

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 2:

ORDINARY SINGLES AND RETURNS (NON-STANDARD) RAIL MOTOR AND OMNIBUS TICKETS



David G Geldard

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

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

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

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

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

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

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

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

USING THE PDFs

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

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

PAGE FORMS

Company introduction pages

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

Background information pages

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

Conditions of issue (ticket backs) pages

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

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.

DATING OF MIDLAND RAILWAY TICKETS

The table to the right shows the way in which the date of issue was shown on Midland tickets for the years 1887 to 1922, and on Midland section tickets of the LM&SR for 1923 to 1925. Except in 1892 the date 30 September is used to show the order in which the day, month and year are placed.

SEP 30 87
SEP 30 88
SEP 30 89
SEP 30 90
SEP 30 91
JAN 24 92

Commencing on 25 January 1892 (*Superintendent of the Line Circular No 590*), the date order was rotated on a three-year cycle. The reason for starting the scheme was to facilitate detection of fraudulent use of tickets. From 1 January 1926 the Midland scheme was replaced by the LM&SR rotating scheme.

92 JAN 25
30 SEP 93
SEP 30 94
95 SEP 30
30 SEP 96
SEP 30 97
98 SEP 30
30 SEP 99
SEP 30 00

In practice, dates between the 1st and the 9th day of the month were nearly always shown using one digit, i.e. 1, 2, 3 etc. The abbreviations normally used for the months were JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV and DEC; exceptions that have been seen on more than one ticket are APL and SEPT.

901 SEP 30
30 SEP 902
SEP 30 903
904 SEP 30
30 SEP 905
SEP 30 906
907 SEP 30
30 SEP 908

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

SEP 30 909
910 SEP 30
30 SEP 911
SEP 30 912
913 SEP 30
30 SEP 914
SEP 30 915

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

916 SEP 30
30 SEP 917
SEP 30 918
919 SEP 30
30 SEP 920

All the information given in the table has been checked from actual tickets without making any assumptions.

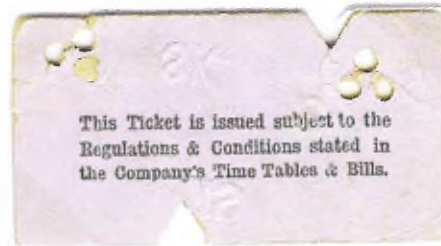
SEP 30 921
922 SEP 30

30 SEP 923
SEP 30 924
925 SEP 30

CONDITIONS ON ORDINARY SINGLES AND RETURNS



Monogram



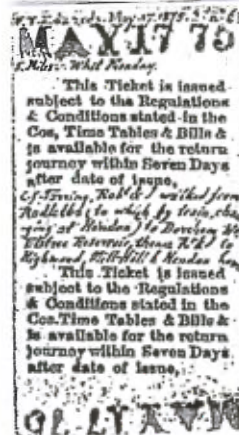
51



R1



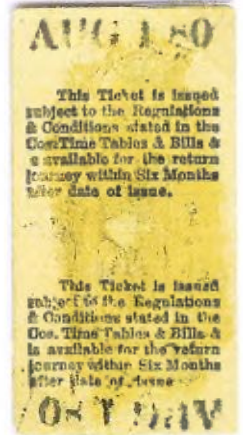
R2



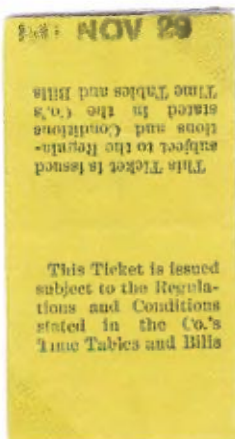
R3(7D)



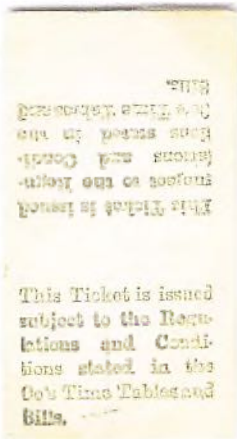
R3(1M)



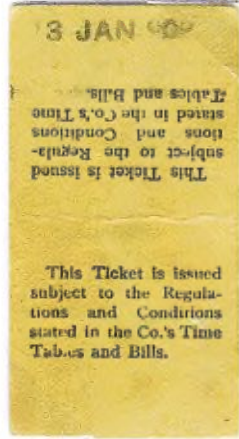
R3(6M)



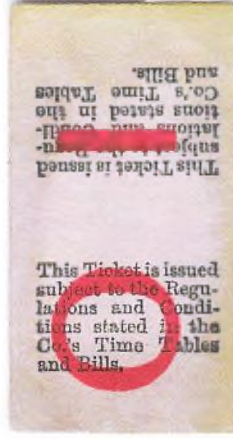
R4a



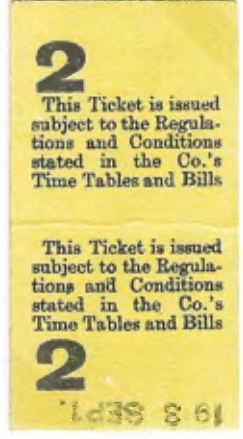
R4b



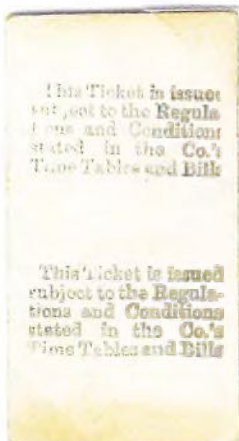
R4c



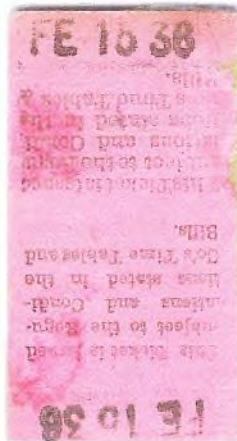
R4d



R5



R6a



R6b



RE2



RE3

ORDINARY SINGLES & RETURNS - FOREIGN TICKETS

As stated in the introduction the Midland did not, for the majority of its existence, generally distinguish tickets for foreign journeys from those for local travel and the sequences of standard singles and returns that have been described are applicable to most foreign tickets. Some of the exceptions have been dealt with in the chapter dealing with specified carrier tickets; the others will now be described, starting with early tickets and then working alphabetically.

Early Tickets

The B&DJR, MCR and NMR were all founder members of the Railway Clearing House, which started business on 2 January 1842 and which required the use of Edmondson tickets by all its members. The RCH required that wherever possible passengers were to be booked through to stations on the lines of the member companies without change of carriage, and each day collected tickets for such through travel were sent to the Clearing House for apportionment of the revenue from those journeys. To expedite the sorting of tickets a cypher or monogram distinctive of the issuing company was printed on the back of every foreign ticket, and this practice continued into the Midland Railway era.

The earliest monograms were typical of the security printing carried out by Thomas de la Rue & Co. and almost certainly that company provided cards with the back pre-printed, leaving the railway's printer to print the journey and other details on the face of the ticket. *Chambers Journal* reported that by 1846 de la Rue was making tickets (actually card blanks) for "nearly all the railways in the United Kingdom". The MR monogram is, however, of a simpler form and it is not inconceivable that it could have been printed in-house.

Midland foreign singles with a monogram on the back will have been printed in Types OS1C and OS3 to OS5. The usual colour is black, except for pink second class tickets on which red print is used. In *The North Staffordshire Railway* by R. Christiansen & R.W. Miller (David & Charles 1971) there is a passage stating that *In July 1852 the company was successful in piloting through the Railway Clearing House a scheme to replace company cyphers on tickets with information on routes, useful to passengers and ticket collectors. It was quite a radical change for it involved putting the initials of the issuing company on the front of tickets.* No authority is given, but it is clear that the Midland continued to use their monogram well after that date.

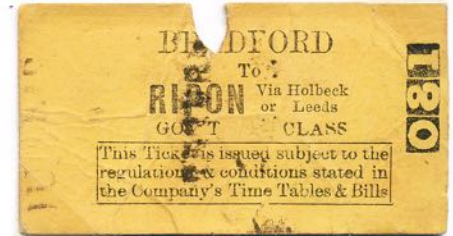
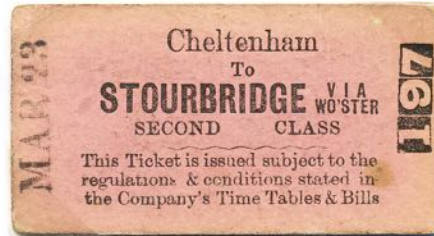
No return ticket with a monogram has been seen.

Type OS1C The basic early design showing only the stations, class and serial number.



FOREIGN TICKETS

Type OS3 Conditions notice added to the front of the ticket, monogram shown on the back.



Type OS4 Miniature repeats of the destination station added at the foot of the ticket, monogram shown on the back.



Type OS5 Title added at the top of the ticket, monogram shown on the back. Ticket 199 dates from the period during which Midland trains worked into King's Cross before the opening of St. Pancras on 1 October 1868. The three horizontal lines indicated third class and may well have been for the benefit of the GN ticket inspectors, that company used the term "Parliamentary" rather than "Government" for its 1d per mile tickets.



FOREIGN TICKETS

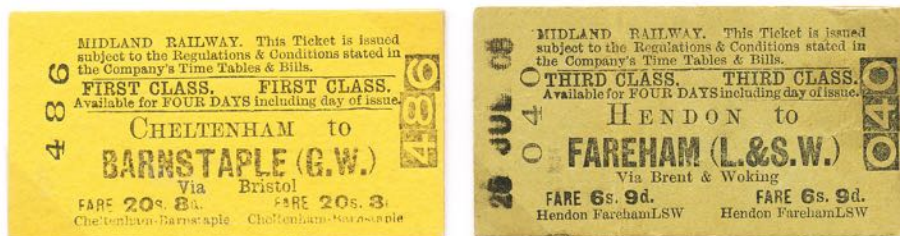
Cross-Thames Singles

For many years it was a general rule that single journey tickets between stations north and stations south of the Thames beyond the London suburban area were available for four days. From Types OS12 and OSB9 onwards, therefore, fully printed and blank card single tickets showing the longer availability could have been printed for such journeys. Tickets routed via London also carried the notice "But not including cost of conveyance across London". Types OS12 and OSB9 were so short-lived that they have been ignored in preparing the following layout.

Type OS13 Reduced size typeface used for the title and conditions, so changing the spacing for these.



Type OS14 Ruled line between the fare and the repeats omitted, a heavier rule may appear below the destination.



Type OS15 Spacing of the conditions changed so that the top line ends "This Ticket is".

Type OS16 Layout of the title and conditions changed.

Type OS17 Addition of reference number 1 or 2. Possibly from 1 Sep 1918 the availability was reduced to three days.



FOREIGN TICKETS

Cross-Thames Singles

Type OS18 Use of reference number discontinued.

Type OS19 Actual Fare tickets.



Type OS20 Revised Fare tickets.



Type OS21 Tickets printed for issue at the 1 January 1923 fare scale.

Type OSB9 Blank cards. Availability added below the class.

Type OSB10 Format of the title and conditions changed to correspond with that of Type OS13.



FOREIGN TICKETS

Cross-Thames Singles

Type OSB11 Position of the fare and miniature repeats interchanged to be consistent with fully printed singles.



Type OSB12 Spacing of the conditions changed so that the top line ends "This Ticket is".

Type OSB13 Layout of the title and conditions changed.

Type OSB14 Addition of reference number 1 or 2 according to class. While this type was current, and possibly from 1 September 1918, the four day availability was reduced to three days.



Types OSB15 to OSB17 Actual Fare, Revised Fare and 1'23 fare tickets.



FOREIGN TICKETS

England - Scotland

Anglo-Scottish passengers also benefited from longer ticket availabilities, at the turn of the century single tickets issued between stations in England and those in Scotland were valid for six days, and this availability is shown in timetables up to and including that for July 1910. In the October 1910 timetable it is shown as increased to seven days, by then Type OS16 was current but the seven day notice on ticket 152 below has been printed simply by changing the block used for a Type OS14 ticket. This suggests that there may have been no extended availability singles in Types OS15, OS16 and their blank card equivalents. As with cross-Thames singles the Scottish availability was later reduced to three days, probably from 1st September 1918 while Types OS17 and OSB14 were current.

Type OS13 Reduced size typeface used for the title and conditions, so changing the spacing for these.



Type OS14 Ruled line between the fare and the repeats omitted, a heavier rule may appear below the destination. As noted above tickets with six and seven day availability are found in the type and Types OS15 and OS16 may not have been used.



Type OS17 Addition of reference number 1 or 2. Possibly from 1 Sep 1918 the availability was reduced to three days.



54/31

FOREIGN TICKETS

England - Scotland

Type OS18 Use of reference number discontinued.

Type OS19 Actual Fare tickets.

Type OS20 Revised Fare tickets.



84/22



Type OS21 Tickets printed for issue at the 1 January 1923 fare scale.

FOREIGN TICKETS

England - Scotland

Blank card singles were also used. The known types are shown below.

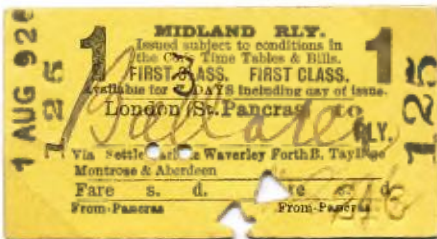
Type OSB10 Format of the title and conditions changed to correspond with that of Type OS13.



Type OSB11 Position of the fare and miniature repeats interchanged to be consistent with fully printed singles.



Type OSB14 Addition of reference number 1 or 2 according to class.



64/19

Child singles with longer availability.

FOREIGN TICKETS

England - Scotland

Passengers holding return tickets also enjoyed longer availability for both the outward and return journeys. In the 1890s six days were allowed for outward travel and the return half was valid for two months. As first noted in the July 1904 timetable the availability for longer distance local returns was increased to six months, and it is assumed that the same increase was applied to Anglo-Scottish bookings. Outward availability is shown as increased to seven days in the October 1910 timetable and as with singles was reduced to three days, probably from 1 September 1918. At the same time the return availability reverted to two months. Blank card returns with extended availability were also used.



OR7



OR15

Wey



OR11

16215 W



FH



FH



OR18

2AP01



OR19

10A109



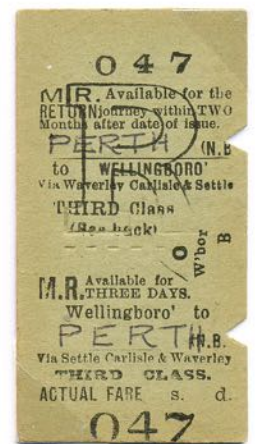
OR25

6AP22



OR26

11J23



OR12

10A109

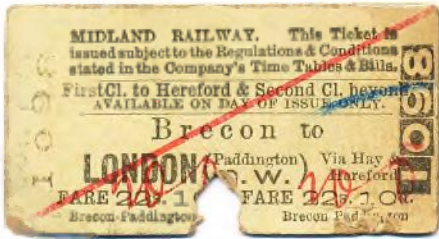
FOREIGN TICKETS

Great Western Railway

The Hereford Hay & Brecon Railway was opened on 1 October 1869 and worked by the Midland from opening. Through Great Western Railway coaches were run between Brecon and Paddington from 14 July 1873, being detached from or attached to Midland trains at Hereford. From 1 January 1875 the Midland abolished second class, but this was retained by the Great Western, so giving rise to the tickets covering first class travel to Hereford and second class beyond. The through coaches ceased later in the century, but through booking facilities remained and second class was not withdrawn from the GWR's Hereford trains until October 1909.

Ordinary Singles

Because of the length of the class description this could not be repeated at each side of the ticket and the formats of single tickets are thus modified from the standard ones. As will be seen the Midland seems to have found it difficult to settle on a colour for the first/second hybrid tickets. The single from Glasbury is a late 1892/early 1893 print corresponding to Type OS11; those from Brecon are from successive print runs and were issued two days apart, both correspond to Type OS13. The single from Talgarth corresponding to Type OS14 was printed after the 1902 colour revisions and is on the slate blue card also used for second class tickets specifying the train of a company other than the Midland.



Ordinary Returns



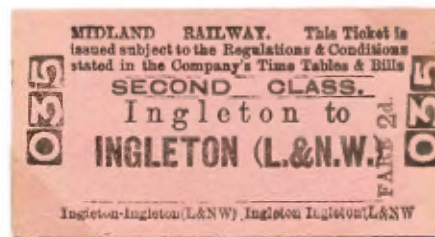
84/16

FOREIGN TICKETS

London & North Western Railway

From the north end of Ingleton station the Midland had running powers across the LNW's viaduct over the River Greta and into that company's Ingleton station, for their part the LNW were allowed to work into the Midland station. In the 1880s the trains of both companies provided a service between the two stations, but the Midland provided all tickets to their own station. This included second class tickets for northbound travel by the LNW trains, that company continuing to provide this class of accommodation after its abolition by the Midland on 1 January 1875. Perhaps it is for this reason that the carrier is not specified on the ticket illustrated.

The overprinted fare shows that the second class tickets were still in stock in 1890, but they will have been withdrawn later in that decade as a consequence of changed traffic arrangements. The Midland working timetable for May 1898 shows five out of seven northbound trains from Clapham running over the viaduct and includes the note "The Midland trains return empty from Ingleton (LNW) as soon as possible after passengers have alighted." Southbound three LNW trains from Tebay ran through to the Midland station and again returned empty.



London & South Western Railway

The Midland was linked to the L&SW by the Acton Branch or Dudding Hill Loop, this was then part of the North & South Western Junction Rly, of which the Midland was a joint owner. The first Midland passenger service to the L&SW over the Branch operated between Moorgate Street and Richmond from 3 August 1875 to 1 February 1876. A service between St. Pancras and Earls Court (via Turnham Green L&SW and the Metropolitan District Rly) operated from 1 May 1878 to 30 September 1880. The following day a shuttle service commenced between Child's Hill and Harrow Road (renamed Stonebridge Park for West Willesden & Harlesden on 1 July 1884), this was discontinued on and from 2 July 1888. It recommenced on 1 March 1893, being extended to Gunnersbury (L&SW) from 1 January 1894. Midland passenger services over the branch finally ceased on 1 October 1902.

During the period of the 1878-80 service the return halves of tickets to L&SW stations were available for four days rather than only on the day of issue as was standard for short distance bookings. Tickets were basically of Type OR9 and were printed on yellow/white and drab/green cards as appropriate for a down outward journey. On commencement of the shuttle service to Gunnersbury the availability was reduced to day of issue or Saturday to Monday, also by then directional colouring of return tickets had been discontinued and standard white/yellow and green/drab cards were in use.



FOREIGN TICKETS

London Chatham & Dover Railway

On 1 June 1869 a through service commenced between Finchley Road and Victoria via the Widened Lines of the Metropolitan Railway and West Street Junction, worked both by Midland and LC&D trains. Expansion culminated in through services between Hendon and Victoria and between South Tottenham and Victoria, with occasional longer distance working from Victoria. Second class tickets were withdrawn by both companies when the Midland ceased to provide that class of accommodation from 1 January 1875. Through running ceased on and from 1 July 1908.

Through tickets were issued from Midland suburban stations to Snow Hill, Ludgate Hill and LC&D stations on the line to Victoria. They were standard Midland prints, with singles of the three classes in Types OS5 and OS6 being printed on pink, blue and drab card, the same colours as used for up tickets to Widened Lines stations. First and second class returns of the contemporary Type OR7 were on white/pink and yellow/blue card, again as for bookings to Widened Lines stations, and it can be assumed that third class returns were green/drab.

It seems to have been soon realised that use of up Widened Lines colours was inappropriate and that the final journey direction (to the LC&D station) was in fact down with respect to the Midland system. First class singles were then printed on white card (third class continued on drab) and returns of Types OR9 to OR13 were printed on yellow/white and drab/green cards as appropriate to a down outward journey. On the abolition of directional colouring in about 1890 the white first singles were replaced by standard yellow and the returns were changed to white/yellow and green/drab. These were, in their turn, replaced by plain yellow and drab in the 1902 revision.

Ordinary Singles

Type OS5 The earliest type used for LC&D bookings.



Type OS6 Serial number added at the left hand end and miniature repeats of the issuing station also added.



First class singles of Types OS7 to OS10 were printed on white card. Later tickets were on standard yellow card and at all times third class singles were on drab and so conformed to the standard ordinary single formats.



057 275V 82 0514

FOREIGN TICKETS

London Chatham & Dover Railway

Return tickets to LC&D stations. Tickets of Type OR7 were on white/pink, yellow/blue and (assumed) green/drab card.



Edwards 14/11/73

Types OR9 to OR13 were printed on yellow/white and drab/green cards as appropriate to a down outward journey. Return halves were available for up to four days.



029



024 1025



0213B 1125

On the abolition of directional colouring in about 1890 returns were changed to the standard colours of white/yellow and green/drab. At some date between 1 July and 1 October 1892 the return availability was reduced to the standard day of issue or Saturday to Monday and the tickets were then in standard formats. Bi-coloured tickets were, in their turn, replaced by plain yellow and drab in the 1902 revision. The through trains provided good connections at Ludgate Hill for the LC&D service to Crystal Palace. At least the return halves of ordinary returns to that station included the self-explanatory notice "Not including admission".



0214A 4/10/92/1125



0217



0217 1125



19/1/09

FOREIGN TICKETS

Metropolitan Railway – West of King’s Cross

The standard colours used by the Met for tickets for westbound journeys were white, yellow and green. White and green were also used for first and third class singles from Midland stations through to Met stations west of King's Cross, changing trains at King's Cross, and also via the same route to Metropolitan District Rly and to Hammersmith & City Rly stations. They are possible from Type OS5 onwards and it is reasonable to assume that there were also yellow second class issues until 1 January 1875.

If the convention was followed for returns then these should have been pink/white, blue/yellow and drab/green and indeed third class drab/green returns of Types OR11 and OR17 are known. Following the 1902 colour revisions third class singles and returns for these journeys were on plain green card, first class may have been on white but none have been seen. The latest singles known for these bookings are of Type OS17 and the latest returns are of Type OR19, but use of the non-standard colour(s) may have continued through to the grouping.

Type OS5 The earliest type used for Met bookings.



Type OS6 Serial number added at the left hand end and miniature repeats of the issuing station also added.



Type OS7 Radical change of layout.



Type OS8 Fare printed centrally below the destination station.

Types OS9A and 9B Class printed at both sides of the ticket, version OS9A has a printed fare, OS9B does not.



FOREIGN TICKETS

Metropolitan Railway – West of King’s Cross

Type OS10 Fare printed at both sides of the ticket.



Type OS11 Small serial number at the left hand end of the ticket.



Type OS12 Availability added below the class.

Type OS13 Reduced size typeface used for the title and conditions, so changing the spacing for these.



Type OS14 Ruled line between the fare and the miniature repeats omitted, a decorative or plain rule may be shown between the stations and the fare.



Type OS15 Spacing of the conditions changed so that the top line ends “This Ticket is”.



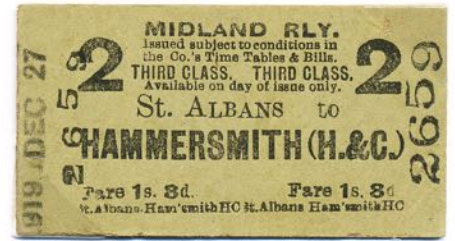
FOREIGN TICKETS

Metropolitan Railway – West of King’s Cross

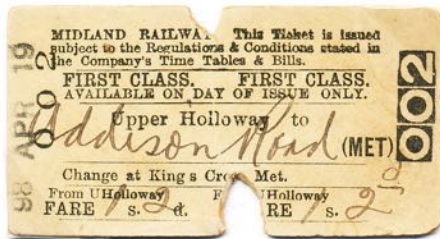
Type OS16 Layout of the title and conditions changed.



Type OS17 Addition of reference number 1 or 2 according to class. This is the last type in which the distinctive colours were used.



The colours also applied to blank card singles, first class remaining white even after the early 1890s colour change to yellow for other blanks.



Return tickets. Third class were printed on drab/green card until the 1902 colour revision, and then on all green card. Some child returns were also printed.



FOREIGN TICKETS

Multiple Titling

Ticket 048 was issued at the office of Tuff & Hoar Limited, 16/17 High Street, Woolwich, who were appointed agents of the Midland Railway. Travel from Woolwich was covered and the SE&CR initials took precedence in the title as that company was the first carrier.

Tickets 121 and 341 were issued by the agency at the North British Hotel on Princes Street in Edinburgh and at the Midland's own office at 8 South St. Andrew Street to cover journeys via the Waverley Route and the Settle & Carlisle line. As these commenced at the NBR Waverley station it is logical for that company's title to appear on the ticket, although the Midland did see fit to preface this with their own initials. The existence of an agency at 156 Buchanan Street, Glasgow raises the possibility of tickets with Glasgow & South Western Railway as part of a multiple title.



20 APR 05



194/76



0516

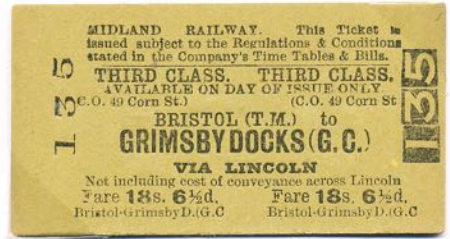
Station Transfer Exclusion Notices

When a through journey required a change of stations tickets often carried a notice to the effect that the passenger was responsible for his own transfer between those stations. Probably the commonest notice was "But not including the cost of conveyance across London", as shown on the Woolwich agency ticket above and the cross-Thames tickets on an earlier page.

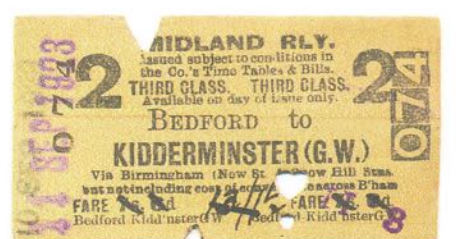
Other examples are shown below, on the early ticket to Ryde the route details are so lengthy that the conditions have been completely omitted!



130/26



167/24



167/24

165

ORDINARY SINGLES & RETURNS - SPECIAL CASES

Agency Issues

The Midland maintained a number of offices in the City and suburbs of London and in some provincial cities and towns. They also had arrangements with travel agents such as Messrs Cook & Sons, hotels and other outlets. For many years comprehensive lists of these offices and agencies were given in the public timetables with notice as to the categories of tickets that could be bought. All issued ordinary singles and returns and many also carried tourist and excursion tickets.

On edmondson singles of Types OS13 onwards it was customary to show the address (and name if appropriate) of the office or agency immediately below the availability, repeated at each side of the ticket. Occasionally, however, the agency designation appeared to each side of the name of the issuing station. Examples are shown below, others appear on various pages of the albums.



0252



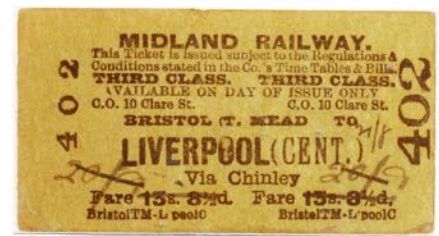
0252



042



170



402



148



6521



000



0180

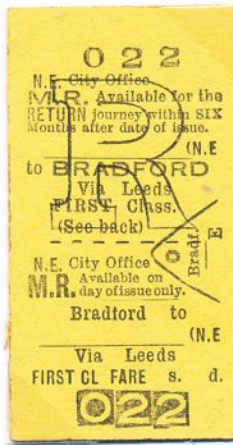


495

On edmondson returns agency indicators usually appeared in the bottom left hand corner of each half, as on ticket 073 (C.O. = Cook's Office). It is less common to find the agency spelt out above the title as on these tickets printed for issue at the North Eastern City Office in Bradford. Ticket 022 is unusual in having the availability printed in full on the return half.



073

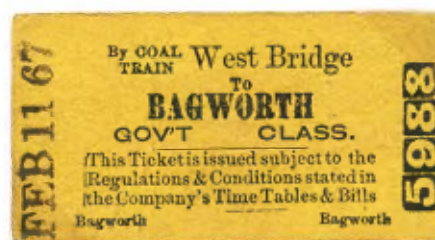


022

ORDINARY SINGLES & RETURNS - SPECIAL CASES

By Coal Train

By 1852, and probably from absorbing the Leicester & Swannington Rly in July 1846, the Midland attached a carriage to two coal trains each way per day between West Bridge and Coalville. They called at Glenfield, Ratby, Desford, Bagworth and Bardon Hill. Their last appearance is in time tables for the quarter commencing 1 February 1878, they are not in the May timetable and the last service thus ran on or before 30 April 1878.



Express & Mail Train Tickets

During the 1840s and 1850s premium fares were charged for travel by the Express or Night Mail trains. The Trains Office Diary records that local express and mail tickets were discontinued on 1 October 1859, express fares with Great Western stations west of Bristol continued but were abolished in February 1877.



Extended Conditions

Some ordinary singles and returns were printed with special conditions indicating that the ticket was only available to the station for which it is issued. They were used when the fare from the issuing to the destination station was less than that from the issuing station to at least one intermediate station lying on a permissible route for the journey.

The best-known examples are tickets between Sheffield and Chesterfield. The original route for this journey started from Sheffield (Wicker) in a northerly direction and ran via Holmes and the "old road" (from Masborough) to Chesterfield. On 1 February 1870 the new Midland station at Sheffield opened, together with the new line via Dronfield to Chesterfield providing a 12¼ mile route between the two towns rather than the 20¾ miles via Holmes. The shorter route dictated the 1/- (one penny per mile) third class single fare between the two towns (later increased to 1/0½d) but the longer route continued in use; a passenger could use either, the special conditions on the ticket acting as a warning that if he alighted short of Chesterfield at a station on the old road more than 12 miles distant from Sheffield then he would be liable for an excess fare. The conditions are found on single and return tickets of both classes.

Another fare anomaly was that for a single journey between Derby and Nottingham, the charge being 1/- for a journey of 16 miles. This dated back to the opening of the line, when the Midland Counties Rly was forced to use the 1/- fare already being charged by a local carrier between the two towns, rather than the proper mileage fare. Writing in the *Midland Railway Society Journal* Glynn Waite records that the 1/- fare continued until the 50% rise of January 1917. Despite this cheap fare all third class singles seen are in standard format with the normal conditions. This is likely to have been because the Midland also saw fit to reduce the Derby - Beeston fare to 10d, and there may well have been a similar reduction in the Nottingham - Spondon fare. However, it appears that similar concessions for the intermediate stations may not have been made for first class single bookings or for return bookings of either class, as such tickets from Nottingham to Derby are known with the special conditions.

Tickets from Derby to Ashby (and presumably vice-versa) via Burton also carried these conditions, in view of the shorter route via Melbourne, as did a first class single from Mansfield to Ambergate. The latter can not be easily explained, although the fare is a little less than would usually have been expected.

ORDINARY SINGLES & RETURNS - SPECIAL CASES

Extended Conditions

Tickets with extended conditions were also used for at least some journeys where for all or part of the way there was a competing route of another company, usually with a mileage less than that of the Midland. The Midland then charged the same fare as the other company, and this again could have resulted in a higher fare to an intermediate station. Tickets noted have been from Birmingham to Wolverhampton, Chapel-en-le-Frith to Buxton and Derby to Ashby via Burton, both with competition from the L&NWR.

The Types are cross-referenced to the contemporary standard singles or returns.

Type OS7 This may have been the first of the types carrying extended conditions.



Type OS8 Fare printed centrally below the destination station.



Types OS9A and 9B Class printed at both sides of the ticket, version OS9A has a printed fare, OS9B does not.

Type OS10 Fare printed at both sides of the ticket.

Type OS11 Small serial number at the left hand end of the ticket.

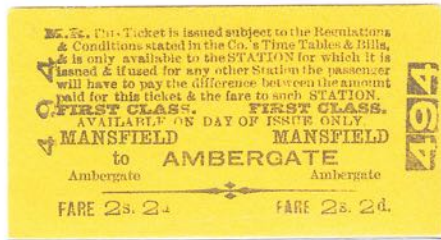
ORDINARY SINGLES & RETURNS - SPECIAL CASES

Extended Conditions

Types OS12-15 Availability added below the class. This type will have remained current during the period of Types OS12 to OS15.



Type OS16 The class is printed in the bold typeface introduced with this type. The position of the title has also been changed and the miniature repeats at the foot of the ticket have been replaced by printing the issuing station twice on one line and repeating the destination at each side below the main printing of this.



Type OS17 Addition of reference number 1 or 2 according to class.



Type OS18 Use of reference number discontinued.

Type OS19, 20 and 21 Tickets printed for issue at the Actual Fare scale from 1 April 1920, the Revised Fare scale from 6 August 1920 and the 1'23 fare scale from 1 January 1923.



ORDINARY SINGLES & RETURNS - SPECIAL CASES

Extended Conditions

Ordinary returns. The extended conditions are on the backs.



OR 20



OR 23



OR 23

Hemel Hempsted Branch

The branch to Hemel Hempsted lost its first class accommodation on and from 9 August 1905. Thereafter some yellow tickets were printed showing the class as third to (or from) the junction with the main line at Harpenden and first beyond. Fully printed and blank card singles and returns are all theoretically possible.



OR 12



OR 20

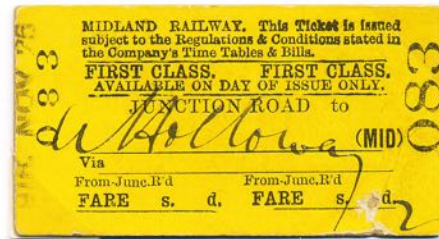


OR 18

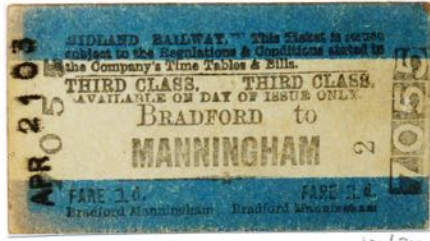
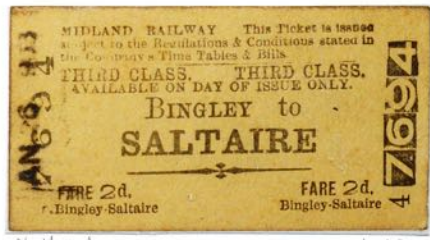
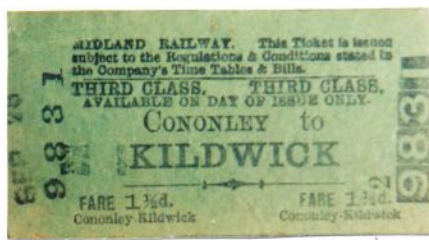
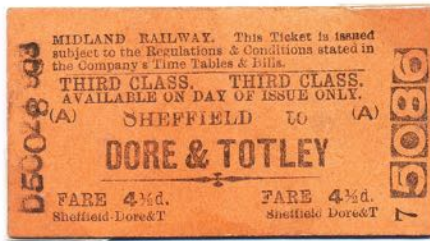
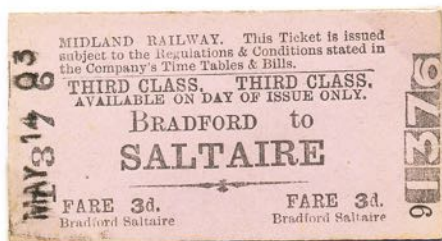
ORDINARY SINGLES & RETURNS - SPECIAL CASES

Non-standard Colours

Some first class tickets of Types OS13 and OSB10 were printed on a distinctive chalk-surfaced yellow card.



Tickets of Type OS14 printed on cards of other than the standard colour. There is no immediately obvious reason for many of these; some other companies used up obsolete card destined for other types of ticket for ordinary singles and this was clearly the case for some of the Midland prints, e.g. ticket 2289 is in pre-1902 excursion colours and is printed on the back with return conditions applicable to the Somerset & Dorset Joint! However, some of the colours were still current for other ticket categories used at the time that the singles were printed.



3/8

Yellow!

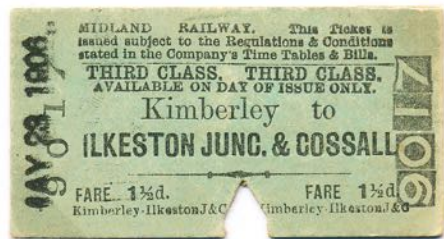
100/34

100/34

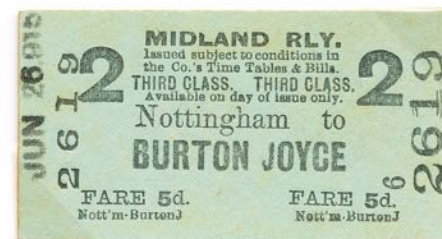
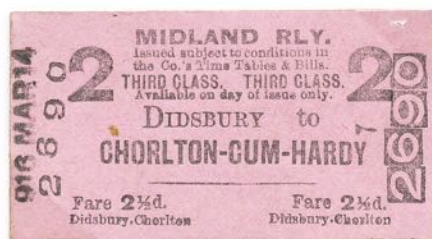
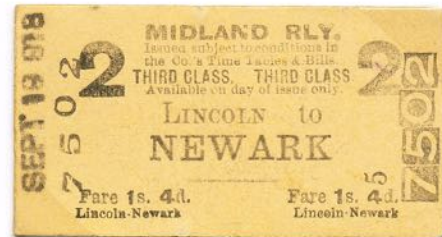
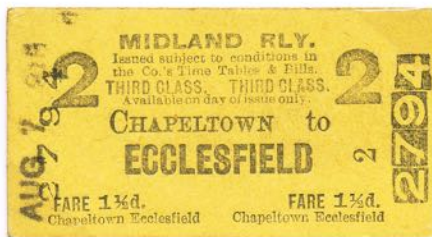
ORDINARY SINGLES & RETURNS - SPECIAL CASES

Non-standard Colours

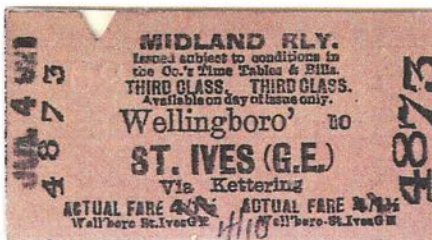
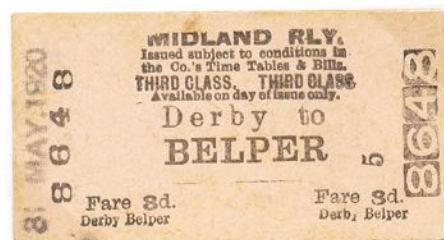
Tickets of Types OS15 and OS16 on non-standard cards.



Tickets of Type OS17 on non-standard cards.



Tickets of later types on non-standard cards.



ORDINARY SINGLES & RETURNS - SPECIAL CASES

Non-standard Miniature Repeats

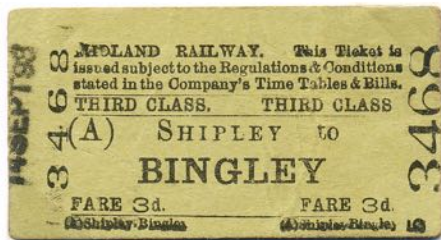
A few third class singles dated in 1902 and 1903 are known with the issuing station shown twice on the same line and with the destination repeated at each side of the ticket immediately beneath the main print. Examples have been seen from various parts of the system and there is no clear explanation as to why this should have occurred. It is worth noting that the same presentation is used for extended conditions singles equivalent to Types OS16 and later.



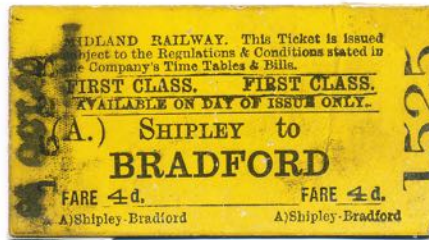
Taking-off Time

It may have been noted that some of the single tickets shown on other pages have a small letter A or B (often enclosed in brackets) printed to each side of the issuing station name. It is possible that this designated a specific booking office, but it is more likely to have identified a distinct series of tickets for use after the normal taking-off time. At least once a day the booking office staff would check the tickets in the racks and write down (or "take-off") the number of the next ticket to be issued for each journey. This enabled the number and value of all tickets issued since the last take-off to be calculated and checked against the cash that had been received.

Taking-off was commonly an evening job in order to complete a daily return, but if it so happened that there was a relatively heavy demand for tickets for a specific journey by a train timed to leave after it was completed then it was not uncommon for a second set of tickets for that journey to be stocked. These needed to be distinguished from the main set on the face of the ticket, and this could have been achieved by use of the letters shown.



0511



0513



0513



05814



0514



0517



0218 CH



0217



0219



0510B

94208

ORDINARY SINGLES & RETURNS - SPECIAL CASES

West Riding Lines

This was the Midland Railway's final major project, in 1898 it obtained powers to build a new line from a junction between Royston and Sandal through Thornhill and up the Spen Valley to join its Bradford - Shipley line. It could be used for Carlisle traffic and so cut some 5½ miles off the route via Leeds, but perhaps more importantly it would improve the company's penetration of the textile industrial zone. A branch to Halifax and Huddersfield was also envisaged, but this was abandoned when the L&Y granted running powers and replaced by a straightforward Huddersfield branch from the L&Y near Mirfield.

In the event only a Royston - Dewsbury section and the Huddersfield branch were built, and even these were used by the Midland for goods traffic only. However, connections with the L&Y had been laid at Thornhill and on 1 July 1909 the L&Y commenced running through trains over the Royston line to Sheffield. These started at either Bradford (Exchange) or Halifax and were assembled at Thornhill by attaching carriages from the other of these starting points and/or Huddersfield. From Thornhill, running was non-stop to Sheffield. *Bradshaw* for April 1910 shows four weekday trains; those from Bradford took up passengers at Low Moor, Cleckheaton, Liversedge (on request), and Heckmondwike; those from Halifax picked up at Greetland, Elland, Brighouse and Mirfield. Passengers were only allowed to book to Sheffield and beyond.

At Sheffield, further shunting took place. The first train of the day, with carriages from Bradford, Halifax and Huddersfield arrived at Sheffield at 8.51 a.m. where Bradford and Huddersfield coaches were attached to the Belfast Boat Corridor Express (ex-Heysham at 6.15 a.m.) to arrive into St. Pancras at 12.05. Into Sheffield at 1.18 p.m. was a train with carriages from Bradford and Halifax, one from Halifax being attached to a Newcastle - Bristol train to give a through service to Birmingham and Bristol. A similar service saw a Halifax carriage attached to the Glasgow - London Scotch Corridor Express off Sheffield at 4.58, while the final train of the day reached Sheffield at 7.07 p.m. with no though carriage beyond. The three later trains also had an advertised connection at Thornhill for passengers from Wakefield (Kirkgate).

The four balancing northbound workings (all with request stops at the L&Y pick-up stations beyond Thornhill) lead to an accountancy conundrum. Each provided either a through carriage or a connection for Bradford (Exchange) and each also provided either a through carriage or a connection at Leeds for Bradford (Market Street); the two termini were no more than 300 yards apart. As an example, the 9.30 a.m. Scotch Corridor Express from St. Pancras gave arrival times at Exchange of 2.12 p.m. and at Market Street of 2.15 p.m.; in no case was the difference in journey time more than 22 minutes.



A Sheffield - Bradford passenger could choose to travel by whichever route he preferred, but was it logical for the Midland simply to issue a ticket such as 2645 that gave him a free choice? Analysis of the journeys could only be done on the basis of collected tickets (presumably the L&Y would have sent those handed in at Exchange to the Midland audit office) but this can never be a perfect check. The only reasonable conclusion is that a revenue-sharing agreement was in place, possibly as part of an arrangement that also dealt with charges for running L&Y trains and carriages over Midland lines. Wartime conditions resulted in the service being discontinued from 1 January 1917, but it was restored on 3 May 1920 and may be recognised by some readers as the forerunner of the LMS 'Yorkshireman' that was introduced in March 1925.

The 3s 3d fare shown on ticket 2645 was based on the 39 m 23ch journey via Thornhill to Exchange, the journey via Leeds to the Midland station in Bradford was significantly longer at 50m 9ch. One might wonder why the Midland allowed the L&Y to operate the shorter service at all, and so reduce potential revenue, but there is a straightforward answer - there was already a competing route in existence between Sheffield and Bradford. This was provided by the Great Central line from Sheffield (Victoria) to Penistone and thence over the L&Y via Huddersfield and Low Moor into Exchange station; a route used by two Marylebone - Bradford trains each way on weekdays and a Sunday train. The distance was 39m 25ch, again giving a 3rd class fare of 3s 3d which the Midland would already have been forced to match.

A further question remains unanswered, did Sheffield stock tickets marked 'By L&Y Train' for issue to stations other than Bradford, or were these journeys catered for by standard Midland tickets routed 'via Thornhill' or even 'via Thornhill or Normanton'?

ORDINARY SINGLES & RETURNS - FARE CHANGES

In the section on Extended Conditions reference is made to a fare increase from 1s to 1s 0½d for the 3rd class single journey between Derby and Nottingham. This is only one of several small changes that were made from time to time and many of these are dealt with in Glynn Waite's article in Midland Railway Society Journal. Thus, when the Ripley - Butterley line opened on 2 June 1890 the distance between Derby and Butterley was reduced from 13¾ to 11½ miles and the third class single fare from 1s 1½ d to 1s 0d; and when extra payments were made to staff for overtime, night duty and Sunday working certain fares on the Derby - Manchester line were increased by ½d [reported in the *High Peak News* in early January 1908]. Among the changes (all for third class singles) were an increase in the Bakewell - Rowsley fare from 3d to 3½d and in that from Bakewell to Matlock from 7½d to 8d. Other examples seen, with no known explanation, are Clay Cross - Chesterfield from 3½d to 4d, Clay Cross to Duffield 1s 2½d to 1s 3d, Derby - Tamworth from 1s 11½d to 2s 0d, Derby - Croxall from 1s 5d to 1s 6d, Leicester - Coalville from 1s 4d to 1s 4½d, Langley Mill - Sheffield from 2s 3½ d to 2s 4½d, Leicester - Manton from 2s 4d to 2s 6d, Leicester - Wellingborough from 2s 9½d to 2s 10d and Worcester (Shrub Hill) - Cheltenham from 1s 9½d to 1s 10d.

The fares on tickets already in the booking office racks will simply have been altered by hand when issued. There is evidence, however, that reserve stocks were returned to the audit office for the printers to alter the existing fares. Outward half 2933 is an example.



This return of tickets for additional printwork was nothing new. One provision of the Regulation of Railways Act 1889 was that the fare must be shown on all ordinary single and return (and some other) tickets when issued to the passenger. This came into force on 1 January 1890 and resulted in large quantities of tickets being sent back to Derby for the fares to be printed thereon and then returned to the stations. Similar action was taken when the 6 August 1920 fare increases ('Revised Fare') came into force and when fares were reduced back to the January 1917 levels on 1 January 1923. On these occasions the overprints were applied in red ink. It is also possible that the same work was done to overprint Actual Fares from 1 April 1920 although no example has yet been seen.



ORDINARY SINGLES & RETURNS - ANOMALIES & ASSUMED ERRORS

It is a truism that nothing was printed on a ticket without good reason, the letter 'R' adjacent to the right hand serial number on 6005 can be no exception. This could indicate a reprint, undated tickets in the same format numbered 55xx are known for the same journey. These include the carrier notice 'BY MIDLAND TRAIN' (see Volume 3) a notice that was generally omitted from about 1912. It is possible that these were withdrawn and replaced (as part of a batch to possibly 6499) by reprinted tickets with the 'R' and omitting the carrier notice. It is worth mentioning that there is a well-documented history of tickets being reprinted by the Great Western and North London Railways when changes (most usually in the fare) occurred, these being distinguished by the initials 'R.P.').



For such a complex operation the Midland ticket supply was remarkably free from errors and hardly any have been noted. The purpose of this section is simply to note these, so confirming that they have been taken into account in preparing the foregoing type sequences. Ticket 900 is likely to be an example of a card mis-feed for an early Gov't class return of Type OR7, being on drab rather than the expected green card. However, the possibility of a colour change for Gov't/third class returns is not discounted.

What is a clear instance of mis-feeding is shown by Type OR7 return 1441. For a second class ticket for an up outward journey the standard card colour should be pink/blue and the card has obviously been fed into the printing machine with the wrong end first.

Ticket 8372 is an outward half of a child return of Type OR19CH that has been printed with the audit snip. This should have been omitted.



MIDLAND RAILWAY.

For the Information of the Company's Servants only.

HEMEL HEMPSTED AND HARPENDEN.

A revised service, partly worked by ordinary trains and partly by Motor Carriages, will be put in operation on this Branch, commencing on Wednesday, August 9th, as follows:—

Miles.	STATIONS.	WEEKDAYS.												SUNDAYS.
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Goods, &c.	Goods, &c.	Passenger.	Mixed.	Motor Carriage.	Motor Carriage.	Motor Carriage.	Motor Carriage.	Motor Carriage.	Motor Carriage.	Mixed.	Goods, &c.	Goods, &c.
		M	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
	GAS WORKS SIDINGS dep.	1 15	6 45	..	..	K	K	K	..	..	..	..	..	1 0
	HEATH PARK	2 20	6 55	..	..	10 14	12 46	2 20	..	..	..	..	..	2 30
1	HEMEL HEMPSTED { arr.	2 25	7 0	..	..	10 20	12 51	2 26	..	..	..	..	..	2 50
	HEMEL HEMPSTED { dep.	2 50	..	7 20	8 32	10 21	12 55	2 29	3 35	5 16	6 40	8 10	10 5	..
2 1/2	Godwin's Siding .....	..	..	7 24	8 36	10 25	12 59	2 32	3 39	5 20	6 44	8 14	..	..
..	Clyde Brick & Tile Co.'s Sids.	P	..	..	..	..	..	..	..	..	..	..	P	..
..	Owen's Siding	P	..	..	..	..	..	..	..	..	..	..	P	..
4 1/2	Beaumont's Crossing .....	..	..	..	29	8 41	10 30	1 4	2 37	3 44	5 25	6 49	8 21	..
6 1/2	Redbourn	3 15	..	..	34	8 45	10 34	1 8	2 41	3 48	5 29	6 53	8 26	10 35
8 1/2	Harpenden Junction	3 45	..	..	35	8 46	10 35	1 9	2 42	3 49	5 30	6 54	8 31	10 40
9	HARPENDEN	3 53	..	..	43	8 55	10 43	1 13	2 50	3 58	5 39	7 3	8 39	10 48
		3 55	..	..	45	8 57	10 45	1 20	2 52	4 0	5 40	7 5	8 41	10 50
		A												3 55

Miles.	STATIONS.	14	15	16	17	18	19	20	21	22	23	24	25	26
		Goods.	Mixed.	Motor Carriage.	Motor Carriage.	Motor Carriage.	Motor Carriage.	Motor Carriage.	Motor Carriage.	Mixed.	Passenger.	Goods, &c.		
	HARPENDEN	6	G	G	G	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	..	..
	Harpenden Junction	5 30	7 57	9 38	11 50	1 45	3 3	4 38	5 55	7 18	9 25	11 15	..	..
8 1/2	Redbourn	5 32	7 59	9 40	11 52	1 47	3 5	4 40	5 57	7 20	9 27	11 17	..	..
	Redbourn { arr.	5 42	8 7	9 48	12 0	1 55	3 13	4 48	6 5	7 28	9 35	11 27	..	..
	Redbourn { dep.	5 52	8 8	9 49	12 1	1 56	3 14	4 49	6 6	7 29	9 36	11 45	..	..
4 1/2	Beaumont's Crossing .....	..	6 12	9 53	12 5	2 0	3 18	4 53	6 10	..	..	..	..	..
..	Owen's Siding .....	..	..	..	..	..	..	..	..	..	..	..	..	..
..	Clyde Brick & Tile Co.'s Sids.	..	..	..	..	..	..	..	..	..	..	P	..	..
6 1/2	Godwin's Siding	P	6 19	9 59	12 11	2 6	3 24	4 59	6 14	7 35	..	..	..	..
8	HEMEL HEMPSTED { arr.	6 12	6 22	10 3	12 15	2 10	3 28	5 3	6 18	7 42	9 47	12 25	..	..
	HEMEL HEMPSTED { dep.	6 20	..	10 4	12 36	2 11	..	..	6 19	..	..	12 30	..	..
8 1/2	HEATH PARK	6 35	..	10 9	12 41	2 16	..	..	6 24	..	..	12 55	..	..
9	GAS WORKS SIDINGS arr.	6 40	..	..	..	..	..	..	..	..	..	1 0	..	..

‡ 2.45 p.m. Luton to St. Pancr: must leave at 2.45 and arrive Harpenden at 2.57.

* The times of the Motor Carriage between Heath Park and Hemel Hempsted will not apply until further notice.

Manure Traffic, Redbourn.—Guards working Hemel Hempsted Branch will place manure for Redbourn at the end of the coal siding farthest from the station. A—Shunts Harpenden Yard and leaves there Light Engine at 6.0 a.m. for St. Albans, arriving there 6.10 a.m. See page 590, train 71. B—Shunts Hemel Hempsted Yard. Light Engine Harpenden to St. Albans. See page 627, train 651. Leaves brake at

Harpenden. C—The Empty Motor carriage will leave St. Albans at 9.23, and arrive Harpenden at 9.32 a.m. D—The Empty Motor carriage will leave Harpenden at 7.10 and arrive St. Albans at 7.20 p.m. G—The engine must leave St. Albans at 3.0 a.m. and shunt Harpenden Yard before going on the Branch. On Thursdays is worked by an engine of the 1892 class. † Attaches only.

On and after August 9th there will only be one class of carriage on the Branch.

This service cancels that shown on page 653 of the July Working Time Table.

Be good enough to give the necessary instructions to your Staff concerned, and acknowledge receipt by return, to Mr. J. Elliott, Superintendent of the Line, Derby.

JOHN MATHIESON, General Manager.

Derby, August 4th, 1905.

1,600-4-8-1905.

Benrose & Sons Limited, Printers to the Company.

RAIL MOTOR ISSUES - HEMEL HEMPSTED BRANCH

A rail motor service was introduced on the Hemel Hempsted branch on 9 August 1905, on which date halts were opened at Heath Park, Godwin's and Beaumont's. The rail motors were third class only and distinctively coloured edmondsons were issued on board, according to the table shown on the left below. The colours were related to the journeys and were not changed when fares were increased on 1 January 1917 and 6 August 1920.

From 1 April 1920 ordinary singles and returns were printed to show "Actual Fare" and the fare actually charged as from 1 January 1917, from 6 August 1920 ordinary singles and returns were printed to show "Revised Fare" and the fare charged as from that date. The table on the right shows the fares at the three scales for each colour, the fare being emboldened if a ticket so printed has been seen. Neither the word "Actual" nor "Revised" was printed on the rail motor tickets.

Between	Harpenden				
Redbourn	Turquoise	Redbourn			
Beaumont's	Orange	White	Beaumont's		
Godwin's	Red	Turquoise	Buff	Godwin's	
Hemel	Lilac	Orange	Turquoise	White	Hemel
Heath Park	Blue	Green	Orange	Buff	White

Colour	Fare	AFare	RFare
White	1d	1½d	2d
Buff	2d	3d	3½d
Turq'se	3½d	5d	5d
Orange	4d	6d	7d
Green	5½d	8d	9½
Red	7d	10½d	1/0½d
Lilac	8d	1/0d	1/2d
Blue	8½d	1/0½d	1/2½d

In addition to the rail motor tickets standard edmondsons were issued at the booking offices at Harpenden, Redbourn and Hemel Hempsted.

Prints from different series of the white ticket are shown below and illustrate a mix of positively and negatively printed right hand serial numbers. The 1d ticket was printed in a first (un-numbered) series, then in series 1 and series 2; each series would have comprised 10,000 tickets. When the actual fare charged had to be shown on the tickets, as from 1 April 1920, a series 3 run was started showing the new 1½d fare and this series was continued with the 2d fare effective from 6 August that year. Series 4 may have commenced during the Revised Fare period and it extended into the immediate post-grouping years with the fare changed back to 1½d, the new level effective from 1 January 1923.

The other colours are shown on the following page.

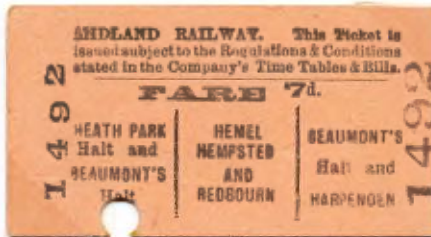


RAIL MOTOR ISSUES - HEMEL HEMPSTED BRANCH

Tickets with the other seven fare values originally charged on the branch.



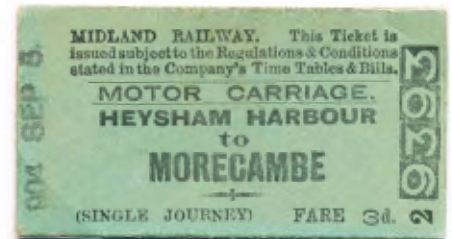
Tickets for the same journeys but showing later fare values. Note that new fares applicable from 1 January 1923 were overprinted in red on existing stocks of tickets at the August 1920 revised fares.



RAIL MOTOR ISSUES - HEYSHAM HARBOUR BRANCH

Tickets for the service between Morecambe and Heysham Harbour, which was operated by steam rail motors from its opening on 11 July 1904 until June 1905 when normal trains took over. The only intermediate stopping place was Middleton Road, which closed when the rail motors were transferred from the line.

From the tickets known it can be inferred that there was colour coding according to journey, the colours of returns being dictated by the return half.

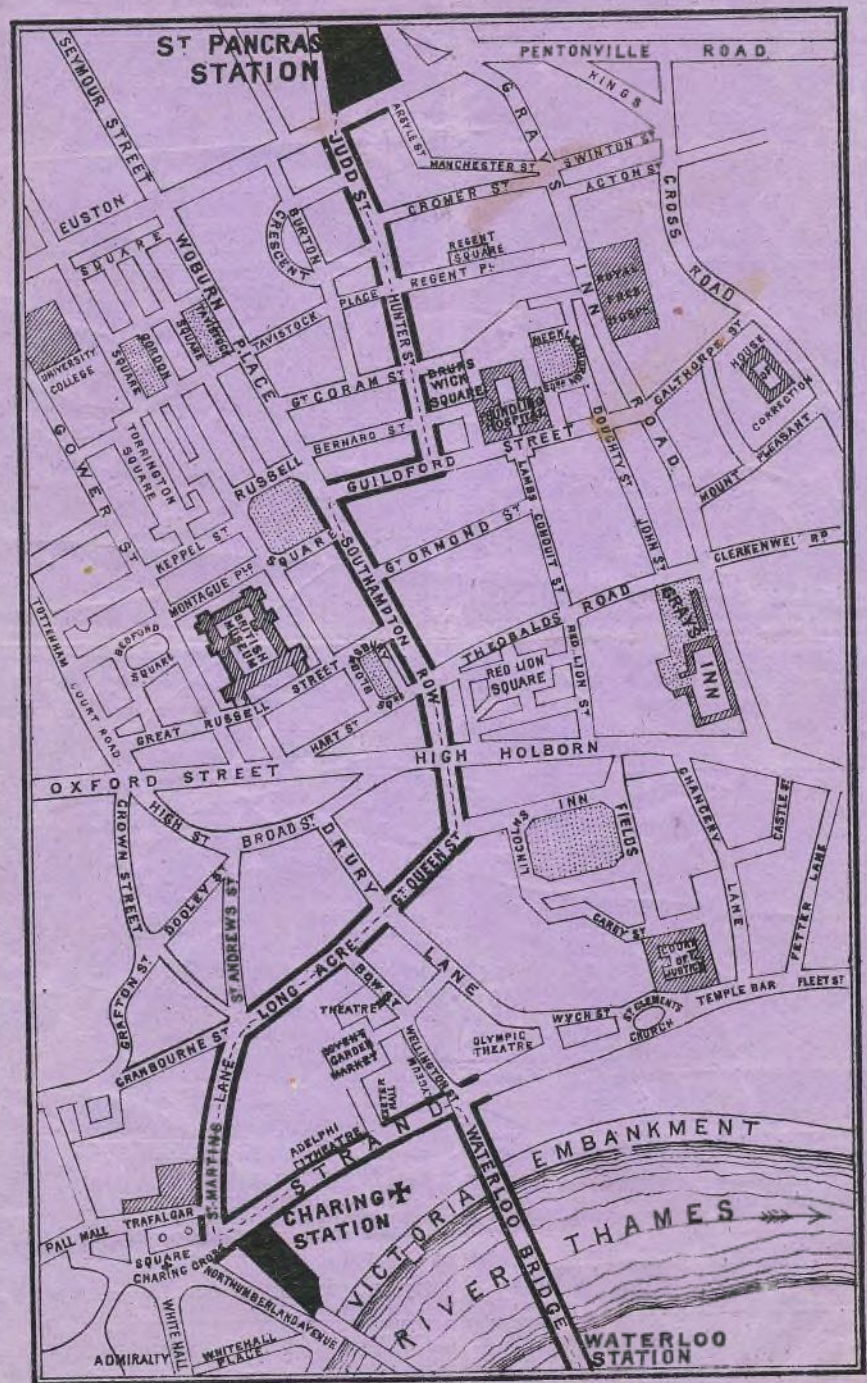


RAIL MOTOR SERVICES

Rail motor services are also recorded on the lines listed below, commencing on the dates shown. No new halts were opened and it may be assumed that standard tickets issued from the booking offices continued in use.

- 1906 April 30: Sutton Town branch.
- 1906 March 1: Melbourne branch.
- 1906 March 1: Ripley branch.
- 1906 March 1: Wirksworth branch.
- 1908 July 1: Hitchin branch.
- 1908 July 1: Doncaster branch, passenger service discontinued 1 Jan 1917.
- 1908 July 1: Northampton and Bedford.
- 1908 July 1: Wakefield branch (Westgate – Sandal), passenger service discontinued 1 Jan 1917.

THE OMNIBUSES TAKE THE ROUTE INDICATED BY THE THICK LINES.



MIDLAND RAILWAY.

OMNIBUSES

BETWEEN
ST. PANCRAS STATION AND THE MIDLAND GRAND HOTEL
AND
CHARING CROSS and WATERLOO STATIONS.

THE MIDLAND RAILWAY COMPANY RUN A SERVICE OF OMNIBUSES
BETWEEN
ST. PANCRAS AND CHARING CROSS
AND WATERLOO STATIONS.

For the accommodation of Passengers travelling between the Midland and South Eastern and London and South Western Railways, and to and from the Midland Grand Hotel.

The Omnibuses meet the Principal Trains, and can be used by the General Public between any point on the route, which is as under:—

Judd Street, Southampton Row, St. Martin's Lane, The Strand, and
Brunswick Square, Great Queen Street, Trafalgar Square, Waterloo Bridge.
Russell Square, Long Acre,

The Omnibuses run between ST. PANCRAS & CHARING CROSS & WATERLOO
(Main Line Arrival Platform) as under:—

Leaving ST. PANCRAS for WATERLOO (Main Line Arrival Platform) at	Calling at CHARING CROSS at	Leaving WATERLOO (Main Line Arrival Platform) for ST. PANCRAS at	Calling at CHARING CROSS at
8 15 a.m. 2 50 p.m.	8 40 a.m. 3 15 p.m.	9 10 a.m. 3 30 p.m.	9 20 a.m. 3 40 p.m.
8 40 " 3 20 "	9 5 " 3 45 "	9 55 " 4 10 "	10 5 " 4 20 "
9 40 " 4 0 "	10 5 " 4 25 "	10 30 " 4 45 "	10 40 " 4 55 "
10 20 " 4 20 "	10 45 " 4 45 "	11 10 " 5 45 "	11 20 " 5 55 "
10 35 " 5 55 "	11 0 " 6 20 "	11 30 " 6 40 "	11 40 " 6 50 "
11 20 " 6 10 "	11 45 " 6 35 "	12 30 p.m. 7 45 "	12 40 p.m. 7 55 "
12 0 noon. 7 30 "	12 25 p.m. 7 55 "	1 25 " 8 25 "	1 35 " 8 35 "
1 5 p.m. 8 0 "	1 30 " 8 25 "	2 15 " 8 50 "	2 25 " 9 0 "
1 45 " 8 50 "	2 10 " 9 15 "	2 40 " 9 35 "	2 50 " 9 45 "

ON WEEKDAYS ONLY.

Passengers holding Through Tickets between Stations on the Midland and South Eastern and London and South Western Railways, are conveyed by the Omnibuses Free of Charge; other Passengers are charged 2d. each.

OMNIBUSES FOR FAMILY PARTIES.

SMALL OMNIBUSES, capable of carrying Six Persons inside and Two outside, with a reasonable quantity of luggage, are provided to meet the principal Trains at St. Pancras, when previously ordered through the Station Master at St. Pancras, or by giving notice at the starting point, or at any Station en route not less than 30 Miles from London, so that a telegram may be despatched.

The Omnibuses will also be sent to the Hotels or Residences of **PARTIES LEAVING LONDON BY MIDLAND RAILWAY**, on application being made to the Station Master at St. Pancras, stating the Train by which it is intended to leave St. Pancras. Charge per mile 1s., minimum charge 3s., if one horse only is provided, or 1s. 6d. per mile, minimum charge 4s. 6d. when two horses are required.

Derby, March, 1884.

JOHN NOBLE, General-Manager.

MIDLAND RAILWAY OMNIBUSES

Shown opposite is a copy of a handbill dated March 1884 advertising the Midland Railway omnibuses between St. Pancras, Charing Cross and Waterloo. Passengers who were booked through between Midland and SER or L&SWR stations were carried free. Other passengers, able to join and leave the buses at any point on the route, were charged 3d each.

This probably dates from the commencement of the company's own horse omnibus service (which is not mentioned in the timetable for spring 1884 but does appear in that for July), although early timetables include details of many coach proprietors who provided feeder services to and from Midland stations. In the 1885 edition of *Duncan's Manual of British & Foreign Tramway Companies* there appears an advertisement by the Bell Punch Company stating that the company had become proprietors of patents and machinery for printing roll tickets and of the Distributors for issuing same (by acquisition in June 1883 from John Melton Black who joined the Board as Managing Director) and are prepared to supply this system of check which has been in use for several years upon tramways, omnibuses, steam boats and places of amusement and is in the use of *inter alia* "Midland Railway 'Buses, London".

The Midland public timetable for July 1903 advertises an omnibus service between the same three stations, indicating that buses would also call at Morley's Hotel, Grand Hotel, Golden Cross Hotel and Haxell's Royal Exeter Hotel when required. Passengers with through ordinary and tourist tickets between Midland and SE&CR or L&SWR stations were still carried free, with the general public paying a fare of 3d for a journey between any two points on the route. This arrangement continued to be shown in timetables until 1 April 1906, the issue for 1 July 1906 showed that the buses were then extended to run to Victoria and that free carriage was also available to passengers booking through between the Midland and the LB&SCR.

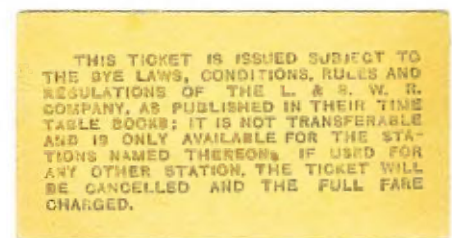
Whether the Midland owned and operated motor buses within London is not clear. John Cummings in *Railway Motor Buses & Bus Services in the British Isles 1902-1933 Volume One* illustrates a Thornycroft-built bus outside St Pancras station emblazoned on the side with "MIDLAND RAILWAY. ST PANCRAS, CHARING CROSS & VICTORIA" and bearing the name of Leon Charles, the then Secretary of the Midland Railway. He states that the service opened in July 1905 (although the timetable evidence suggests that this should be 1906), another bus being added in September but that the service ceased at some time before the New Year. Doubts are cast as to whether ordinary passengers were picked up en route and as to the actual owners and operators of the vehicles. In any event it would appear that the motor buses supplemented, rather than replaced, the horse bus service which is shown in timetables through to October 1911 and is likely to have continued beyond that date. General information given in Midland timetables was drastically reduced from 1912 onwards.

Cummings does give clear details of Midland motor bus services in Northamptonshire. Two vehicles opened a service between Desborough Station and the 'Red Lion' at Rothwell on 1 May 1908, followed by a service from Kettering Station to Rothwell on 1 July 1909. Soon afterwards a garage was erected at Kettering, and as this service proved more popular that to Desborough was withdrawn on and from 30 June 1911 to be replaced by one from Kettering to Burton Latimer. The latter was unsuccessful and was withdrawn in 1912, having lasted less than 12 months. The Kettering - Rothwell service continued throughout the First World War, finally ceasing on and from 26 February 1921.

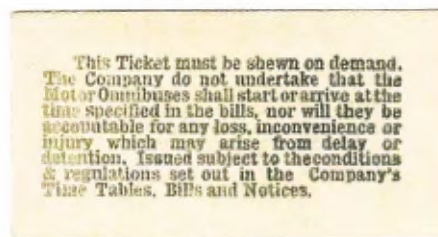
Backs of Midland omnibus tickets are shown below, note that some were printed by the L&SWR for issue at their stations and carry the standard ordinary single conditions of that company.



Aa1



L5W



01

MIDLAND RAILWAY OMIBUSES

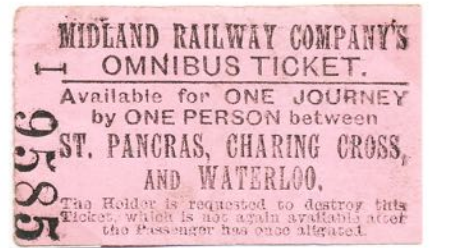
These Bell Punch roll tickets are of the earliest type known for the St Pancras – Waterloo service. It is possible that the letters A, B and C in the lower right hand corners indicated issue on three different buses, which would have been sufficient to maintain the timetable shown on the handbill. The backs are blank.



The following sequence is then suggested, with this thought to be the next type, following the same print format as above except for the series number and the letter code. The tickets are slightly narrower than before and are known in three different colours – possibly these again identified three different buses. The backs are blank.



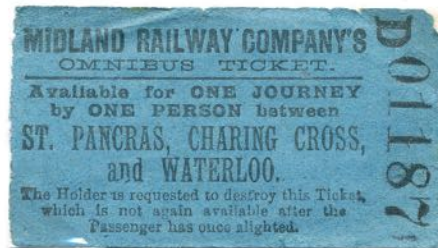
Different typefaces used for much of the ticket, the most striking difference being the change in the company title. The backs are blank.



A further change in typefaces, the most significant being the smaller letters used for OMNIBUS TICKET. Possibly at the same time the deep yellow paper was changed to a very much paler, almost white, shade. The backs are blank.



Perforation position changed to lie to the right of the serial number rather than to the left thereof. The backs are blank.

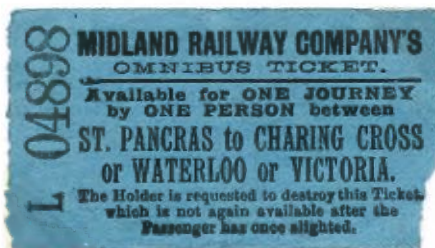


MIDLAND RAILWAY OMIBUSES

Perforation position changed back to lie to the left of the serial number, the print orientation of which is changed to face towards the right hand end of the ticket. The backs are blank.



Victoria added to the list of stations served. Advertisement Ad 1(no others have been seen) is printed on the backs.



As will be seen from the notice to the right (copied from the July 1904 timetable) the company also provided private omnibuses of various sizes to meet trains at St Pancras and to pick up intending passengers from London hotels or residences. The copy below shows that the driver was required to provide the passenger with a receipt for the fare charged.

The Company also provide Omnibuses free of charge for the conveyance of three or more adult passengers from ST. PANCRAS TO PADDINGTON for the Great Western Railway, and from ST. PANCRAS TO VICTORIA for the South Eastern & Chatham and London, Brighton & South Coast Railways, travelling from stations not less than 50 miles from St. Pancras.

Omnibuses are provided, at moderate charges, to meet the principal trains at St. Pancras, when previously ordered through the Station Master at St. Pancras, or by giving notice at the starting point (if a Midland Station), or at any Station en route not less than 30 miles from London, so that a telegram may be despatched.

Omnibuses will also be sent to the Hotels or Residences of parties leaving London by Midland Railway, on application being made to the Station Master at St. Pancras, stating the train by which it is intended to leave St. Pancras.

Charge per mile 1s., minimum charge 4s., if one horse only is provided; or 1s. 6d. per mile, minimum charge 6s. 6d. when two horses are required. Two horses are provided for distances over six miles. Large omnibuses, worked with a pair of horses, can also be obtained on application to the Station Master at St. Pancras, at a charge of 2s. per mile, minimum charge 8s. 50 per cent. extra will be charged in each case for all orders executed between the hours of 11.0 p.m. and 6.0 a.m.

St. Pancras Telephone, Nos. 17, 108 or 536.

Midland Railway.

No. 64 _____

_____ July 31 1895

Bus No. 21 _____

Received the sum of _____ s. _____ d.

For use of Bus from Green St _____

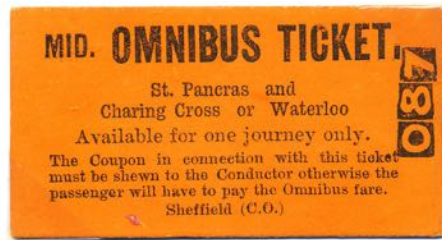
To St Pancras _____

Driver E Roberts _____

KR

MIDLAND RAILWAY OMIBUSES

The free tickets for through rail passengers were edmondson cards issued together with the relevant travel tickets. The Midland printed those for its own stations and agencies (including Continental agencies) and the L&SW printed those for its stations. SER and LB&SCR practice is not known. The backs of most tickets are blank, but some L&SW prints carried that company's conditions.



L&SW cones

L&SW cones

Tickets for the Northamptonshire services – Desborough and Rothwell from 1 May 1908 to 30 June 1911; Kettering – Rothwell from 1 July 1909 to 26 February 1921; and Kettering – Burton Latimer from 1 July 1911 to some date in 1912. The backs have conditions O1.



10035