...	2½	2½	2	2	1½	1½	1½	1	1	1	1½	1½	1½	2	2	2½	2½	3	3½		
Gresley Station ...										1											

TO ASCERTAIN THE FARE BETWEEN TWO STATIONS.—Look along the top line for the Station at which the car is boarded. Follow the column down until a line is reached at the left hand of which is the Station at which you wish to alight. The fare is indicated at the point where the column and line meet.

Only Artisans, Mechanics, and Daily Labourers going to and returning from their work are allowed to travel at the above fares between 5.30 a.m. and 7.0 a.m. and between 3.0 p.m. and 6.0 p.m., except on Saturdays, when the times will be between 5.30 a.m. and 7.0 a.m. and between 11.0 a.m. and 1.30 p.m. A Workman's Ticket must be asked for when tendering the fare. Passengers changing between the Main Line and the Gresley Line must take the first car from the junction, and produce their through tickets to the Conductor of the car changed into.

Light Railway Office, Swadlincote,
June, 1917.

JAMES TOULMIN, Manager,
Burton & Ashby Light Railway.

Features of tickets known are as follows:-

1. 1d issue - "3C 7561"

- a) "M.R.Co. BURTON & ASHBY LIGHT RAILWAY" title.
- b) Typeface and conditions as Ordinary Tickets Type 6 and 7.
- c) "WORK" in rectangle under the fare, as in Type 6, but the word "FARE" omitted from above it, as in Type 7.
- d) Skeleton "W" [Workman] overprint in red.
- e) Only additional stage from those appearing on Ordinary Tickets is "Gresley Colliery".
- f) Company notice on back.

2. 1½d issue - "1M 4657"

- a) "M.R. Co. Burton & Ashby Light Railway" title.
- b) Typeface and conditions as Ordinary Tickets Type 8.
- c) Fare stages from Anglesey Arms [boundary with Burton Corporation system] to Ashby and Gresley only - though conditions also refer to Burton Corporation. Reference to that concern in the conditions was by now standard and presumably no-one thought of having it deleted on this particular print.
- d) "Prestop Park" has replaced "Ashby Golf House" (as on Type 8 tickets).
- e) Fare is still for a single journey.
- f) "Skeleton "W" [Workman] overprint in red.
- g) Significance of blue St Andrew cross not known.
- h) Company notice on back.

SCHOLARS' TICKETS

A	B	C	D
M. R. Co. Burton & Ashby Light Railways.			
Scholars Fare 2d.			
A 4613			
E	Wellington St. Burton	Woodville Rd. Lane	K
F	Corporation & Tram Depot	St. Leo St Woodville	Q
G	Swan Hotel	Woodville Reservoir	P
H	Alexandra Road	Boundary Loop	O
I	Bretby Lane	Malt Shovel Anuswell	G
J	Stanhope, Bretby	Golf Links Ashby	R
K	Thorn tree Crossing	Hill Street Loop Ashby	S
L	Sunny Hill	Ashby Station	T
M	Park Street	Gresley Station	U
N	Swadincote Market Pl.		V
O	Swadincote Inn		
P	Swadincote Market Pl.		
Q	Swadincote Market Pl.		
R	Swadincote Market Pl.		
S	Swadincote Market Pl.		
T	Swadincote Market Pl.		
U	Swadincote Market Pl.		
V	Swadincote Market Pl.		

A	B	C	D
M. R. Co. Burton & Ashby Light Railways.			
Scholars Fare - 3d.			
7310			
E	Wellington Street Burton	Boundary Chapel	N
F	Corporation Tram Depot	Malt Shovel Anuswell	O
G	Swan Hotel Trent Bridge	Golf Links Ashby	P
H	Alexandra Road	Hill Street Loop Ashby	Q
I	Bretby Lane	Ashby Station	R
J	Stanhope, Bretby	Gresley Station	S
K	Thorn tree Crossing		T
L	Sunny Hill		U
M	Park Street		V

A	B	C	D
M. R. Co. Burton & Ashby Light Railways.			
Scholar's Fare, 1d.			
F 3951			
E	Burton Town Hall	Granville Crossing	N
F	Burton Police Crt.	Woodville Toll Gate	O
G	Swan Hotel	Station at Gresley by Lane, W	P
H	Alexandra Road	Boundary Loop	Q
I	Bretby Lane	Gresley Road	R
J	Stanhope, Bretby	Sunny Path	S
K	Thorn tree Crossing	Anuswell	T
L	Sunny Hill	Prestop Park	U
M	Park Street	Ashby Station	V

WORKPEOPLE'S OR WORKMEN'S TICKETS

3C 7562		
NOT TRANSFERABLE		
Burton Town Hall	1d	Granville to Dors. & Framway C.
Burton Police Crt	WORK.	Woodville Toll Gate
Burton, Swadincote		Station St. Woodville
Alexandra Road		Blackford by Lane, W
Bretby Lane		Greyhound
Stanhope, Bretby		Shakby Path
Thorn tree Crossing		Anuswell
Sunny Hill		Ashby God House
Park Street Loop		Ashby Hill Street
Dark Road		Ashby Station
Swadincote Market Pl.		Rising Sun Inn, Gresley
Boot Inn, Gresley		Gresley Colliery

1M 4654		
NOT TRANSFERABLE		
Anusley Aens	1d	Woodville Station St.
Bretby Lane	2	Blackford by Lane, W
Stanhope, Bretby		Greyhound
Thorn tree Crossing		Sunny Hill
Sunny Hill		Prestop Park
Park Street Loop		Ashby Hill Street
Dark Road		Ashby Station
Swadincote Market Pl.		Gresley Colliery
Granville Crossing		
Woodville Toll Gate		

1	3	5	7	2
1748 Price 2/-				
M. R. Co. BURTON & ASHBY LIGHT RLYS.				
Workpeople's WEEKLY TICKET				
M	ALEXANDRA ROAD & WINSHILL	SWADINCOTE MARKET PLACE	M	
T	BRETBY LANE	WOODHOUSE ROAD JUNCTION	T	
W	STANHOPE BRETBY	WOODVILLE RESERVOIR	W	
Th	SUNNYSIDE NEWHALL	BOUNDARY CHAPEL	Th	
F	BRETBY LANE	GRESLEY COLLIERY	F	
S	BOUNDARY CHAPEL	GRESLEY COLLIERY	S	
4		6		

"BURTON & ASHBY LIGHT"

Children's Tickets

From the opening of the line until 1st November 1920, Children over three and under twelve were charged 1d for every two consecutive adult penny stages, with a minimum fare of one penny. Fractions of two stages were treated as two stages.

From 1st November 1920 until 31st December 1922, there were adult fare stages with a difference of 1½d and 2d, and from 1st January 1923 two stages with a difference of 1½d. While no details are known of the November 1920 practice of applying children's fares, it is believed that it would have been the same, or similar to the one which applied from 1st January 1923:-

<u>Adult Fare</u>	<u>Child Fare</u>
Not exceeding 2d	1d
exceeding 2d, but not exceeding 4d	2d
exceeding 4d, but not exceeding 6d	3d
exceeding 6d, but not exceeding 8d	4d
exceeding 8d, but not exceeding 10d	5d
exceeding 10d	6d **

** Assumed. Detail missing from photocopy of notice containing this information.

It is understood that some tickets were specially printed for the use of children - though probably not throughout the lines's existence [from Nelson Twells' father].

It has been suggested that ticket no. "8C 8542" was a child issue and that "B&G" stood for "Boys and Girls". Hopefully, the true meaning of the abbreviation will be confirmed in the future. In the meantime, the ticket has been particularly useful. On the assumption that ordinary tickets of the same type were printed, then this represents what has been provisionally classified as Type 4.

"BURTON & ASHBY LIGHT"

Privilege Tickets

Records for the period between 1922 and 1925 show that there were only two privilege fares available. Examination of fares tables and the two known tickets, indicates that these were issued at half the ordinary fare. One would have covered the throughout journey, while the other would have encompassed any journeys within the stages from Burton to Woodville and from Sunnyside Newhall to Ashby.

The ordinary and (assumed) privilege fares for these stages were:-

	<u>Ordinary</u>	<u>Privilege</u>
<u>Burton to Ashby</u>		
2nd July 1906	6d	3d
1st July 1917	9d	4½d
1st November 1920	10½d	5½d
1st January 1923	10½d	5½d
14th April 1926	8d	4d
28th April 1926	?	?

Burton to Woodville : Sunnyside to Ashby

2nd July 1906	4d	2d
1st July 1917	6d	3d
1st November 1920	7d	3½d
1st January 1923	7d	3½d
14th April 1926	5½d	3d
28th April 1926	?	?

(see over)

Features of known tickets are:-

1. 2d issue - "1Z 0740"

- a) M.R. CO. BURTON & ASHBY LIGHT RAILWAYS title.
- b) "Not Transferable" and "Fare" in the text, which makes it likely to have been printed in the days of Ordinary tickets Type 2 or 3.
- d) "PT" overprint in red.

2. 3½d issue - "1J 0710"

- a) M.R. Co. Burton & Ashby Light Railway title.
- b) Same stages as 2d "Railways" issue above.
- c) No word "Fare" in text.
- d) "PT" overprint in red.
- e) Believed to have been printed in November 1920.

"BURTON & ASHBY LIGHT"

Edmondson Tickets

Two issues are known;-

1. RAILWAY CLUB PARTY

A real hybrid this one!

- a) Pre-dated 8th July 1909.
- b) BURTON AND ASHBY LIGHT RAILWAY title - without any mention of the Midland Railway.

At this time all punch tickets were printed with the "Railways" title, the singular version not being introduced until c.1915/16. However, from its opening, the MR Headquarters invariably referred to the line in the singular and it is likely that the print was ordered by Derby rather than through normal B.& A. channel.

- c) "First Class" printed on ticket - but the line was one class only!
- d) The ordinary fares for the Burton to Swadlincote and Swadlincote to Ashby sections were both 3d (see 3d issue of Type 1). It appears that the members of this party were not given a reduction - though they may have been granted the odd free ticket.

2. 1½d VERTICAL PRINT "8322"

- a) "M.R. Co. B. & A. L. Rys." title - although the singular version is over stamped on the face, indicating that it was issued after 1915/16.
- b) The fares, in fact, are those which applied from 1st July 1917 - when the title on punch tickets was "Railway". The fare from Burton to Anglesey Arms (which was within the Burton Corporation boundary) was increased to 2d on 14th April 1919.
- c) Although it is speculation, I would suggest that this type of ticket was available from the Booking Offices at Burton, Swadlincote and Woodville, as it only covers stages involving those points. Ashby and Gresley are not included as there were no 1½d fares from those points.

"BURTON & ASHBY LIGHT"

Luggage Tickets

The charges for luggage were initially:-

- | | |
|---|-----------------|
| a) Not exceeding 28 lbs in weight
(i.e. not carried by hand) | 1d any distance |
| b) Exceeding 28 lbs, but not 56 lbs | 2d " " |
| c) Exceeding 56 lbs, but not 112 lbs | 6d " " |

Bicycles and perambulators were carried at passenger rates, while folding push chairs were charged 1d and sewing machines on their own stands 6d - both for any distance.

Specially printed tickets were not used, it being the practice to issue the appropriate priced ordinary ticket - see Type 1 ticket "H 6958", which has been endorsed "luggage" on the face.

A decision to provide specially printed luggage tickets was made in April 1913 and, after various correspondence about the text, they would have been introduced in either late July or early August. It was the initial intention to base them on the luggage tickets issued by Burton Corporation Tramways [22 May 1913], but the layout may have changed substantially as a result of the correspondence then passing between, James Toulmin (the Manager) and the MR Headquarters at Derby. It is not certain whether the Burton Corporation Tramways 1d issue "1a 7311" is of that particular era, but it will be noted that its text is completely different from that of [later] B.& A. issue "3V 7308".

Passenger tickets would have continued to be used for bicycles and prams; this may also have been the case with folding push chairs and sewing machines - though the appropriately priced luggage tickets could have been issued here.

On 1st September 1920, all parcels, article and luggage charges were raised, the new luggage rates becoming:-

- | | |
|---|-----------------|
| a) Not exceeding 28 lbs in weight
(i.e. not carried by hand) | 2d any distance |
| b) Exceeding 28 lbs, but not 56 lbs | 4d " " |
| c) Exceeding 56 lbs, but not 112 lbs | 11d " " |

The charges for articles were:-

- | | |
|---|------------------|
| Bicycles | 1/- any distance |
| Perambulators and non-folding push chairs | 4d " " |
| Folding push chairs | 2d " " |
| Sewing machines on their own stands | 1/- " " |

Ticket "3V 7308" contains full details the revised luggage rates in the text, but it will be noted that the value of the ticket itself is only 1d. This could imply that there was in

fact only one luggage print and that multiples of tickets were issued i.e. 2 for the 2d rate, 4 for the 4d rate and 11(!) for the 11d one.

Luggage rates were not altered with the fares revision of 1 January 1923, though they may have been when fares were reduced in April 1926.

- - - - -

Full details of newspaper and parcels rates from 1st September 1920 are included on the accompanying "Notice to Conductors", which contains details of the revised luggage rates. Stamps would have been issued for the conveyance of newspapers and parcels (? did these include Burton & Ashby Light Railway(s) in the title). An example of a parcels voucher is also included.

PERSONAL LUGGAGE AND ARTICLES ACCOMPANIED BY PASSENGERS.

Every passenger travelling upon the Light Railway Cars may take with him his personal luggage, not exceeding 28 lbs. in weight, without any charge being made for the carriage thereof, but all such personal luggage must be carried by hand and at the responsibility of the passenger, and must not be placed so as to occupy any part of a seat, and must not be of a form or description to annoy or inconvenience other passengers.

Personal luggage exceeding 28 lbs. in weight, or which is of a form or description to annoy or inconvenience other passengers, and also other articles which are not personal luggage, accompanying passengers, must be carried on the platform, and will be charged for at the following rates (except as mentioned below) :—

Not exceeding 28 lbs. in weight	1d. any distance.
Exceeding 28 lbs. but not exceeding 56 lbs.	2d. " "
" 56 " " " " " 112 " " " " " " " "	6d. " "

Each separate article carried on the platform will be charged for at the above rates.

Special charges will be made for certain articles, as follows :—

Bicycles and perambulators	@ the same rate as a passenger.
Folding push chairs	@ 1d. any distance.
Sewing machines on their own stands	@ 6d. " "

Articles exceeding 112 lbs. in weight, dangerous articles, explosives, motor cycles, and any article which in the opinion of the Conductor might cause annoyance or inconvenience to passengers will not be carried.

Passengers should see that luggage tickets are punched to the value of the charge made.

Passengers transferring from Gresley Cars to Main Line Cars or *vice versa*, with articles subject to the above charges, must take tickets for them on the first car, and produce them to the Conductor of the second car, to avoid being charged a second time.

SPECIAL NOTICE.—Luggage is carried by the Company under special contract with the passenger on the express condition that the Company shall not be liable for loss of, or injury to, any article or articles, goods or merchandise, or property of any description whatever contained in, or forming part of, such luggage.

March 1916

MIDLAND RAILWAY.

Burton & Ashby Light Railway.

Notice No 845.

NOTICE TO CONDUCTORS.

INCREASED CHARGES FOR CARRIAGE OF NEWSPAPER, PARCELS, NEWSLETTERS, ORDINARY PARCELS, LUGGAGE AND PARCELS ACCOMPANYING PASSENGERS AND CARRIED ON THE PLATFORM.

Commencing Wednesday, September 1st, 1920, the Rates for all Parcels carried on the Light Railway will be increased as follows:-

NEWSPAPER PARCELS:-

For any parcel not exceeding	1 lb	.....	2d.
Exceeding 1 lb. but under	4 "	.....	4d.
4 lbs. or over but not exceeding	7 "	.....	5d.
Exceeding 7 lbs. but not exceeding	10 "	.....	7d.
" 18 " " " "	26 "	.....	9d.
" 26 " " " "	34 "	.....	11d.
" 34 " " " "	42 "	.....	13d.

NEWSLETTERS:-

... .. 4d.

1/-
4d

ORDINARY PARCELS ACCOMPANIED BY VOUCHER:-

For any parcel not exceeding	7 lb	.....	5d.
Exceeding 7 lbs. but not exceeding	14 "	.....	9d.
" 14 " " " "	21 "	.....	11d.
" 21 " " " "	28 "	.....	1/-
" 28 " " " "	42 "	.....	1/2.
" 42 " " " "	56 "	.....	1 1/4.
" 56 " " " "	112 "	.....	3/2.

No parcel to exceed 112 lbs.

LUGGAGE & PARCELS ACCOMPANYING PASSENGERS - Carried on the Platform:-

Not exceeding 28 lbs. in weight	... ..	2d. any distance.
Exceeding 28 lbs. but not exceeding 56 lbs.	4d. " "	
" 56 " " " "	112 " 11d. " "	

BICYCLES:-

... .. 1/- " "

PERAMBULATORS & NON-FOLDING PUSHCHAIRS..

... .. 4d. " "

FOLDING PUSH CHAIRS:-

... .. 3d. " "

SEWING MACHINES ON THEIR OWN STANDS:-

... .. 1/- " "

JAMES TOULMIN,
Manager, Burton & Ashby Light Railway.

August 25th. 1920.

MISCELLANEOUS

Child tickets.



74/24

Privilege tickets.

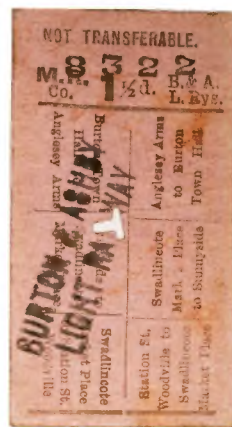


34/23



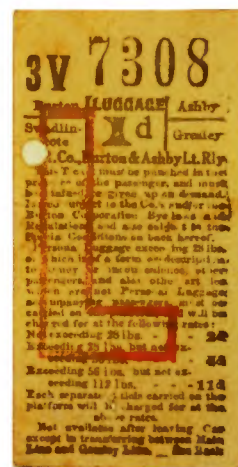
34/23

Edmondson tickets.



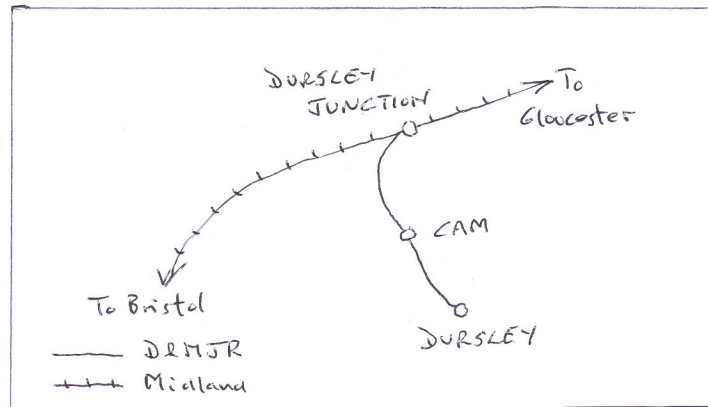
17/17

Luggage tickets.



74/24

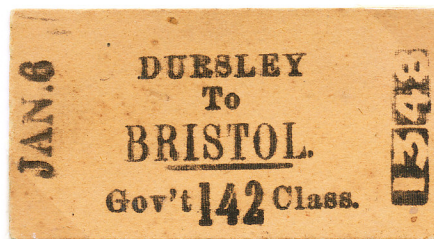
DURSLEY & MIDLAND JUNCTION RAILWAY



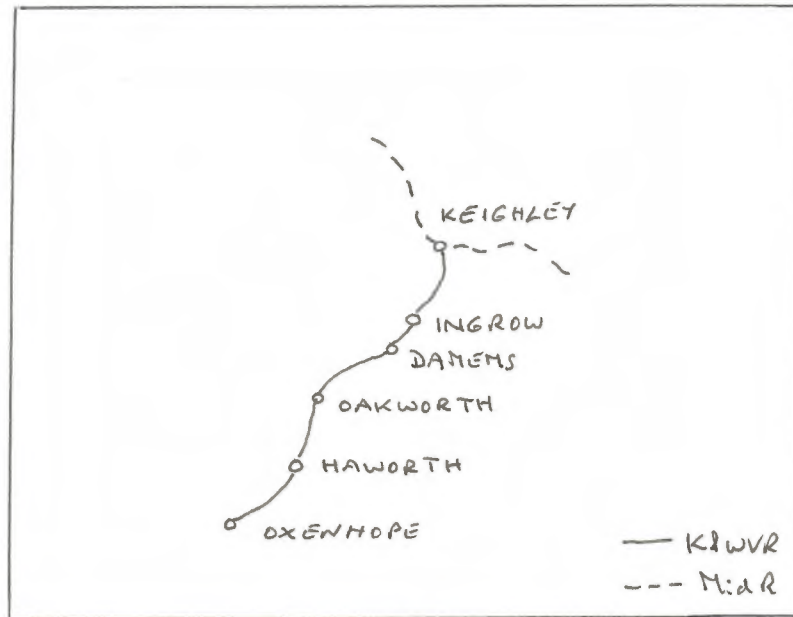
The short branch line that formed the Dursley & Midland Junction Railway was incorporated in 1855, with the intention that it be worked by the Midland. It opened for goods traffic on 25 August 1856 and to passengers on 17 September that year, on which date were also opened Dursley Junction on the Gloucester - Bristol main line and an intermediate station at Cam.

John Gough's *The Midland Railway - A Chronology* states that working was by a contractor between September 1857 and April 1858 (he is silent as to the earlier period) from when the Dursley company began to work the line itself and that the Midland took over the locomotive to work the line in May 1861. The company was vested in the Midland by an Act of October 1861.

The station number 142 on the ticket shown is that of the destination, Bristol, in the Midland numbering system thought to have been introduced in 1857 and discontinued before December 1861. From 1 April 1859 the Midland abolished Fourth Class and re-designated Third Class as Government Class. On this basis, printing must have been in 1859 and the JAN.6 date of issue is likely to have fallen in 1860 or 1861, i.e. during the period of independent ownership.



KEIGHLEY & WORTH VALLEY RAILWAY

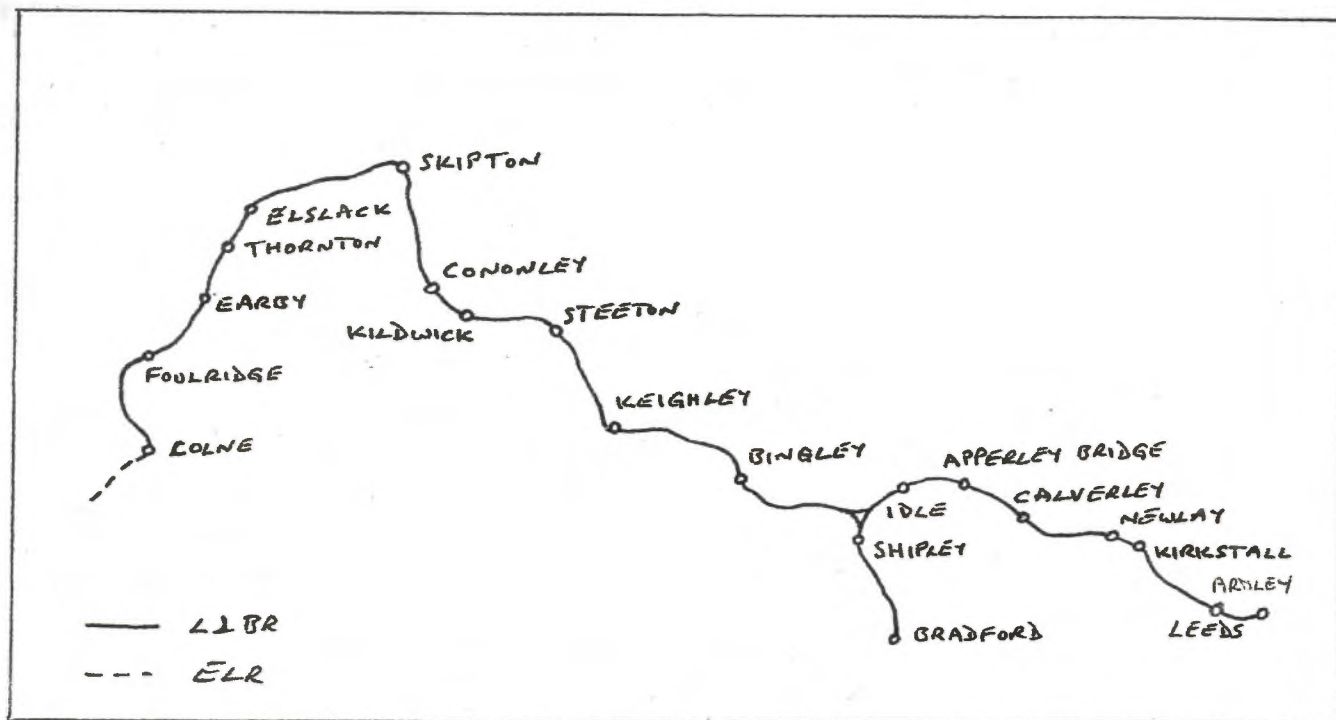


The company was locally financed with support from the Midland Railway. It opened throughout on 15 April 1867, with stations at Ingrow, Oakworth, Haworth and Oxenhope. Classes were 1st, 2nd and Gov't only.

An additional station at Damems was opened on 1 September 1867.

The line was worked from opening by the Midland, and was vested in that company with effect from 1 July 1881.

LEEDS & BRADFORD RAILWAY



The line was opened for passengers from a temporary station at Leeds Wellington to Bradford on 1 July 1846. The intermediate stations were not quite ready, But Shipley was open by 16 July and Kirkstall, Calverley and Apperley Bridge were all brought into use between 16 and 30 July. Newlay opened on 1 September 1846, Idle by 1 September 1847 and Armley by 1 October that year. Idle did not last long, its final appearance was in *Bradshaw* for September 1848. The permanent station at Leeds opened on 1 October 1850.

In obtaining its Act of incorporation, the L&BR undertook to build a number of extension lines, the principal one of which was from Shipley to a junction with the East Lancashire Railway at Colne. This was opened to Bingley and Keighley on 16 March 1847 and on to Skipton on 8 September 1847; the intermediate stations on the latter section came later, Steeton and Cononley opening *circa* December 1847 and Kildwick by April 1848.

Opening to Colne followed on 2 October 1848, with stations at Thornton, Earby and Foulridge. Elslack was first shown in *Bradshaw* in January 1849. The connection to the L&Y at Colne Junction came into use on 1 February 1849.

The L&BR is shown on a copy circular from Edmondson received by the Caledonian Rly in June 1847 listing companies that have adopted his ticket system and must have used edmondson tickets from the opening.

The L&BR was leased to the Midland Railway in 1846, and absorbed by it on 24 July 1851.

LEEDS AND BRADFORD RAILWAY.
OPENING OF THE LINE,
 TUESDAY, JUNE 30th, 1846.
TRAIN TICKET.

Mr Geo Willek
 AND A LADY.

This Ticket is not Transferable, and is to be retained by the Party, and shown to the Porters at the Leeds and Bradford Stations.

The Train will leave the WELLINGTON STREET STATION, LEEDS, at 12 o'clock at Noon, and the STATION at BRADFORD, at 2 o'clock precisely; and will return to Leeds by about 3 o'clock.

For the convenience of parties desirous to return to Bradford, a Train will leave the Leeds Station, at 6 o'clock in the Evening, Tickets for which may be obtained at the Leeds Station, on producing this Card.

D. B. G.

Leeds and Bradford Railway.
January 25th 184*7*
 From — *Threlkirk*
 To *Elsworth*
 5 DOG
 FARE *each 2/6*

121/4

NOV 16 76
 BRADFORD
 TO
 EARBV
 FIRST CLASS
 25

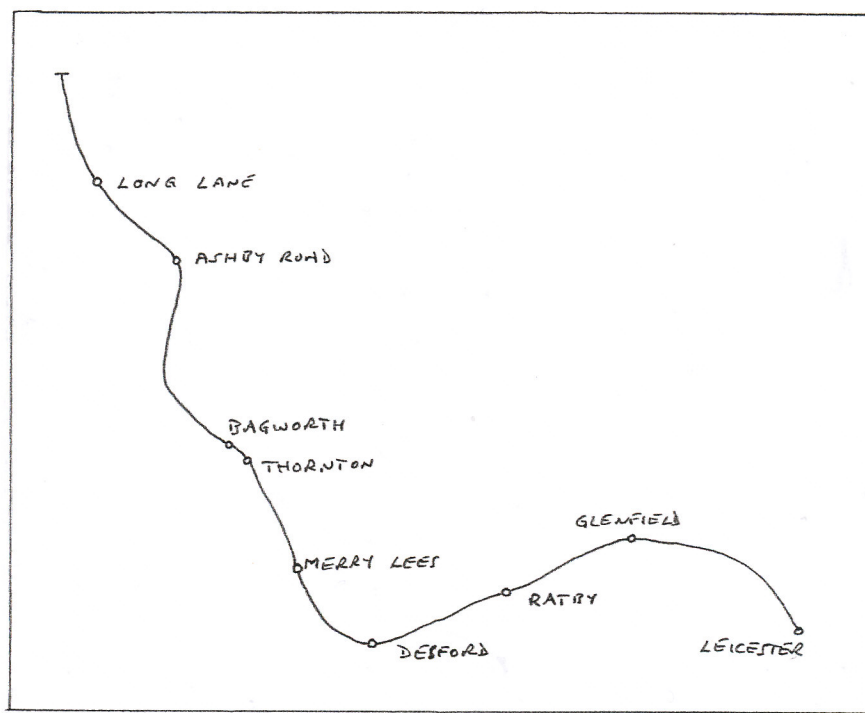
174/10

NEWLAY
 TO
 IDLE
 SECOND CLASS
 58

Faded pink

unrated

LEICESTER & SWANNINGTON RAILWAY



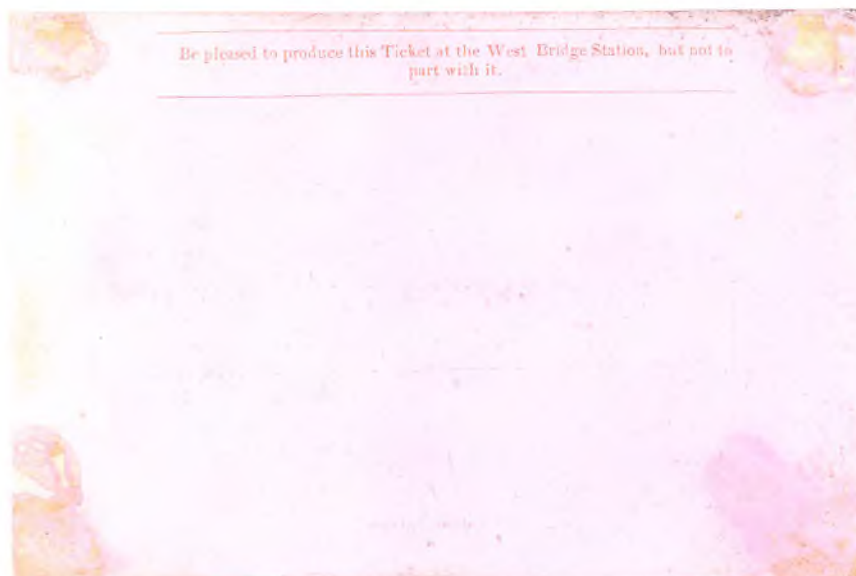
The following notes are taken from *The Leicester & Swannington Railway* by C.R. Clinker, published by the Leicestershire Archaeological Society in 1954. Clinker acknowledges the work of Clement E. Stretton, who was writing and lecturing on the line and its history between 1891 and 1904 and who indeed since 1867 had been delivering popular-style lectures on the history of individual companies and lines forming part of the Midland Railway. Unfortunately, Stretton's work contained numerous errors and is not to be relied upon.

Formal opening of the line from Leicester (West Bridge) to Bagworth took place on Tuesday 17 July 1832. A public announcement in the *Leicester Journal* of 13 July 1832 included the phrase "the Proprietors may be supplied with Tickets on application at the Directors' Room in the Friar Lane, between the hours of 10 and 12 this day (this must have meant the 13th as the train was to start at 10 o'clock on the 17th). The inaugural train, drawn by the locomotive *Comet*, consisted of an open wagon specially covered in for the use of the directors, the company's only open second-class carriage and ten new coal wagons with improvised seats. In all about 400 passengers (directors, proprietors, officials and important guests) were conveyed. An opening day ticket is shown overleaf.

Public traffic commenced the following day; the initial table of fares as approved by the directors is shown below, together with the distances from West Bridge in miles and chains:

Leicester to:	1st class	2nd class	Distance
Glenfield	8d	4d	2m 63c
Ratby Lane	1s 0d	6d	4m 40c
Desford Lane	1s 4d	8d	6m 49c
Merry Lees	1s 8d	10d	8m 12c
Thornton*	2s 0d	1s 0d	9m 60c

* Stag & Castle Inn. Presumably this fare also applied to Bagworth, a further quarter of a mile on at 10m 01c.



Back of Seat No. 189 in Carriage No. 6

KR

Gough's *Midland Railway Chronology* suggests the initial names of Ratby Lane and Desford Lane were changed to Ratby and Desford on 26 April 1833, and that Thornton was Stag & Castle Inn until 1841. Clinker, however, while acknowledging that the inn was a 'conditional' stopping place, states that it was referred to in the company's records as Thornton. It was little used and closed on 31 December 1841.

Passengers were initially conveyed in the second class carriage attached to the rear of the coal trains, or in empty coal trucks, departures from Leicester being at 8 a.m., 1 p.m. and 4.30 p.m. but with no Sunday service. An article in *Railway Engineer* (August 1902 page 227), based on information from Stretton, states that "a few days after the opening a notice was issued stating that a 'covered' carriage 'will be added' to the train, and that the fares charged for riding in this carriage would be, for the whole journey, 1s. 6d., and a proportionate increase on the ordinary fares for the other stations." The extract shown overleaf reproduces a ticket issued to Stretton's grandfather for this carriage which, according to *Railway Engineer*, "is now framed and hung in the South Kensington museum" (it can not now be traced). Perhaps the specially covered wagon used by the Directors at the formal opening was used for this purpose until a specially built first class carriage was brought into use in November 1832.

PAPER RAILWAY TICKETS.

The "Railway Engineer" in its August issue gives the following interesting particulars of the early paper, railway 1st or covered class, at the time when the Leicester and Swannington Railway Company decided to carry passengers in closed carriages.

One of the early tickets for this carriage issued to the grandfather of Mr. C. E. Stretton has been preserved, and he has sent us the following copy of it:—

LEICESTER AND SWANNINGTON RAILWAY.
CLOSED CARRIAGE: TICKET No. 18.
Name of Passenger: W. W. Stretton.
Address " Leicester.
Date of Journey: 21st July, 1833.
I. O. Train from LEICESTER to Bagworth.
Number of Seat: 5.
Fare Paid: 1s. 6d.
Date of Booking: 20th July, 1833.
(Signed) R. SHERRWOOD,
Clerk-in-Charge.

The size of this ticket is 6in. x 3½in. The italics show the parts which had to be filled in by the booking clerks of those days. It is interesting to note that passengers could in those days "book" their seats in advance.

We fear if the booking clerks now had to write up all those details that passengers would have to be at the stations some hours before train time.

A passenger carriage was first worked from Ashby Road to Bagworth and back on 22 February 1833 for people attending Leicester market; the passengers were expected to walk down and up Bagworth incline and resume the journey in another train from Bagworth to Leicester, but in practice they appear to have ridden. The carriage was a specially constructed 1st and 2nd class composite for use on the "upper section" only, the Ashby Road - Long Lane part of this section opening for passenger traffic on 27 April 1833. The practice of riding the incline continued, albeit at passengers' own risk and despite direct warnings of the dangers involved.

Clinker is strangely silent on the subject of the metal tickets used in the early days of the line; these are dealt with overleaf.

The Leicester & Swannington Railway was vested in the Midland Railway on 27 July 1846.

LEICESTER & SWANNINGTON RAILWAY METAL TICKETS

The first tickets used for second class passengers were octagonal and of copper, with inscriptions made by hand punches. These comprised the railway title, a station name and a serial number which was repeated on the reverse. Tickets are known for all stations except Leicester, Merry Lees and Thornton but it is suggested that none were struck for the latter in view of the conditional nature of the stop and the fact that it could be covered by a Bagworth ticket issued at the same fare.

The method of use of these tickets is not clear. The first known account appears in *Williams's Midland Railway - Its Rise and Progress* first published in 1876 and reprinted in 1968 by David & Charles with a new introduction by C.R. Clinker. Williams illustrates Ashby Road ticket No. 22 and ascribes it as "lent to us by a Midland Inspector". He continues "If a passenger went from Leicester, for instance, to the then Ashby Road station, perhaps 'No. 22' would be issued to him, and the circumstance would be duly recorded by the clerk in a book kept for that purpose, the page of which resembled the 'way-bills' of coaching days. When the passenger arrived at his destination, the guard would place the ticket in a leathern pouch he carried at his side, which looked like a modern collecting box, and take them back to be used again."

Another account appeared in *Railway World* for October 1892. It tallies broadly with, and may have formed the basis of, commentary by Prof. Lionel Wiener in *Passenger Tickets* (abstracted from the *Bulletin of the International Railway Congress Association* March to November 1938 and published by Railway Gazette) which states on page 117 "In addition to the Company's initials, these tickets only bore the name of the destination station and a serial number. The latter was recorded in a register together with the fare paid. The guard collected these metal tickets and put them in a box with divisions corresponding to each of the issuing stations. At the completion of the journey, the tickets were returned to the several issuing stations for use again." Wiener illustrates Bagworth ticket No. 20.

This agrees with Williams insofar as the name on any ticket is that of the destination station but adds the suggestion that the box (or pouch) had divisions corresponding to the issuing stations and that the tickets were returned to those issuing stations. For the guard to have sorted according to issuing station appears to be impossible, as there is no way that he would have been able to tell (except by asking the passenger) where each ticket had been issued! But Wiener does not quote *Railway World* exactly and the earlier work gives a further clue as to how the system could have operated in the sentence "At the end of each passenger's journey the ticket was placed in a bag by the guard to be returned, recorded in the books and used again". If return was to the head office, and if there was a record held of which station held which ticket numbers, then an audit check could be completed and the tickets could indeed be eventually returned to their issuing stations. This is suggested by Roger Atkinson in *Journal of the Transport Ticket Society* April 1971, page 129; regrettably it falls down because it requires that each issuing station was allocated a unique range of numbers and examples of No. 17 are known from two different stations. Atkinson also suggests that an earlier account given in 1965 was wrong.

In that account (page 284/1965 correcting his earlier piece at page 262/1965) P.J. Baldwin wrote that "A passenger would have the same ticket issued to him regardless of his destination, but the station name on the ticket would identify the starting point of his journey. The number of the ticket and the fare paid (and hence the passenger's destination) were recorded in a register. The guard of the train carried a collecting box having separate divisions for each station. After collection of the tickets, they were returned to the various stations for use again." The idea that the name on the ticket was that of the issuing, not the destination, station comes out of the blue and no authority is given. It seems unworkable, as the guard then has no knowledge of the passengers' destinations and is powerless to prevent over-travelling.

However, Mervyn Gibson in *Journal* for May 1971 (page 167) suggests that the possibility should not be dismissed too lightly and it could be (although knowing of no proof) that the booking clerks handed way-bills to the guards in order to provide the necessary check. Gibson also urged that the files of the *Leicester Chronicle* for 1832 and a few further years should be checked.

LEICESTER & SWANNINGTON RAILWAY METAL TICKETS

That has been done, the only relevant point is that the 28 July 1832 issue states "We understand that the fares mentioned in our last [Glenfield 4d, Ratby 6d, Desford Lane 8d, Mary Lees 10d, Thornton and Bagworth 1s] will enable passengers not only to go to the respective places mentioned, but to return also." Accepting that this is correct, then it is not easy to see how it can be reconciled with any of the suggested systems.

I can offer another theory, that the metal tickets were issued at Leicester only, and that all other travel was dealt with either by paper tickets or without tickets, the guard simply receiving and recording cash, possibly by completing way-bills. Usage of the metal tickets then becomes straightforward, on arrival at the named destination either (if a single journey was being made) the guard collected the ticket and placed it in the bag for return to Leicester or (if return was intended) the passenger retained the ticket and handed it either to the guard on boarding for his return journey or to a collector on arrival back at Leicester. In any event the ticket found its way back to Leicester for re-use.

If Williams was wrong, and the names on the tickets actually were those of the issuing stations, then the theory also works in reverse - the tickets were only issued for journeys to Leicester and were taken back to the respective stations either by the guard or by a returning passenger and then re-used.

The true method of use will never be known, but the following tickets are recorded.



GLENFIELD

17 Leicester Museum



RATBY

11 M.G. Stewart
23 Midland Railway Study
Centre (Roy F Burrows
Collection)



DESFORD

12 D.G. Geldard
24 K.E. Smith catalogue



BAGWORTH (also valid
at Thornton?)

3 NRM
15 Leicester Museum
20 NRM
26 Leicester Museum



ASHBY ROAD

17 Leicester Museum
22 Williams illustration



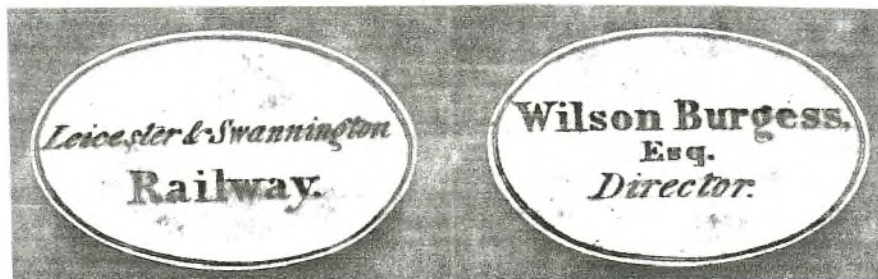
LONG LANE

4 NRM



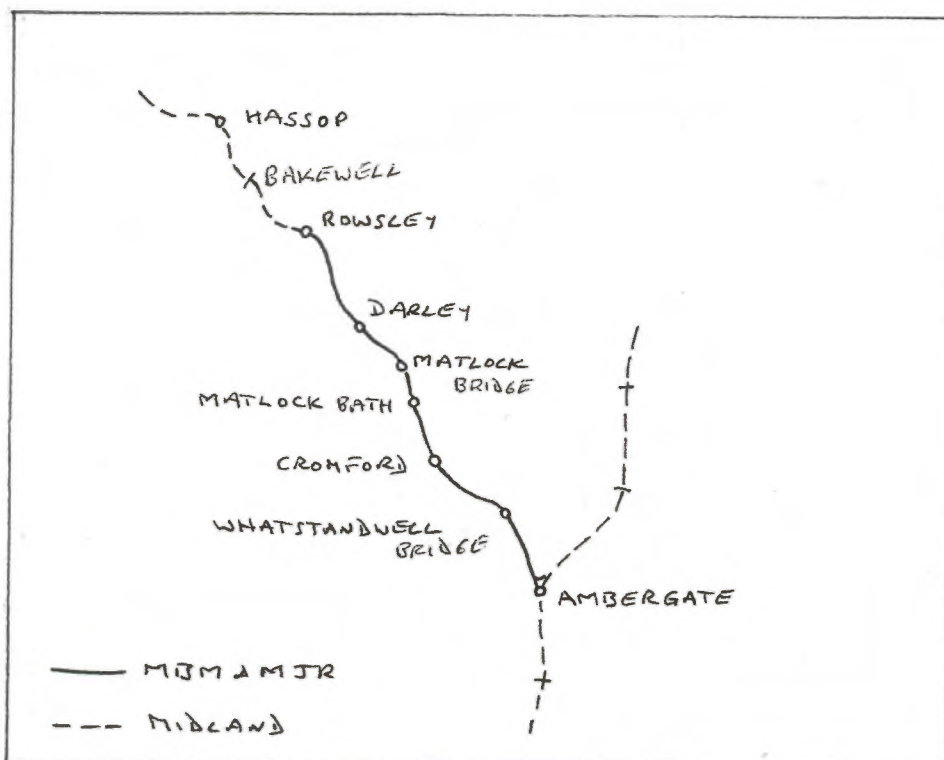
This copper free ticket issued to William Barston was obtained from his niece by G W J Potter. Since then it has passed through the collections of J.O. Manton and Howard Linecar and is now in the possession of Michael Stewart. Writing in the *Railway Club Journal* in May 1902 Potter stated that presumably these were issued to merchants and tradesmen, and were an early type of season ticket, at least this is the impression gathered from the niece who stated that she believed it was used by her uncle for business purposes. Potter does, however, speculate as to whether Barston was a director of the L&SR.

In the following issue (Vol 1 No 6) C E Stretton writes to confirm that Barston was neither a director nor shareholder. Free tickets such as No 14 were given to colliery managers and a few traders doing a large business with the company. L&SR directors had gold passes but when the company ceased to exist in 1846 these were returned to West Bridge station.



Stretton's inaccuracies are exemplified by the final sentence above, stating that the directors had gold passes. They were, in fact, ivory as shown by this example issued to Wilson Burgess. He was not one of the original directors, but as Clinker puts it "Considerable changes took place in the constitution of the Board in the course of its sixteen years existence, several directors being disqualified by the number of their shares falling below ten." The Board was constituted by and maintained at fifteen members.

MANCHESTER BUXTON MATLOCK & MIDLAND JUNCTION RAILWAY



The line was opened from a junction with the Midland Railway at Ambergate to Rowsley on 4 June 1849. There were intermediate stations at Cromford, Matlock Bath, Matlock Bridge and Darley. An intermediate station at Whatstandwell Bridge was first shown in *Bradshaw* for September 1853.

The line was leased jointly to the Midland and the London & North Western Railways for nineteen years from 1 July 1852, but was worked by the Midland.

Opening on to Bakewell and Hassop (and later to Buxton) was effected by the Midland Railway on 1 August 1862, when the original Rowsley station was closed and replaced by a new one on the extension line.

The company was absorbed by the Midland on expiry of the lease on 1 July 1871.

MANCHESTER, BUXTON, MATLOCK, & MIDLANDS JUNCTION RAILWAY.

June 1st, 1852, and until further Notice.

LEAVE	IN CONNECTION WITH TRAINS								SUNDAY TRAINS.														
	From DERBY.		From LEEDS and the North From DERBY, NOTTINGHAM, BIRMINGHAM, &c.		From LEEDS and the North From LONDON, DERBY, NOTTINGHAM, LINCOLN, BIRMINGHAM, &c.		From LEEDS and the North From LONDON, DERBY, NOTTINGHAM, LINCOLN, BIRMINGHAM, &c.		From LONDON, DERBY, NOTTINGHAM, BIRMINGHAM, &c. &c.		From LEEDS and the North From LONDON, DERBY, NOTTINGHAM, &c.		From LEEDS and the North From DERBY, LONDON, NOTTINGHAM, LINCOLN, BIRMINGHAM, &c.		From LEEDS and the North From DERBY, BIRMINGHAM, &c. and Express to LONDON.		From LEEDS and the North From DERBY, NOTTINGHAM, &c.		From LEEDS and the North From DERBY, LONDON, BIRMINGHAM, &c.		SUNDAY TRAINS.		
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
DERBY - - -	7.45	9.30	12.55	3.50	6. 0	9. 0	9. 0	9. 0															
Ambergate - - -	8.20	10. 8	1.25	4.20	6.55	9.25	9.35																
CROMFORD - - -	8.34	10.22	1.39	4.34	7. 9	9.30	9.40																
MATLOCK BATH - - -	8.37	10.25	1.42	4.37	7.12	9.42	9.52																
MATLOCK BRIDGE - - -	8.40	10.28	1.45	4.40	7.15	9.45	9.55																
DARLEY - - - -	8.45	10.33	1.50	4.45	7.20	9.50	10. 0																
ROWSLEY Arrive	8.50	10.38	1.55	4.50	7.25	9.55	10. 5																
Rowsley - - -											9.15	11.15	2.30	5. 0	6.15	8. 40	7. 0						
DARLEY - - -											9.20	11.20	2.55	5. 5	6.20	8. 45	7. 5						
MATLOCK BRIDGE - - -											9.25	11.25	3. 0	5.10	6.25	8. 50	7.10						
MATLOCK BATH - - -											9.28	11.28	3. 8	5.13	6.28	8. 53	7.15						
CROMFORD - - -											9.30	11.30	3. 5	5.15	6.30	8. 55	7.15						
Ambergate - - -											9.45	11.45	3.20	5.27	6.45	9. 10	7.27						
DERBY Arrive											10.45	12.15	3.55	6. 5	8. 0	10.47	8. 5						

N.B. At the Rowsley Station, Omnibuses to and from Chatsworth, Bakewell, and Haddon, meet the Trains:—Fare, 6d. each.

Post-Horses and Conveyances always in readiness.

2914
ROWSLEY
To
MATLOCK BATH
FIRST CLASS
DAY (Over)

204451

1818

Manchester, Buxton, Matlock, and Midlands Junction Railway.

TICKET FOR HORSES, CARRIAGES, &c.

No. _____ Date _____ 184

_____ o'clock Train.

From _____ to _____

Amount paid.

£. s. d.

Horse at

Carriage, (with Luggage, &c.) at

Dog at

Name of Owner _____

It is hereby agreed that the Company shall not be responsible for any loss, injury, or damage, that may occur to any Horse, Carriage, Luggage, &c., or Dog, above paid for, either on the journey, or in loading, unloading, or delivery, and that the Owner shall undertake all risks whatever.

Booking Clerk.

Owner or Owner's Agent.

This Ticket is to be shown at every examination of Tickets, and given up on arrival.

Manchester, Buxton, Matlock, and Midlands Junction Railway.

TICKET FOR HORSES, CARRIAGES, &c.

No. _____ Date _____ 184

_____ o'clock Train.

From _____ to _____

Amount paid.

£. s. d.

Horse at

Carriage, (with Luggage, &c.) at

Dog at

Name of Owner _____

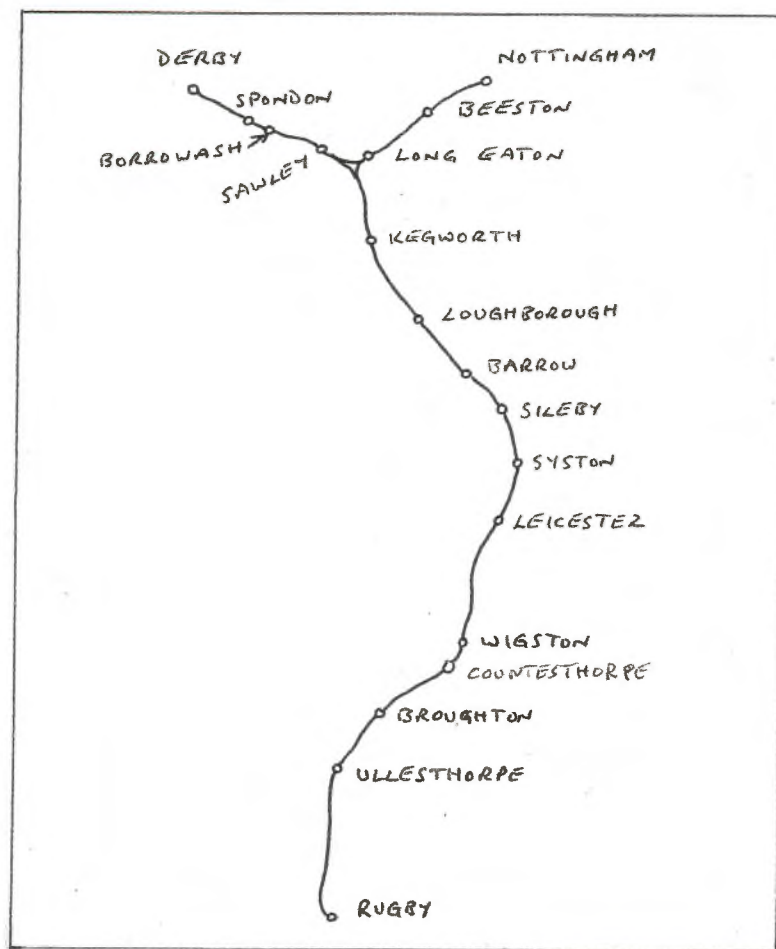
It is hereby agreed that the Company shall not be responsible for any loss, injury, or damage, that may occur to any Horse, Carriage, Luggage, &c., or Dog, above paid for, either on the journey, or in loading, unloading, or delivery, and that the Owner shall undertake all risks whatever.

Booking Clerk.

Owner or Owner's Agent.

This Ticket is to be shown at every examination of Tickets, and given up on arrival.

MIDLAND COUNTIES RAILWAY



The line from a temporary station at Derby to Nottingham was opened on 4 June 1839, with intermediate stations at Borrowwash, Beeston, Long Eaton and Beeston. Spondon opened on 11 November 1839 and Beeston had been renamed Sawley by 30 June 1840. The temporary station at Derby was replaced by a new one shared with the Birmingham & Derby Junction and North Midland Railways, opening with the latter company's line on 11 May 1840.

The line southward to Kegworth, Loughborough, Barrow, Sileby, Syston and Leicester opened on 5 May 1840. The final section from Leicester to a temporary station at Rugby opened on 30 June 1840, with stations at Wigston, Broughton and Ullesthorpe. A junction with the London & Birmingham Railway at Rugby and a new permanent station for both companies was brought into use on 17 August 1840. Countesthorpe was open by June 1842.

It is claimed (although disputed) that the company were the first to run an excursion, this being from Nottingham to Leicester on 20 July 1840, for an exhibition at Leicester. First, second and third class tickets were issued at half price, and had to be bought in advance. It was certainly the first line used by Thomas Cook for an excursion, this being on 5 July 1841 for a party from Leicester to a Temperance Conference at Loughborough, at a return fare of one shilling.

Thomas Edmondson's letter of resignation as Check Clerk to the Manchester & Leeds Railway was read at a Board Meeting held on 23 August 1841. His resignation was accepted, and he was given temporary permission to make use of the company's Ticket Room in order to instruct there the officers of those other railway companies about to adopt his ticket system. Edmondson had printed for him a circular bearing a print date of 7 March 1843, in which he quoted an extract from the August 1841 minutes and gave a list of those companies which had already adopted his ticket system. The Midland Counties Railway was included in this list and it is thus established that the company commenced their use of Edmondson's between August 1841 and March 1843. No examples are known.

The company amalgamated with the North Midland Railway and the Birmingham & Derby Junction Railway on 10 May 1844 to form the Midland Railway.



The central feature of these tickets, both printed in gold ink on a glazed white card, is the company's heraldic device, featuring coats of arms associated with the four counties through which its lines passed. In the first quarter is the arms of the City of Leicester, Robert Beaumont was the first Earl of Leicester and the ermine cinque-foil is the ancient personal device of the Beaumont family. To its left (from a heraldic viewpoint) in the second quarter is the town arms of Nottingham as used before 1897, comprising a shield with a ragged cross and three ducal coronets. For many years the Tudor rose has been an emblem of Derbyshire, the third quarter carries three roses instead of the usual one, surmounted by a Royal or Imperial crown. The initials AR stand for Adelaide Regina, consort of William IV during whose reign the MCR was incorporated. The design of the fourth quarter is based on the common seal of the Borough of Warwick, depicting a castle with embattled walls, a central tower bearing a shield and two flanking towers on each of which is a watchman blowing a horn. Although indistinct the shield has a diagonal ragged staff, an emblem long associated with the county of Warwickshire.

The printer, William Berrington of Leicester, is first seen listed in the 1827 street directory at Swine Market, Leicester where he was still listed in 1835. He had moved to New Bond Street, Leicester by the 1843 directory and was still there in 1847 although had ceased trading by 1854¹.

Of significant interest is the fact that examples exist with two different dates, 29th and 30th May 1839. Which date is correct? Roy Burrows addressed this question in *Midland Railway Society Journal* (No 50 Autumn 2012 page 1; the main part of his text is as follows:

"In their book on the Midland Counties Railway by the Derby Railway History Research Group (DRHRG)², the authors give the date of 29th May 1839 for the official opening involving special trains for the Directors, shareholders and friends and describe the day's events in some detail. However, the relatively small number of these opening day tickets which have survived bearing the date of 30th May 1839 are generally considered to be the ones actually used on that occasion. Tickets are known with a red seal affixed in the lower right-hand corner as illustrated, with a handwritten number to the right of the coat of arms and with both seal and number. There is no clear pattern to give a meaning to the combinations of these features. According to the DRHRG, the numbers indicated reserved seats (allegedly 500 tickets were printed and Nos. 211 and 325 are known). One possible explanation for the red seal might be that it indicated the seat was in one of the first class carriages.

Only one ticket³ bearing the date 29th May 1839 has so far been seen and it is thought to be a printer's proof. It has no trace of either number or seal and there is no sign of use. The suggestion is that, when the proof was produced, the opening ceremony had been planned for 29th May 1839 but was subsequently put back by one day before the main batch of tickets was printed. Does anyone know of any contemporary reference to such a delay which may have eluded the DRHRG? They do, in fact, record a delay from the original planned date of official opening of 1st May to 29th May 1839 due to Contract No 1 being "not quite finished"."

Nobody has yet come forward with the answer.

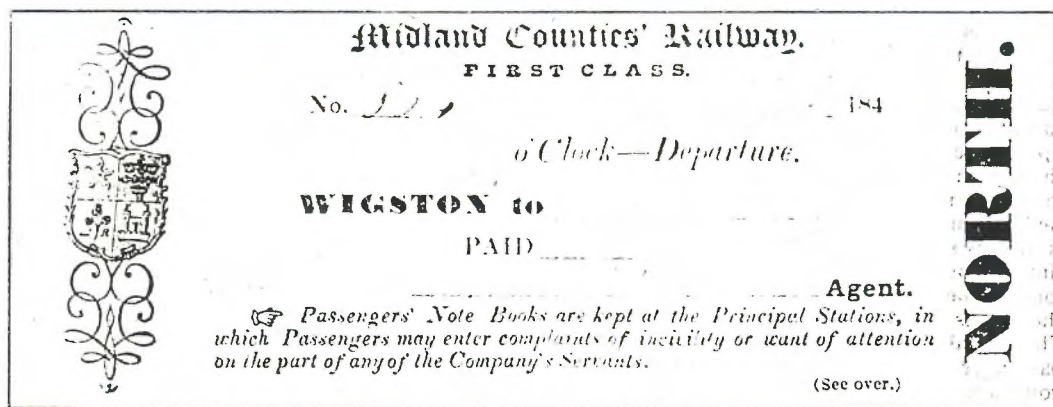
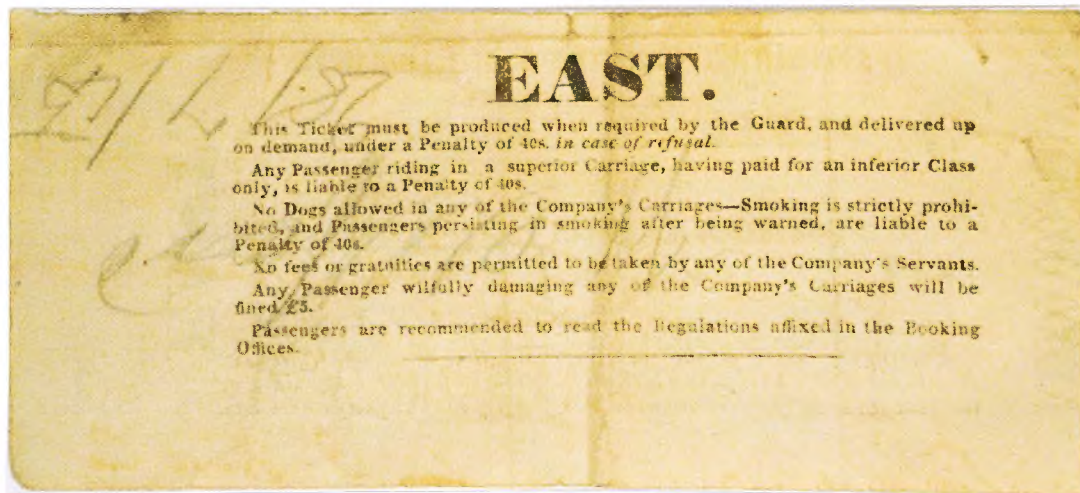
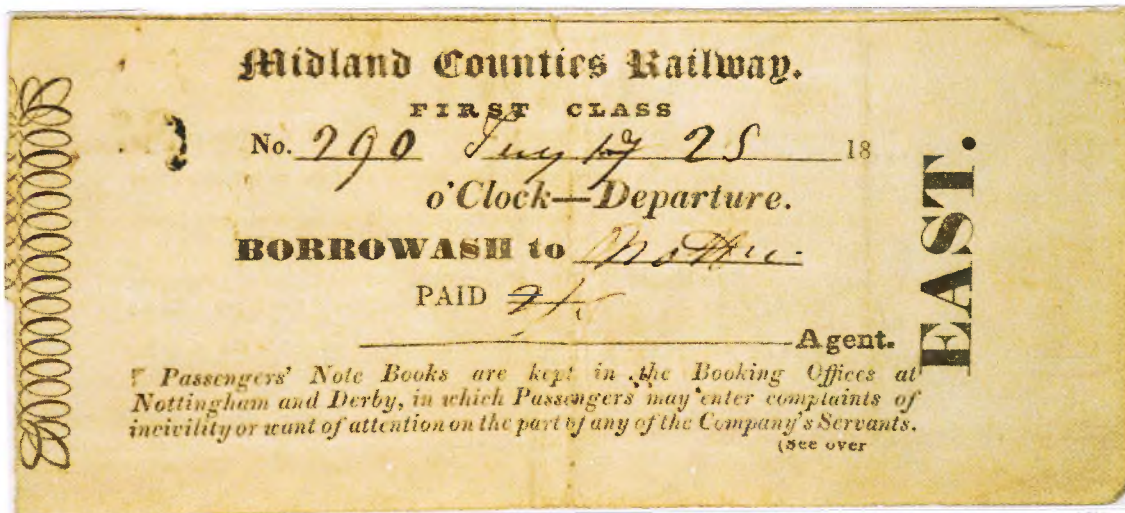
1 *English Printers Imprints* by Steve Skeavington.

2 Editor P.S. Stevenson: published by the Railway and Canal Historical Society 1989.

3 Ticket owned by the Roy F Burrows Midland Collection Trust (Item No 16536) and held in the Midland Railway Study Centre - see <http://www.midlandrailwaystudycentre.org.uk>

ORDINARY TICKETS

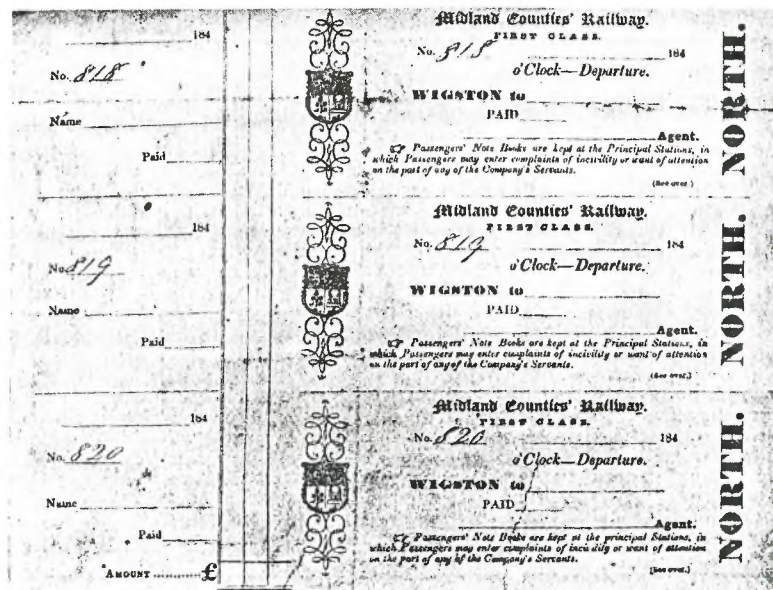
The first tickets used for regular passenger traffic were paper tickets, printed in sheets with counterfoils and bound into book form. They were serial numbered by hand and other details were completed by the booking clerks as the tickets were issued. The example from Borrowwash made out to Nottingham was probably printed in 1839 as the year is shown simply as "18" rather than "184". The ticket from Wigston, printed with the company's coat of arms, is later. A part sheet of Wigston tickets was illustrated in *Railway Magazine* for June 1910 and is shown overleaf. In the light of these examples it would not be unexpected if there were also paper tickets printed with "SOUTH" and "WEST".



Before the Days of Cardboard Railway Tickets.

IN the issue of the RAILWAY MAGAZINE for October, 1909, reference was made, in an article dealing with "Railway Tickets: Ancient and Modern," to the paper tickets, each of which had to be filled in by the booking clerk, which were used before

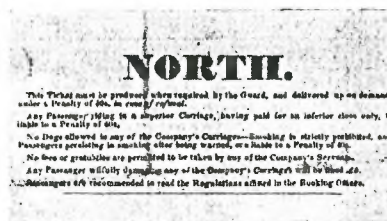
passenger's name, date of issue, and the time the train was due to depart. One of these slips, duly filled in, was detached from the book and handed over to each would-be passenger in exchange for his fare, the amount of which, with other details, was inscribed on the other half of the page,



A PAGE FROM AN OLD BOOK OF PAPER TICKETS AS USED ON THE MIDLAND COUNTIES' RAILWAY IN THE 'FORTIES.

the days of cardboard tickets. The description of the method of issue of these tickets given in that article is sufficiently interesting to be repeated here:—

"The earliest railway tickets, of which there are very few in existence, differed entirely from those in use at the present day. The booking clerk was furnished with a volume, the pages of which were divided down the centre by a perforated line; the outside half of each page was again divided into slips about four inches long by an inch and three-quarters in width, on each of which was printed the name of the issuing station; spaces were provided in which the clerk had to write the destination,



THE BACK OF ONE OF THE TICKETS.

this, of course, being retained in the booking office. The traveller, having thus obtained his ticket, was passed on to the guard of the train by which he desired to travel; this official was provided with a kind of way-bill on which he entered particulars of all his passengers in much the same way that a parcel is served nowadays."

By the courtesy of Mr. H. Ward, now the Midland Stationmaster at Bedford, we are enabled to illustrate part of a page from one of these books in his possession, the date being somewhere in the early 'forties. The footnote to each ticket is rather interesting in these days. By another illustration, the back of one of these tickets is shown.

SPECIAL TICKETS

On 28 November 1843 Queen Victoria and Prince Albert left Windsor by the Royal train to undertake a nine day tour of the midlands. Staying at stately homes such as Drayton Manor, Chatsworth and Belvoir Castle, they visited Nottingham, Derby, Chesterfield, Lichfield, Coventry and Leicester using the Royal train for much of their travel. Tickets were issued by the MCR to allow loyal subjects to enter their stations to greet the Royal party.

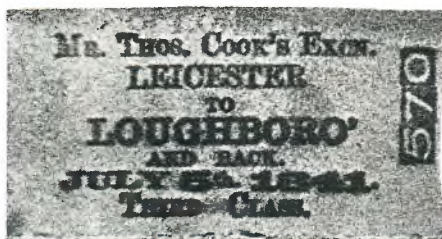


107/14

Ticket issued at Leicester (printed on the back) for a visit to Matlock on 22 June 1842. Travel would have been by train to Amber Gate, barge to Cromford Wharf and then coach and horses to Matlock Bath.



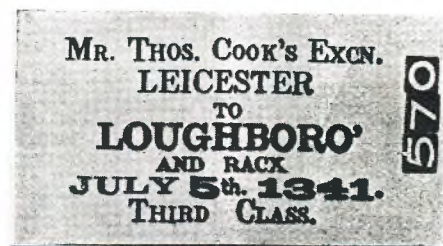
67/2



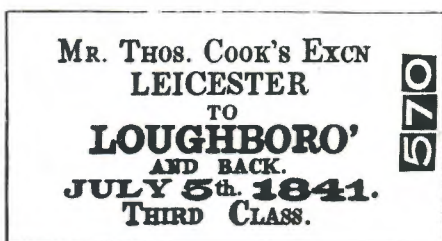
A



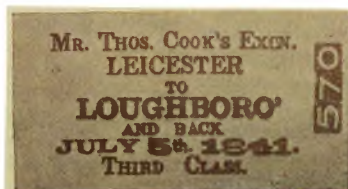
B



C



D



E

The ticket illustrated at A is shown in the April 1905 *Railway Magazine* (Vol 16 p297). The illustration was by courtesy of Mr. John Mathieson, manager of the Midland Railway; the ticket is stated to be green and one of those printed for Thomas Cook's first excursion train on 5 July 1841. Note that Ian Gardner has in his possession a ticket that is printed on green card. Illustration B shows a replica produced by Thomas Cook for the Ephemera Society *Going Places* exhibition on 13 November 1979. This is taken from a black and white photograph held in the Thomas Cook Travel Archive; there is no colour or date indication on the photograph. The photograph corresponds in all print detail with the *Railway Magazine* illustration but the edge damage is not identical and it is thus probably from a different original.

At C is a copy of the illustration appearing as Fig. 178 of *Passenger Tickets* (Prof. Lionel Wiener - abstracted by the *Railway Gazette* from the *Bulletin of the International Railway Congress Association* 1938), captioned as being one of Cook's earliest excursion tickets. Illustration D is from page 98 of *Railway Tickets Timetables & Handbills* (Maurice I. Bray - Moorland Publishing 1986), captioned as a slate-blue exhibition 'mock-up' of the first excursion ticket. Illustration E is from *Railway Gazette* (volume 75 page 6) and is captioned "The earliest excursion ticket issued by Thomas Cook". Although all copies have the same serial number (it is recorded that 570 passengers travelled from Leicester on this trip), note the detail differences between the positions of the individual digits of the serial number, of the printing of the 8 in 1841 and of the presence or absence of a full stop after 'EXCN' and 'BACK'. Bray states (without giving any authority) that there is reason to believe that the original ticket was light orange in colour.

The Thomas Cook Travel Archive think that "replica tickets" were printed to commemorate the 50th anniversary of the first excursion, but have no documentary evidence to that effect. I am convinced that none of these illustrations shows an original ticket, but are, or are based on, 1891 replicas if such indeed were produced. Edmondson did not leave the employment of the Manchester & Leeds Railway until 23 August 1841 and only thereafter was he instructing other companies in the operation of his system. Alignment of the serial number shows the use of three separate numbering wheels, but Edmondson's earliest machines only used two such wheels, a units and tens wheel numbered from 00 to 99 and a hundreds and thousands wheel numbered from 1 to 99.

It must be unlikely that Edmondson tickets were used for Cook's first excursion. The tickets would have been issued by him, not the railway company, and it is inconceivable that he would have had access to Edmondson at that time. His principal business was printing, and the likelihood must be that he himself printed any tickets for the excursion. If not, then use of the large card design favoured by the MCR for their own excursion tickets is possible.

The alleged 1891 version thus appears to have been an invention and not a replica.

[141]

Midland Counties Railway.

TICKET for HORSES and CARRIAGES.

No. *88*

Date *April 3* 184*5*

11 o'clock Train

From

Derby

to

London

UP.

Horse at
/ Carriage at
Dog at

AMOUNT PAID.
£. s. d.

} *2. 15. 0*

Name

Mr. Poole

E. L. Booking Clerk.

N.B. This Ticket is issued subject to the Owner's undertaking all risks of conveyance whatsoever, as the Company will not be responsible for any injury or damage (however caused) occurring to Horses while travelling, or in loading or unloading.

* * You are requested to deliver this Ticket on Arrival.



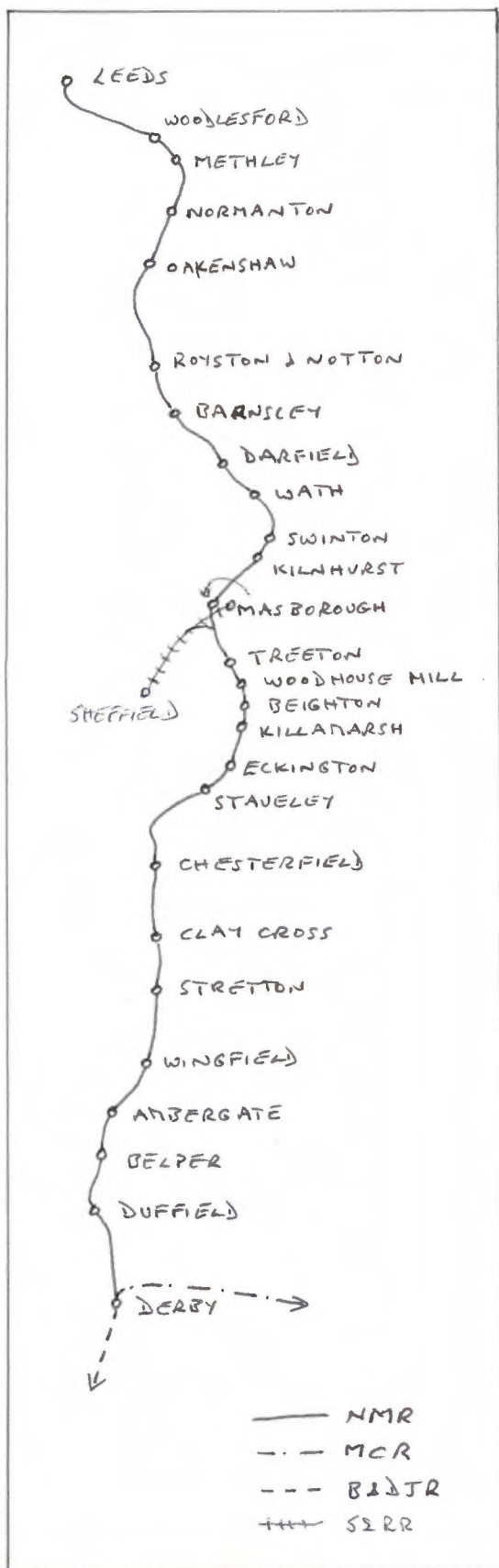
Obverse and reverse of an ivory free pass issued by the Midland Counties Railway to one of its directors. Note the heraldic wyvern which was later used by the Midland Railway. The Midland Counties was effectively amalgamated into the MR at the first general meeting held at Derby on 16 July 1844.

Bay (enlarged)



*Notes of pearl.
Mr. Ellis,
Director
on name.*

NORTH MIDLAND RAILWAY



The line between Derby and Masborough was opened on 11 May 1840, together with a spur to join the Sheffield & Rotherham Railway that enabled NMR trains to work into the Sheffield Wicker station of that company. There were stations at Derby, Belper, Amber Gate, Wingfield, Chesterfield, Eckington, Beighton and Masborough. Derby was the newly opened permanent station that replaced the temporary termini of the Midland Counties and the Birmingham & Derby Junction Railways and also handled the NMR services.

Opening for public traffic from Masborough on to Leeds was on 1 July 1840, there had been a ceremonial opening of the whole line the previous day. The original stations were Swinton for Doncaster, Darfield, Barnsley (to become Cudworth in 1854), Wakefield, Woodlesford and Leeds.

Beighton opened in mid-June 1840. Normanton probably opened after the Leeds service commenced but was in use by 5 October 1840. Wakefield was renamed Oakenshaw for Wakefield on 1 March 1841.

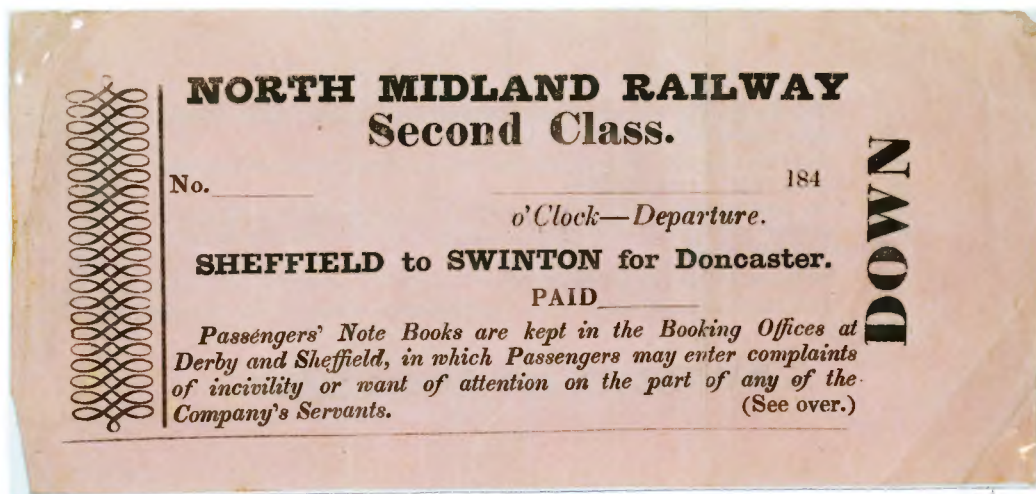
The 6th of April 1841 saw the opening of additional stations at Duffield, Smithy Moor (renamed Stretton later in the year), Clay Cross, Staveley, Killamarsh, Woodhouse Mill, Treeton, Kilnhurst, Wath, Royston & Notton and Methley. Beighton, Killamarsh, Treeton and Kilnhurst were short-lived, last appearing in Bradshaw for December 1842.

The North Midland Railway is included on the list shown in Edmondson's circular dated 7 March 1843, and it is thus established that the company commenced their use of Edmondson's between August 1841 and March 1843.

The company amalgamated with the Midland Counties Railway and the Birmingham & Derby Junction Railway on 10 May 1844 to form the Midland Railway.

EARLY PAPER TICKETS

The first tickets used for regular passenger traffic were paper tickets, printed in sheets with counterfoils and bound into a book form. They were serial numbered by hand and other details were completed by the booking clerks as the tickets were issued. The direction of travel was printed on the ticket in conventional UP (towards Derby) and DOWN terminology.



Westminster Bank Railway Society has among its archives a ticket printed in black on thin white card measuring 3½ x 2½ inches. Front: Mr. T.B. Hodgson's Special Train, Sheffield to Wakefield. Henry Vickers, Agent. This card will free the bearer, at his option, by any of the ordinary public trains. The agent's name is inserted in ink. The back is blank with a manuscript note 2 p.m. 24/11/42. Rly Magazine Vol 102 p126.

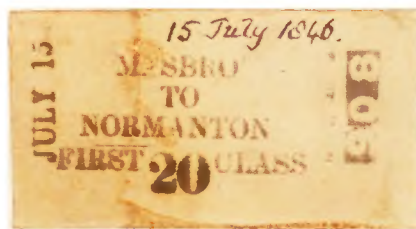
ORDINARY SINGLES

There is strong likelihood of this ticket being printed by the NMR, and probably of being from the first print run supplied to Masborough on the introduction of edmondsons. Although actually issued some two years after formation of the Midland the rate of issue of First Class tickets for this particular journey is not expected to have been high. The back of the original ticket is blank.

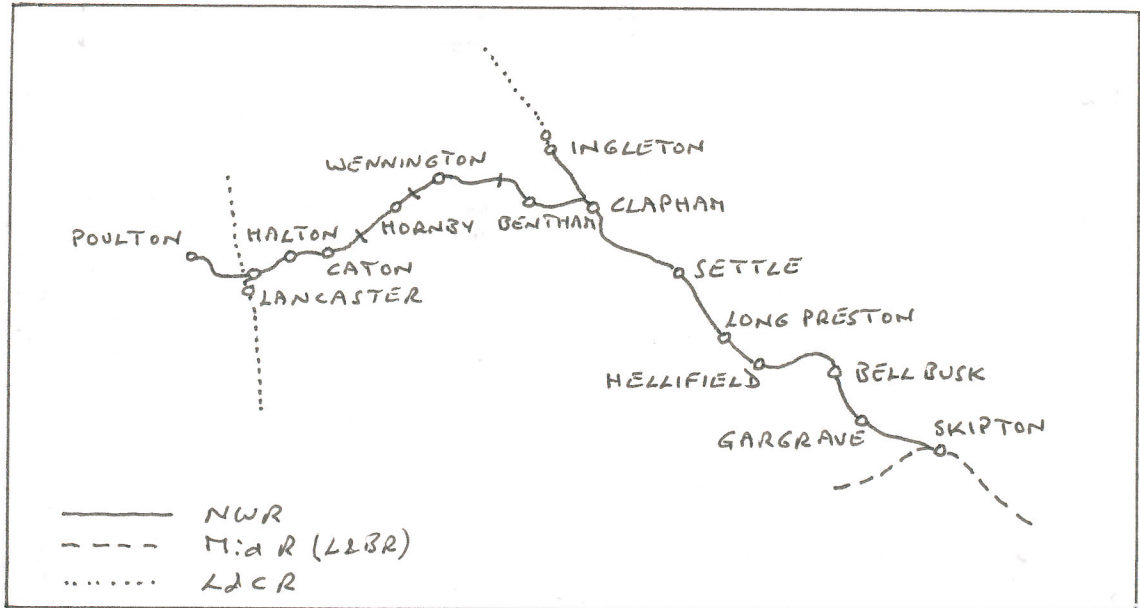
It is thought that 20 is a number indicative of the destination station, probably to assist swift recognition by the collecting staff. It could have been the result of a number allocation made after closure of the early stations at Beighton, Killamarsh, Kilnhurst and Treeton at the end of 1842, and possibly when edmondsons were first adopted, on a geographical basis as follows:

1	Derby	13	Sheffield
2	Duffield	14	Swinton for Doncaster
3	Belper	15	Wath
4	Amber Gate	16	Darfield
5	Wingfield	17	Barnsley
6	Streeton	18	Royston & Notton
7	Clay Cross	19	Oakenshaw for Wakefield
8	Chesterfield	20	Normanton
9	Staveley	21	Methley
10	Eckington	22	Woodlesford
11	Woodhouse Mill	23	Leeds
12	Masboro		

Obviously this table, although a perfect fit, is highly speculative, being based on the single specimen only. Note that it includes Sheffield (Wicker), served by NMR trains from the opening of the line on 11 May 1840, although in fact in the ownership of the Sheffield & Rotherham Railway.



NORTH WESTERN RAILWAY



The Morecambe Harbour & Railway Company was vested in the North Western Railway with effect from 29 October 1846, the latter company building the projected line from Lancaster to Poulton-le-Sands and opening this on 12 June 1848. Poulton was renamed Morecambe on 1 August 1850 and may have been relocated at the same time. Lancaster was renamed Lancaster (Green Area) on 1 June 1850 and this name appeared in timetables until 1 November 1870, when it was changed to Lancaster (Green Ayre).

The NWR itself was authorised to build from a junction with the Leeds & Bradford Railway at Skipton through to Ingleton and Lancaster. The line from Skipton to Ingleton was opened for public passenger traffic on 30 July 1849, with intermediate stations at Gargrave, Bell Busk, Hellifield, Long Preston, Settle and Clapham.

Public services between Lancaster and a temporary station at Tatham Bridge near Wennington commenced on 17 November 1849, with intermediate stations at Halton, Caton, Hornby and Wray. A horse bus service was provided between Tatham Bridge and Clapham so giving a service through to Leeds. A junction line to the Lancaster & Carlisle Railway's Castle station in Lancaster was opened on 18 December 1849. On 2 May 1850 a new permanent station opened at Wennington, together with an eastward extension to High Benthall (also known as Benthall High). The remaining portion from there to Clapham, on which Low Benthall lay, was opened on 1 June 1850, on which date the Clapham to Ingleton section and the station at Ingleton were closed and Wray lost its full service. Through trains were then provided between the West Riding and Lancaster. Hornby was shown as Hornby for Kirkby Lonsdale in *Bradshaw* from 1851 to 1863, and a new station at Claughton opened on 1 November 1851 only to close on 1 August 1853.

Uncertainty surrounds the history of Low Benthall (or Benthall Low), as explained on the following page. The line to Ingleton and the station there re-opened on 1 October 1861, together with a short extension crossing the River Greta to form an end-on junction with the Lancaster & Carlisle Railway branch from Low Gill.

Some steamer services were operated from Morecambe from 1850 onwards, although the railway did not obtain powers for such operation until 1852. The NWR and Midland Railway jointly established a Morecambe - Belfast steamer service, which operated from 1853 to 1867.

The company was worked by the Midland Railway from 1 June 1852, leased to the Midland under authority of an 1857 Act (possibly from 1 January 1859) and purchased by it with effect from 1 January 1871.

NORTH WESTERN RAILWAY

According to page 5 of Donald Binns' *The "Little" North Western Railway* (Wyvern Publication 1982) orders were placed in 1849 for "some Edmondson ticket machines" and the assumption can therefore be made that Edmondson were used from opening.

The Roy F Burrows Midland Collection Trust holds sheets from the NWR train book kept at Hornby station recording the issue of local tickets on 20 September 1851 (Item 13654), 14 November 1851 (Item 27620), 15 November 1851 (Item 27621) and 29 November 1851 (Item 27544). The reverse of each sheet shows foreign bookings for the previous day.

All sheets have a pre-printed date 185-, those for local bookings show the station list and possible classes of tickets as follows:

Morecambe	1/2/3*		Day 1/2/3
Lancaster	1/2/3*	Express 1/2*	Day 1/2/3*
Halton	1/2/3*		
Caton	1/2/3*	Express 1/2*	
Hornby amended to:			
Cloughton	1/2/3*	Express 1/2	
Wray	1/2/3		
Wennington	1/2/3*	Express 1/2	
Bentham, Low	1/2/3	Express 1/2	
Bentham, High	1/2/3*	Express 1/2*	
Clapham	1/2/3*	Express 1/2*	
Ingleton	1/2/3		
Settle	1/2/3*	Express 1/2*	
Long Preston	1/2/3*	Express 1/2	
Hellifield	1/2/3*	Express 1/2	
Bell Busk	1/2/3*	Express 1/2	Day 1/2/3
Gargrave	1/2/3*	Express 1/2*	Day 1/2/3
Skipton	1/2/3*	Express 1/2*	

Not all of the listed tickets were stocked, those that were have the commencing numbers shown in manuscript on each sheet (tabulated overleaf) and are indicated by an asterisk in the above list. Binns records that return tickets were introduced on 2 October 1850.

It is not possible to give an exact printing date for the sheets although in view of the express and foreign bookings it is tempting to suggest that they were prepared for 1 June 1850 when the line was opened throughout. Mention of day (return) tickets indicates a later date (if Binns is correct), but this is inconsistent with the inclusion of Ingleton and Wray as both these stations closed on 1 June 1850 (but see below). No tickets to either station are shown as being held. Why no tickets to Hornby are shown is a mystery; on the three November sheets that name has been crossed out and Cloughton (opened 1 November 1851) written in to the space. The commencing serial numbers of 02, 00 and 05 for classes 1/2/3 respectively shown on the 14th November sheet provide reasonable confirmation for this date.

The absence of any tickets to Bentham, Low suggests closure of this station prior to 20 September 1851. It lay between Wennington and High Bentham on the section opened on 2 May 1850, but Quick's *Chronology* expresses doubt as to whether a station existed then or whether there was market use only. It also states that a full service is shown in *Bradshaw* for November 1851 and last appears in July 1853, company records showing closure by 4 August that year.

Difficulties are compounded by a special timetable for a Saturday market service to Lancaster that appeared in *Lancaster Guardian* from 1 June to 21 September 1850 and may have continued for a while thereafter. Not only does this show Low Bentham and Bentham High but it also gives Cloughton (not then open) and Wray (closed for regular traffic)!

Station	Date 1851	Ord 1	Ord 2	Ord 3	Exp 1	Exp 2	Day 1	Day 2	Day 3
Morecambe	20 Sep	42	83	176					
	14 Nov	46	85	187					
	15 Nov	46	85	187					
	29 Nov	46	86	188					
Lancaster	20 Sep	718	6075	5158	108	1059	193	589	1850
	14 Nov	776	6314	5571	130	1152	253	687	2190
	15 Nov	776	6320	5578	130	1152	253	689	2197
	29 Nov	786	6384	5661	131	1152	253	707	2251
Halton	20 Sep	28	167	265					
	14 Nov	31	179	285					
	15 Nov	31	179	285					
	29 Nov	32	180	290					
Caton	20 Sep	88	848	847	14	135			
	14 Nov	91	880	915	14	145			
	15 Nov	91	880	915	14	145			
	29 Nov	91	883	929	14	145			
Hornby	20 Sep								
Claughton	14 Nov	02	00	05					
	15 Nov	02	00	05					
	29 Nov	02	00	06					
Wennington	20 Sep	45	371	311					
	14 Nov	49	389	319					
	15 Nov	49	389	319					
	29 Nov	49	395	322					
Bentham Low	20 Sep								
	14 Nov								
	15 Nov								
	29 Nov								
Bentham High	20 Sep	38	520	341	09	60			
	14 Nov	43	571	370	09	66			
	15 Nov	43	572	370	09	66			
	29 Nov	43	588	379	09	66			
Clapham	20 Sep	05	104	113	01	06			
	14 Nov	08	115	124	01	07			
	15 Nov	08	115	124	01	07			
	29 Nov	08	119	124	01	07			
Settle	20 Sep	84	285	160	04	72			
	14 Nov	100	332	177	07	78			
	15 Nov	100	332	177	07	78			
	29 Nov	100	342	181	07	78			
Long Preston	20 Sep	02	33	36					
	14 Nov	02	37	41					
	15 Nov	02	37	41					
	29 Nov	02	37	41					
Hellifield	20 Sep	09	35	04					
	14 Nov	09	37	05					
	15 Nov	09	37	05					
	29 Nov	09	38	05					
Bell Busk	20 Sep	02	30	10					
	14 Nov	02	38	17					
	15 Nov	02	38	17					
	29 Nov	02	38	17					
Gargrave	20 Sep	07	35	19	06	04			
	14 Nov	07	38	22	06	05			
	15 Nov	07	38	22	06	05			
	29 Nov	07	38	22	06	05			
Skipton	20 Sep	19	259	190	08	40			
	14 Nov	22	274	202	10	52			
	15 Nov	22	274	202	10	52			
	29 Nov	22	284	205	10	52			

Station	Date 1851	Ord 1	Ord 2	Ord 3	Exp 1	Exp 2	Day 1	Day 2	Day 3
Keighley	19 Sep	03	03			01			
	13 Nov	03	05		01	01			
	14 Nov	03	05		01	01			
	28 Nov	03	05		01	01			
Bingley	19 Sep		03		01				
	13 Nov		03		01				
	14 Nov		03		01				
	28 Nov		03		01				
Shipley	19 Sep				02	00			
	13 Nov		02		02	01			
	14 Nov		02		02	01			
	28 Nov		02		02	01			
Bradford	19 Sep	10	30		09	12			
	13 Nov	10	36		09	14			
	14 Nov	10	36		09	14			
	28 Nov	11	36		09	14			
Apperley	19 Sep		01						
	13 Nov		01						
	14 Nov		01						
	28 Nov		01						
Kirkstall	19 Sep	00	02						
	13 Nov	00	02						
	14 Nov	00	02						
	28 Nov	00	02						
Leeds	19 Sep	50	114		08	29			
	13 Nov	58	129		09	29			
	14 Nov	58	129		09	29			
	28 Nov	60	132		09	29			
Sheffield	19 Sep	02	03						
	13 Nov	02	03						
	14 Nov	02	03						
	28 Nov	02	03						
Derby	19 Sep	03							
	13 Nov	03	01						
	14 Nov	03	01						
	28 Nov	03	01						

CONDITIONS ON NORTH WESTERN RAILWAY TICKETS

NOT
AVAILABLE
BY EXPRESS
TRAINS
12901V

1-110

ORDINARY SINGLES

This is assumed to be the earlier of the two known types. The large number 6 on the class line would normally be taken as indicative of the destination station, but it seems to be clear that an allocation of 6 to Halton could not be made on the basis of any fully integrated Midland numbering system and an independent NWR system must therefore have been in place. Even so a logical system is difficult to deduce and this can only be done at all if allocation is assumed after the closure of Claughton on 1 August 1853. There are then two possibilities, geographical starting at Clapham, working west and then returning to work east or alphabetical starting with Bell Busk. The respective sequences are given in the left and right columns below.

1	Clapham	1	Bell Busk
2	Bentham High	2	Bentham High
3	Wennington	3	Caton
4	Hornby	4	Clapham
5	Caton	5	Gargrave
6	Halton	6	Halton
7	Lancaster Green Area	7	Hellifield
8	Morecambe	8	Hornby
9	Settle	9	Lancaster Green Area
10	Long Preston	10	Long Preston
11	Hellifield	11	Morecambe
12	Bell Busk	12	Settle
13	Gargrave	13	Skipton
14	Skipton	14	Wennington

Neither seems particularly likely but no other suggestion can be offered.

The back of the ticket is blank.



The printer of this probably later ticket is not known, but it was certainly not the Midland Railway even though it is likely to be from the period of Midland working. The back is blank.



MISCELLANEOUS

HIGH BENTM
& LANCASTER
CASTLE
FIRST CLASS
DAY

1-110

8788
MORECAMBE
to LANCASTER
(Green Area)
Second Class
DAY

1140 1145

1140
Lancaster Castle
To
HIGH BENTHAM
SECOND. (Day)
(over)

High Bentham
To
LANCASTER-CASTLE
SECOND. (Day)

1181

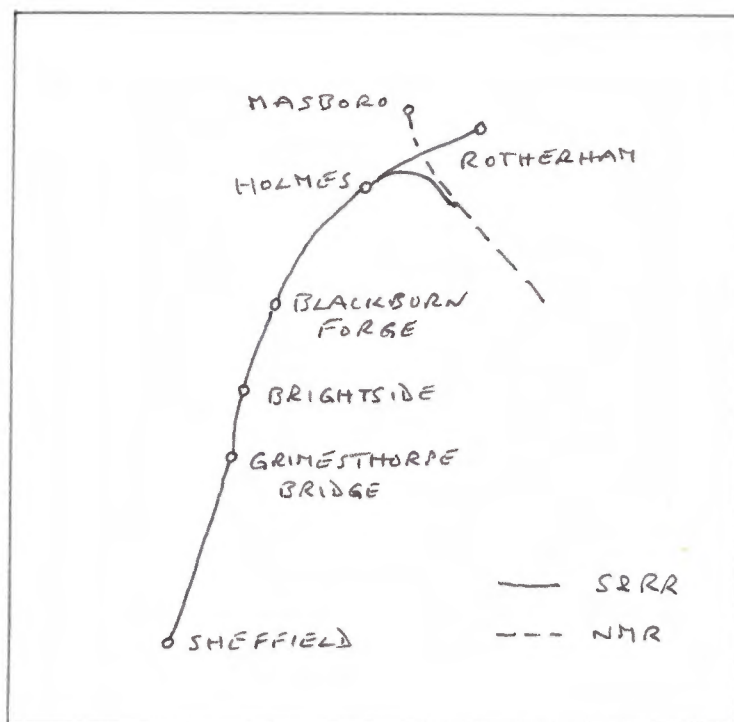
1140 1145 1181

Phillimore records a white card, printed in black with gold edges and measuring 4.5 by 3.125 inches, filled in in ink and signed in ink, as follows:

North Western Railway. Opening of the line from Lancaster to Wennington. The Directors purpose to open a further portion of the Railway on Wednesday the 31st. October, 1849, and request the pleasure of Mr. Henry Alcock's company on the occasion. Wm. Whelon Secty.

The Train will start from Lancaster at 1 o'clock in the afternoon.

SHEFFIELD & ROTHERHAM RAILWAY



The line was opened from Sheffield (Wicker) to Rotherham on 1 November 1838, with intermediate stations at Brightside, Blackburn Forge and (probably) Holmes. Blackburn Forge closed on 25 March 1839, Grimesthorpe Bridge first appeared in *Bradshaw* in February 1842.

When the North Midland Railway opened from Derby to Masborough on 11 May 1840 a spur was also opened to the S&RR, and from that date NMR trains commenced to work into the Wicker station.

The NMR amalgamated with the Midland Counties Railway and the Birmingham & Derby Junction Railway to form the Midland Railway on 10 May 1844. From 10 October the same year the Midland commenced to work the S&RR and absorbed it by an Act of 21 July 1845.

SHEFFIELD & ROTHERHAM RAILWAY

The copper tokens of which these are examples are something of a mystery. Quite a large number of them are known, all for No 3 omnibus and all differently numbered, and it is also thought that a number of replicas were struck by a collector of Midland Railway relics at some time before 1970. Correspondence from a Mr. Len Phipps of 83 Granville Road, Walthamstow, London E17 9BS in 1983 states that from information available to him he was pretty sure that between 1800-1900 original tokens were made and that about half of these were never issued, so explaining the number that survive in uncirculated condition.



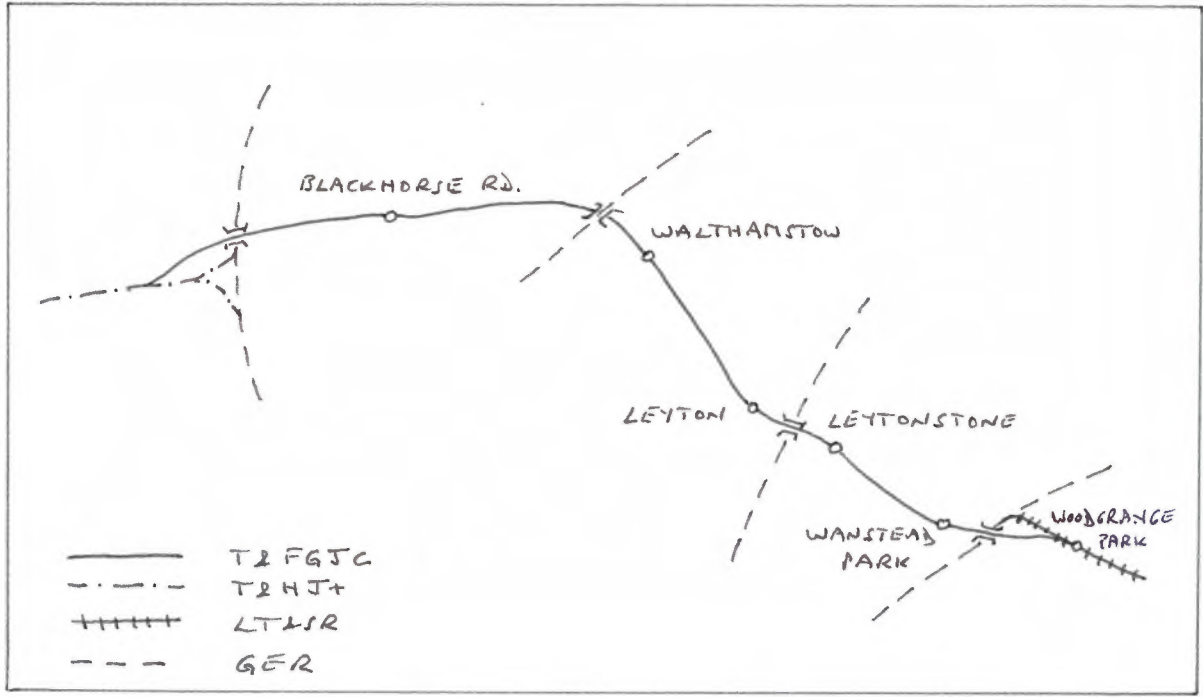
The *LMS Magazine* for 1930 at page 366 includes the following passage on the S&RR:

There was evidently considerable traffic from the start for we read that 455,375 passengers were conveyed over this railway in the first year of its existence. Nor was the value of advertisement overlooked, for as an additional inducement to travel, the public was notified that: "an omnibus would run from Sheffield station on the arrival of each train ... through the heart of the town ... to within a few minutes walk of the beautiful Botanic Garden, the Cemetery etc."

The late Dr. John Tolson, an expert on tokens and a former President of The Transport Ticket Society, states that there was a reference to these tokens by Llewellyn Jewilt of the British Archaeological Association when he pronounced them to be "a circulating medium of advertisement". The reference is thought to be in the *Journal (or Proceedings)* of the BAA for 1874.

Coin News for November 1992 carried an article by George Berry entitled "Horse Bus Tokens of Brighton and Sheffield" in which it is stated that he "feels" the tokens were used for a bus service from Wicker Station to the toll-bar on the Glossop Road. Whether the toll-bar was "a few minutes walk from the Botanic Garden" is not known.

TOTTENHAM & FOREST GATE JOINT COMMITTEE



This was a joint venture between the Midland and the London & Tilbury & Southend Railway. It was opened on 9 July 1894 from a junction with the Tottenham & Hampstead Joint to a junction with the LT&SR at Woodgrange Park. Passenger traffic was worked by the Midland, which supplied all tickets for the line. Only those between two T&FG stations carried the joint title, if the destination was off the joint line (even to the LT&S) then standard Midland titled tickets were used.

The company was absorbed by the Midland with effect from 1 January 1914 under the provisions of an Act dated 17 August that year.

MIDLAND ^{AND} LONDON TILBURY & SOUTHEND RAILWAY COMPANIES.

TOTTENHAM AND FOREST GATE RAILWAY.

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

Upon the opening for local traffic of the Tottenham and Forest Gate Railway on July 9th, 1894, the service of goods and passenger trains will be worked by the Midland Railway Company.

Until further notice the line, stations, and telegraphs will be maintained by the Contractors. Maintenance

Mr. Arthur C. Pain, 17, Victoria Street, Westminster, S.W., is the Engineer in charge of the line, to whom communications must be made should any special circumstance arise rendering this necessary. A telegram, in case of a breakdown, or of any accident occurring requiring his immediate attention, must be sent to him at the above address between 10.0 a.m. and 5.0 p.m. on weekdays, and to Mr. Robert Nunn, 34, Prospect Hill, Walthamstow, the Resident Engineer, between 5.0 p.m. and 10.0 a.m., and on Sundays.

Mr. Nunn must be communicated with, when necessary, on all matters relating to maintenance requiring his attention.

Should an accident occur, and the breakdown vans be required, application must be made to Kentish Town for the Midland vans. The London Tilbury and Southend Co. have also breakdown vans located at Plaistow which may be requisitioned if further assistance is required, but the foreman in charge of the breakdown vans is the only person authorised to apply for such extra assistance. Accidents at collisions, break down vans.

In all cases of accident, telegraphic information must be sent to the heads of the departments of both Companies, and, also, to Mr. Arnold, Kentish Town (the District Traffic Inspector of the Midland Company), and reports respecting all accidents and irregularities must be made to the heads of the departments of both Companies.

An advice of the running of special trains will be sent direct to the stations by the Companies Special train running the trains.

Lost luggage. Particulars of all unclaimed property found in the trains, at the stations, or on the line, must be sent to the stationmasters at Derby and East Ham, and to the Railway Clearing House, the same day the articles are found, and if unclaimed at the expiration of 7 days, the articles must be sent to the lost property depôt at Derby, with particulars attached as to when and where found.

Rates & taxes. Demands for rates and taxes will be dealt with by the Midland Company through their agent, Mr. W. P. Payne, Rates and Taxes Office, Midland Railway, Derby.

Payment of wages. The salaries and wages of the staff will be paid by the Midland Company, and the pay-bills must be sent to the Superintendent of that Company at Derby.

Payment of salaries during sickness. Particulars of all cases of members of the joint staff remaining away from duty through illness must be submitted to the heads of the Departments concerned of both Companies.

Holidays. Stationmasters will be allowed 10 days, and office youths and other grades of the staff 8 days, for their annual holidays (including Sundays), and the weekly paid servants will be granted 4 days' pay when on their annual leave.

Supply of clothing and stores. The Midland Company will, until further notice, supply the clothing for the staff, and the stores required for use at the stations.

Uniform. Each stationmaster, office youth, and signaller will be furnished with a coat and vest, two pairs of trousers, and a cap annually, and with one overcoat every other year; each station porter and porter will be supplied with a jacket and vest, two pairs of trousers, and a cloth cap each year, and with an overcoat every third year; and each shunter will be allowed a jacket and vest, two pairs of trousers, and a cloth cap annually, and an overcoat every other year.

Passes and privilege tickets. The passes of both Companies will be available over the Joint Line, and the joint servants will be allowed privilege tickets to stations on the Joint Line, and also to stations on both Companies' systems.

Accounts. All traffic booked from or to the Joint Line, or foreign stations, must be accounted for to the Midland Company, and the returns and the collected tickets in respect of the same must be transmitted to the Midland Company. The Midland Company will furnish the forms for the purpose, and also supply the necessary tickets. All cash in respect of local bookings, and of through bookings to both Midland and London Tilbury and Southend lines must be remitted to the Midland Company. A daily advice, on forms which will be supplied, must be sent to the Midland Company of the cash remitted.

Miscellaneous receipts in the coaching department (such as cloak room receipts, &c.) must be accounted for to the Midland Company.

The monthly accounts of coaching traffic must be rendered to Mr. W. H. Hodges, Accountant, Midland Railway, Derby, on or before the 4th of each month.

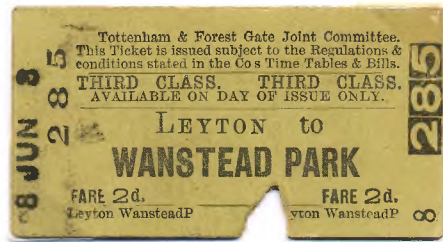
GEO. H. TURNER, General Manager,
MIDLAND RAILWAY.

A. L. STRIDE, Managing Director,
LONDON TILBURY AND SOUTHEND RAILWAY.

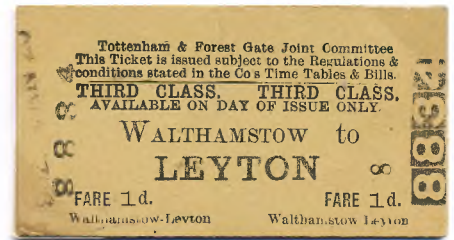
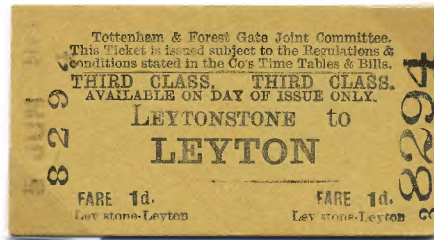
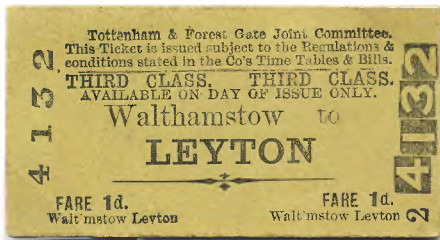
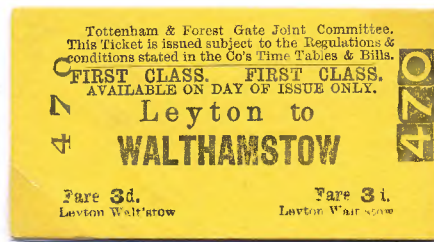
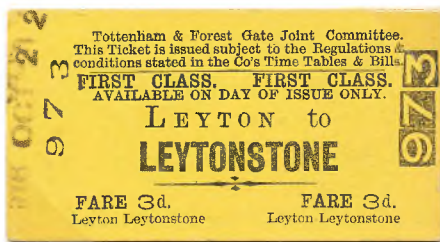
July, 1894

ORDINARY SINGLES

Probably the first type used, following the Midland style of the mid-1890s. The backs are blank.



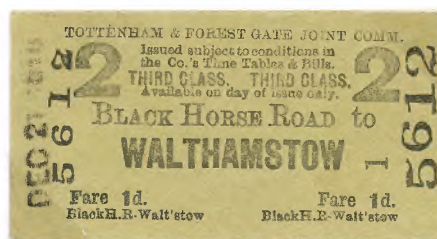
A clear change can be determined to have occurred in about 1901, when the ruled line between the fare and the miniature repeats was omitted and was replaced by (a) a decorative rule between the stations and the fare, or (b) a plain rule between the stations and the fare, or (c) no rule at all. In most cases the rule below the availability was also omitted. Some tickets of this type appeared in non-standard colours. The backs are blank. Earliest issue date seen:



This layout of the title and conditions clause may have represented a deliberate change, a similar change occurred on Midland singles in about 1904.

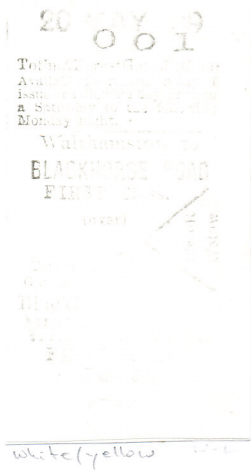


Addition of reference number 1 (for 1st class) or 2 (for 3rd class) at each side of the ticket. The purpose of these numbers is not yet known. Different title styles are found, but these have no date significance. The backs are blank. This is the last type with the Committee title.



ORDINARY RETURNS

The first type used, printed by the Midland and following their style of the mid-1890s. Conditions R4a are on the backs.



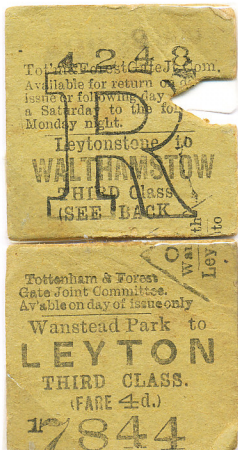
The legend (over) on the return half changed to *See back*. Conditions R4a continued. Earliest date seen:



Initial 'O' added in the audit snip to indicate Ordinary returns. Conditions R4a continued. Earliest date seen:



26/15 / 7A111

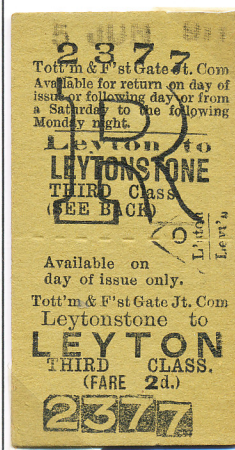


10ag / 145705

Availability added to the outward half. Conditions R4a continued. Earliest issue date seen:



Change to single colour card. Conditions R4a continued. The earliest issue date seen is:



different title setting on old. deliberate change?



ORDINARY RETURNS

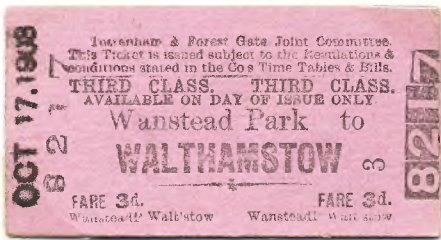
Style of the overprinted 'R' changed to a smaller format. Some Midland tickets of the preceding type also had the smaller overprint, but this has not been seen on the joint line. The backs are blank.



Conditions reverted to the back of the ticket but in form R5, with the reference number 1 or 2 added thereto. This is the last type with the Committee title. Earliest issue date seen:

NON-STANDARD SINGLES & RETURNS

There was occasional use of different card colours.

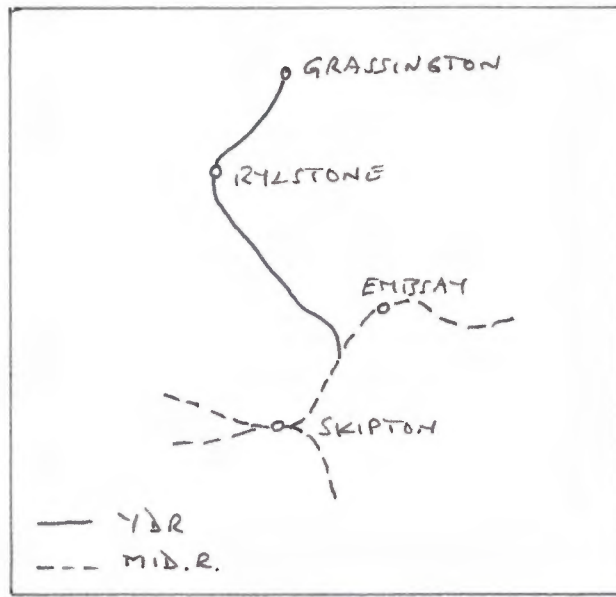


OTHER CATEGORIES

There was little scope for jointly titled tickets beyond ordinary singles and returns as there would have been few reduced fare arrangements between stations on the line. Those known are shown below.



YORKSHIRE DALES RAILWAY



The line opened from the Midland Railway at Emsay Junction to Grassington on 29 July 1902, with an intermediate station at Rylstone.

The line was worked by the Midland Railway from opening, although the company remained nominally independent until the grouping, when it was absorbed into the London Midland & Scottish Railway on 1 January 1923.

All ordinary tickets known are standard Midland prints.

Yorkshire Dales Railway.

(SKIPTON TO GRASSINGTON.)

Opening of the Line

FOR PUBLIC TRAFFIC

BY

LADY WILSON,

TUESDAY, JULY 29TH, 1902.

= Railway Pass. =

(Skipton to Grassington, and Return.)

The first Train (Private Special) will leave Skipton Railway Station (Skipton and Ilkley Platform), at 12-0 (noon), returning from Grassington at 5-30 p.m.

In addition to the above, the following Trains will be run at ordinary fares:—

		p.m.	p.m.	p.m.	p.m.
Leaving Skipton at	-	1-45	3-15	6-0	7-30
Leaving Grassington at	-	1-0	2-30	6-45	8-15

Calling at Rylstone Station each journey.

Yorkshire Dales Railway.

(SKIPTON TO GRASSINGTON.)

Opening of the Line

For Public Traffic,

BY

Lady Wilson,

TUESDAY, JULY 29th, 1902.

- Programme -

12-0 (noon)—Special Train will leave Skipton Railway Station (Skipton and Ilkley Platform) for Grassington.

12-25—Arrive Rylstone Station.

Presentation of Key to LADY WILSON, by MR. WALTER MORRISON.

Public Opening of Rylstone Station, by LADY WILSON.

12-35—Special Train will leave Rylstone Station.

12-45—Arrive Grassington Station.

Public Opening of Grassington Station, and Declaration of the Opening for public traffic of the Yorkshire Dales Railway, by LADY WILSON.

Vote of thanks to LADY WILSON.

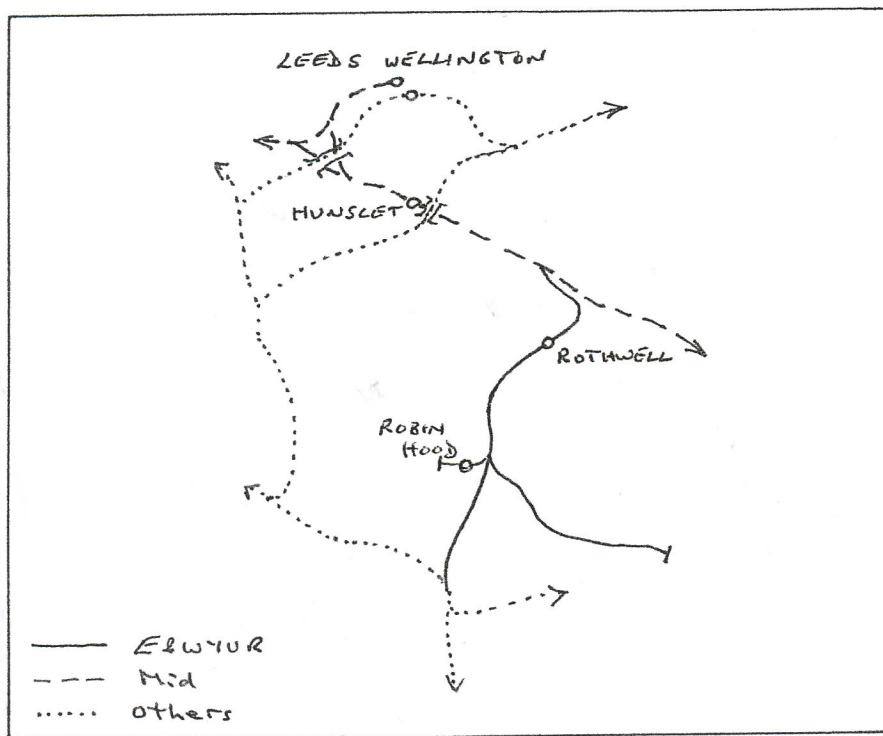
Addresses by MR. WALTER MORRISON and others.

1-30—LUNCHEON.—In Marquees in Field adjoining Station.—Entrance for Directors and invited friends from Station Yard only, and for the general public from the Field.

4-0 —AFTERNOON TEA at the Old Hall Inn, Threshfield.

5-30—Special Train will leave Grassington for Skipton, calling at Rylstone.

EAST & WEST YORKSHIRE UNION RAILWAYS



This is not a Midland constituent but as that company supplied its tickets this is the most logical album for it. The E&WYUR was principally a mineral line, but from 4 January 1904 ran a passenger service of through trains from Robin Hood to Leeds (Wellington) via the Midland Railway. This was operated with coaches hired from the Midland and lasted for only nine months, ceasing on and from 1 October 1904.

Mineral and freight working continued and the company was absorbed into the London & North Eastern Railway at the grouping on 1 January 1923.

EAST & WEST YORKSHIRE UNION RAILWAY.
 This Ticket is issued subject to the Regulations &
 Conditions stated in the Co.'s Time Tables & Bills.
THIRD CLASS. THIRD CLASS.
 AVAILABLE ON DAY OF ISSUE ONLY.

ROBIN HOOD to
ROTHWELL

FARE 1d. FARE 1d.
 Robin Hood-Rothwell Robin Hood-Rothwell

Blank

47A04

026
 East & West York Union Ry.
 Available for return on day of
 issue or following day or from
 a Saturday to the following
 Monday night.

Leeds to
ROBIN HOOD
 Via Hunslet
FIRST CLASS.
 (SEE BACK)

Available on
 day of issue only.

E. & W. YORK UNION RY.
ROBIN HOOD to
LEEDS
 Via Hunslet
FIRST CLASS.
 FARE 1s. 10d.

117/10

491
 East & West York Union Ry.
 Available for return on day of
 issue or following day or from
 a Saturday to the following
 Monday night.

Leeds to
ROBIN HOOD
 Via Hunslet
THIRD CLASS.
 (SEE BACK)

Available on
 day of issue only.

E. & W. YORK UNION RY.
ROBIN HOOD to
LEEDS
 Via Hunslet
THIRD CLASS.
 FARE 1s. 1d.

117/10

6605
 East & West York Union Ry.
MARKET TICKET
 NOT TRANSFERABLE
LEEDS (MID) to
ROBIN HOOD
 VIA HUNSLET
THIRD CLASS
 (SEE BACK)

E. & W. YORK UNION RY.
MARKET TICKET
ROBIN HOOD to
LEEDS (MID)
 VIA HUNSLET
THIRD CLASS.
 (FARE 9d.)

117/10

545
 East & West York Union Ry.
 Available for the RETURN
 journey within ONE Month
 from date of issue.

LEEDS (MID) to
ROBIN HOOD
 VIA HUNSLET
P.T. THIRD CL.
 (SEE BACK)

Available for one
 journey within Seven
 days from date of issue.

E. & W. YORK UNION RY.
ROBIN HOOD to
LEEDS (MID)
 VIA HUNSLET
THIRD CLASS.
P.T. (FARE 3½d.)

117/10

E. & W. Y. U. RLY.
DAY EXCURSION
OCT. 1st. 1904.
 Brass Band Party.
ROBIN HOOD to
LONDON ST. PANGRAS
 Via Leeds
THIRD CLASS.

19125