

# 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.

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## VOLUME 3:

### SPECIFIED TRAIN TICKETS

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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.

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## 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.

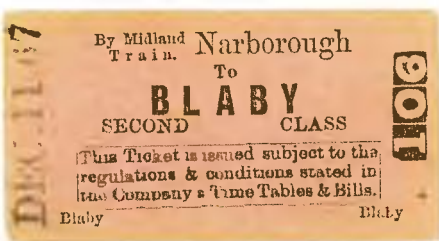
Some pages show paper and large card tickets, including season tickets. Generally speaking these are not annotated and the backs are either illustrated on the same page or on the immediately following page.

## SPECIFIED CARRIER TICKETS

There were many cases where running powers made it possible for a journey to be made, either wholly or in part, by a Midland train or by a train of another company and accountancy required that two separate sets of tickets be stocked, one for each company's train. This section of the collection deals with these tickets, whether they were provided by the Midland and specify either itself or another company as the carrier, or provided by another company and specify the Midland as the carrier.

The other companies involved are dealt with alphabetically and for each an explanation is given of the background to each line requiring specified carrier tickets. To give as comprehensive picture as possible tickets of all categories are used to illustrate each line. Predominating, however are ordinary singles; indeed for some journeys it must have been the case that these were the only specified carrier tickets issued.

Before so doing it is useful to give an overview of how the standard formats of Midland Railway ordinary singles were modified to accommodate the carrier notice, following the sequence and type references given in Volume 1 of the Midland collection. The tickets are shown in type order, using the type references allocated to standard ordinary singles and returns. A brief description of each type is given, followed by information as to how the type is modified to incorporate the train designation. Details of the lines on which specified train tickets printed by the Midland are known to have been used, together with indication of the known types for each line, are given after the type listings. It is acknowledged that there may have been cases where the carrier notice was incorporated other than as described, particularly with the early types of which few examples are known.



Type OS4



Type OS5



Type OS6

Initially, the Midland's normal directional colouring was used for all specified carrier tickets, the up colours being yellow, blue and drab and the down colours white, pink and green. Type OS4 is untitled and has miniature repeats of the destination station added at the foot of the ticket. The carrier notice is shown above or to the left of the journey details. On Type OS5 the company title is added at the top of the ticket and the carrier notice is shown to the left of the journey details. On Type OS6 the serial number is added at the left hand end of the ticket and miniature repeats of the issuing station are added. The carrier notice replaces or is added to the company title, above the journey details.



Type OS7



Type OS8



Type OS9

Before Type OS7 was introduced the Midland had abolished second class and had adopted a drab colour for all third class tickets while keeping directional colouring for first class. The change to Type OS7 involved a radical change of layout, with the conditions and the class moved to the top of the ticket and miniature repeats shown at the foot thereof. The carrier notice is shown below the destination station. Standard colours were used, but if the carrier was other than the Midland the ticket also carry a diagonal red stripe. Some companies continued to run second class carriages over Midland metals, tickets for this class are blue with the red stripe. Tickets of Type OS8 show the fare centrally below the destination station, the carrier notice replaces the company title on the top line. On Type OS9 the class is printed at both sides of the ticket; there are two versions, a commoner one with the fare shown below the destination station and the carrier notice above the journey details and a scarcer one without a fare and with the carrier notice below the journey details.

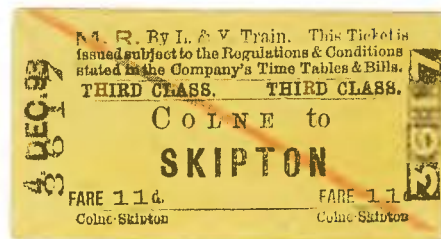
SPECIFIED CARRIER TICKETS



Type OS10



Type OS10



Type OS11

Type OS10 was the last type in which directional colouring was used for first class tickets, yellow then became the standard colour. The fare is printed at both sides of the ticket to complete the duplication of all essential information on each ticket half. There were two versions of specified train tickets, one with the carrier notice in the body of the ticket, above, below or to the side of the journey details and one with the notice on the top line together with the MR initials. Type OS11 has small serial numbers at the left hand end, it was printed from July 1892 onwards. The carrier notice appears on the top line either after or before the MR initials, the latter may characterise a later print.



Types OS12 to OS15

This sequence of standard singles is defined by small changes in the spacing of the conditions and the use of dividing rules in different areas of the ticket. The logic used breaks down when a carrier notice is added and it is best to deal with all the Types as one, with the distinguishing characteristic of having the availability shown immediately below the class. Two positions for the carrier notice have been noted, either on the top line preceding the MR initials or immediately below the destination station name. Longer notices consistently appear in the latter position but otherwise there is no discernible pattern to the choice of position.

In 1902 the Midland undertook a major revision of its ticket colours, as a result of this the diagonal stripe was abolished and ticket colours when the sole carrier was other than the Midland were changed to first class white with a longitudinal pink band, second class slate blue and third class green.



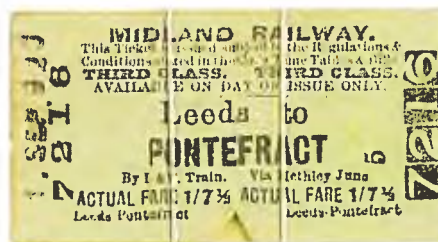
Type OS16



Type OS17

On Type 16 the layout of the ticket was changed to give greater prominence to the company title, with the conditions shown on two lines immediately beneath. This format was then used for all prints and carrier notices were only shown below the destination station. Type 17 saw the addition of reference number 1 (for first class) or 2 (for third class) at each side of the ticket, the conditions being shortened to accommodate this. The carrier notice was only shown below the destination station. This is the only Type in which a child ticket with a carrier notice is known.

SPECIFIED CARRIER TICKETS



Type OS18

Type OS19

Probably from late 1919/early 1920 use of the reference numbers was discontinued to give Type OS18. Type OS19 shows 'Actual Fare' tickets printed from 1 April 1920 onwards. Both show the carrier notice below the destination station.



Type OS20

Type OS21

Revised Fare tickets were printed from 6 August 1920 onwards to give Type OS20. The final Type OS21 shows the (1'23) fare designation on tickets for use from 1 January 1923 onwards. Both show the carrier notice below the destination station.

Due to a lack of specimens there is little point in attempting a similar analysis of carrier notices on Midland Railway ordinary returns. Standard bi-coloured tickets were used in the early days and by the advent of Type OR11 diagonal red stripes were shown on both halves when the carrier was other than the Midland. The second class version of these were possibly on all blue, rather than bi-coloured, card. The colour revisions of 1902 resulted in Type OR18, when ordinary returns became yellow and drab respectively for first and third class respectively. These colours were then used for tickets specifying the Midland as the carrier, but when another company took the passenger the colours used for the corresponding singles were probably used (as yet only confirmed for the green third class issues).

On the pages that follow the Type reference is indicated for Midland ordinary singles and returns. For Midland tickets in other categories the conditions on the back are noted using the references given in Volumes 3 to 5. Tickets printed by other companies are noted with conditions references of those companies.

SPECIFIED CARRIER TICKETS

**Cambrian Railways, Brecon & Merthyr Railway and Neath & Brecon Railway**

In order to gain access to Swansea the Midland Railway used first its running powers over the Great Western Railway from Worcester to Hereford, then successively the Hereford Hay & Brecon Railway, the Mid-Wales Railway, the Brecon & Merthyr Railway, the Neath & Brecon Railway and the Swansea Vale Railway. The HH&B opened on 30 June 1863, was worked by the Midland from 1 October 1869 and vested in that company from 25 June 1886. The M-W was worked by the Cambrian from 2 April 1888 and amalgamated with it from 1 July 1904. With its arrangement with the HH&B in place the Midland commenced running a Hereford - Brecon service from 1 October 1869, running via Eardisley and Hay trains joined the M-W just to the north of Three Cocks station. After stopping there, calls were made at Talgarth (M-W) and Talyllyn (B&M) before reaching Brecon where the B&M's Watton station was used until the opening of that company's station at Free Street on 1 March 1871. Through coaches between Brecon and Birmingham were run from 8 August 1873.

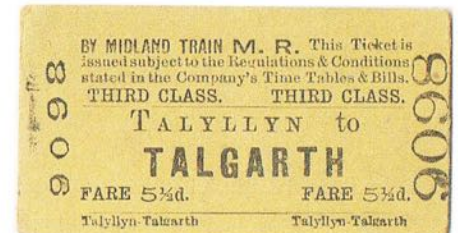
The N&B started its passenger service between those towns on 3 June 1867. By then SVR trains had been running for some time, between Swansea and Pontardawe from 21 February 1860 and extended to Brynamman from 2 March 1868. The two systems were linked in 1873 by a line between Ynys-y-geinon on the SV extension and Colbren on the N&B, as part of the authorising Act the SV had obtained running powers over the N&B through to Brecon. The Midland leased the SV from 1 July 1874, then running the Brynamman trains, and absorbed it on 11 August 1876. It then negotiated an agreement with the N&B to work that company's line between Neath and Ynys-y-geinon leaving the local company with only the Colbren - Neath section. On 2 July 1877 the Midland through trains from Hereford, including the Birmingham coaches, were extended to Swansea.

The Midland supplied its own tickets to Three Cocks, Talgarth and Talyllyn; at Brecon (Free Street) it had its own booking office. Tickets between any two of these four stations specified a Midland Train if such was to be used, for longer northbound journeys from them standard prints were used. For journeys from Talgarth to N&B stations both standard prints and specified train prints are known. Tickets to Talgarth from Swansea and possibly other stations (particularly on the SV section) specified a Midland Train throughout, i.e. preventing any change into another company's train for the final part of the journey. N&B stations issued that company's standard tickets, there was no need to specify a Midland train as that was the only company working over the Ynys-y-geinon - Neath line.



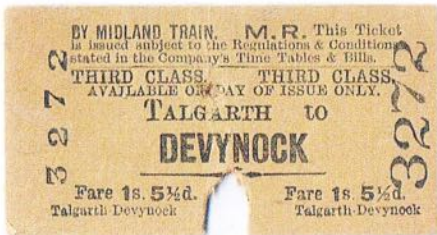
056

GRC



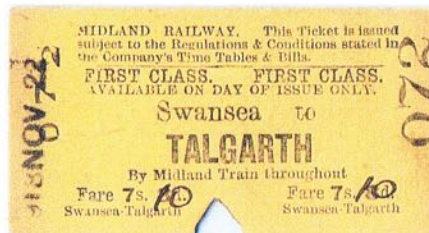
0511

RFB 04488



0512-15

RFB04487



0512-15

RFB04495

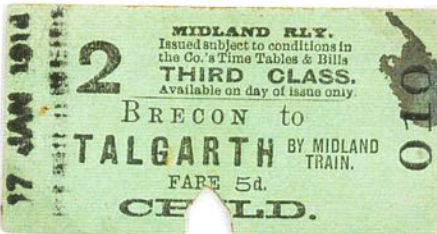


0517

Unstated



0517



0517CH

RFB04498

SPECIFIED CARRIER TICKETS

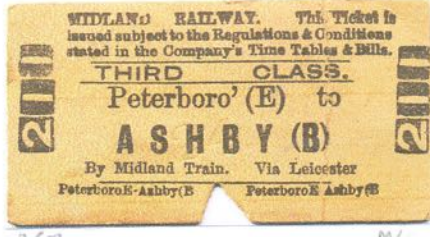
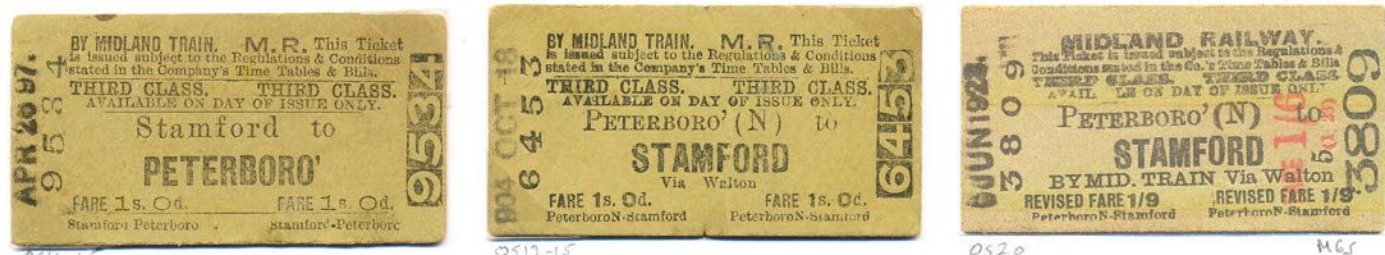
**Great Eastern Railway, Great Northern Railway**

The Midland reached Peterborough by a line from Stamford that opened on 2 October 1846. It was first worked by the LNWR and then by the Eastern Counties Railway operating a Stamford - Ely service. Midland trains commenced to run on 1 May 1848, on completion of the company's Melton Mowbray - Stamford line, using the ECR station as the Peterborough terminus. Its own station, Peterborough Crescent, opened on 1 February 1858 and provided an intermediate stop. It was closed on 1 August 1866, from which date Midland trains were diverted to run over the GN main line between Crescent Junction and Westwood Junction and so serve the GN Peterborough station that had opened on 7 August 1850. From 1 August 1866 the Midland also operated trains over the Peterborough Wisbeach & Sutton Railway, using as the terminus the EC station (which had become GE as from 7 August 1862) and calling at the GN station. The PW&S was later subsumed into the Midland & Great Northern Joint Committee.

The 1898 working timetable shows both the GE and the M&GN working passenger traffic between Peterborough North and Peterborough East and the GN working from North to East only. Both stations issued Midland tickets and for journeys between them these specified a Midland Train.



For some years tickets between Peterborough and Stamford specified a Midland Train, presumably to distinguish them from tickets issued by the GN between the same towns even though at Stamford the two companies had separate stations some distance apart. By 1915 the carrier was no longer specified on these tickets. More surprisingly the same carrier notice appeared on some tickets to Manton, for which no competing service is obvious; with more justification it is also on some tickets to Leicester (and beyond) via Manton and Melton Mowbray. Presumably this was in view of a GN competing service between Peterborough North and Leicester via Seaton and the GN&LNW Joint Line that started on 2 July 1883.



057 11/8/79 RF3 30944 054  
 0512-15 0520 MGS  
 058 MGS 0510 11/092 0510 10FC98  
 x3b 057 M65  
 0R11 92096 P8



SPECIFIED CARRIER TICKETS

**Great Eastern Railway, Great Northern & Great Eastern Joint Railway**

The first railway approach to Huntingdon was from the east. On 17 August 1847 the Eastern Counties Railway opened its branch from Cambridge to St. Ives and the East Anglian Railway its line from St. Ives to a station lying to the south-east of Huntingdon. The GN built west of the town, opening its station on 7 August 1850. A connecting line between the EAR and GN was built in 1851 but never saw passenger traffic. The EAR was absorbed by the ECR in 1852 and when the GE was formed in 1862 it continued to work trains between Cambridge and Huntingdon, serving the intermediate stations at Histon, Oakington, Long Stanton, Swavesey and St. Ives.

Midland access to Cambridge came with the opening of the Kettering Thrapstone & Huntingdon Railway on 1 March 1866; at Huntingdon there were junctions with the GN (never used for passenger traffic) and with the GE connecting line. From the opening the KT&H was worked by the Midland Railway (and absorbed with effect from 1 July 1897) and the service included through trains of that company between Kettering and Cambridge, calling at all intermediate GE stations. The running direction on the GE from Cambridge to Huntingdon was down; the Midland accepted this convention and made the direction of the KT&H down from Huntingdon to Kettering Junction.

On 1 July 1882 the St. Ives - Huntingdon section was transferred to the Great Northern & Great Eastern Joint Committee. A new joint station at Huntingdon opened on 1 November 1883; the original Huntingdon station having been renamed as Godmanchester on 1 July 1882. Eastbound tickets from the new station and from Godmanchester carried the joint title, as did those from Godmanchester to the new station and possibly those from St. Ives to Godmanchester and to the joint station. Eastbound tickets from St. Ives carried the GER title.

Passengers booking through to Midland stations from Cambridge, Godmanchester and Huntingdon were issued with standard Midland tickets; it is likely that the booking offices at Histon to St. Ives inclusive did not stock Midland tickets and issued standard G.E. prints to the foreign destination. An example from St. Ives to Buckden is known.

Possibly from the inception of the service in 1866 the GE provided a separate set of tickets for travel between any two of its stations by a Midland train. Second class bookings would have ceased from 1 January 1875 when the Midland withdrew all such accommodation from its trains.



The opening of Huntingdon joint station in 1883 may have prompted the adoption of new tickets on specially coloured cards, bearing the legend 'By Midland Train' below the destination station name. As the GE used directional colouring four cards were required, up (eastbound) ordinary singles were 1st green/buff and 3rd white with three vertical pink bands, with the down (westbound) colours being 1st white/yellow and 3rd buff|white|buff|green|white|green. The card was sometimes inverted when presented for printing and colour reversals can therefore be found. The buff, white and green stripes are repeated on the backs of the tickets, the backs of the others are plain white or buff. The same cards were used for return tickets and following conventional GE practice the colours were used so that those for singles were the same as those for returns with an outward journey in the opposite direction. The examples below confirm their use in the 1880s.



SPECIFIED CARRIER TICKETS

**Great Eastern Railway, Great Northern & Great Eastern Joint Railway (continued)**

Singles from the period 1890 to c1908. Some specially coloured tickets were printed for travel from the Huntingdon line to GE stations beyond Cambridge, where passengers changed from the Midland train. Liverpool Street was an obvious destination, and of course the up colours were used. A single to Ely is in the down colours, dictated by the direction of travel on the main line from Cambridge instead of that on the branch to Cambridge. Conversely, a single to Six Mile Bottom is in the up colours and does reflect the direction of travel to Cambridge. Using the logic applied by the GE this is explained by the fact that the Newmarket line (on which Six Mile Bottom lay) was opened after the Huntingdon line; a single ticket for a journey from a later line to an earlier line had to be in the correct colour(s) for the direction of arrival at the destination (in this case, down); and a single ticket for the reverse journey had to be of the opposite colour(s).

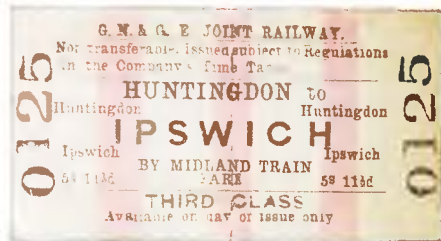


295404

SPECIFIED CARRIER TICKETS

**Great Eastern Railway, Great Northern & Great Eastern Joint Railway (continued)**

In about 1908 the GE modified its ordinary singles by adding the words 'Not transferable' to the conditions notice and the period of availability at the foot of the ticket.



The specially coloured cards were probably discontinued when the GE abolished directional colouring in 1914, after which the final standard colours of white for first class and buff for third class were used.



**SPECIFIED CARRIER TICKETS**

**Great Eastern Railway, Great Northern & Great Eastern Joint Railway (continued)**

Ordinary returns from the 1890 to c1908 period.



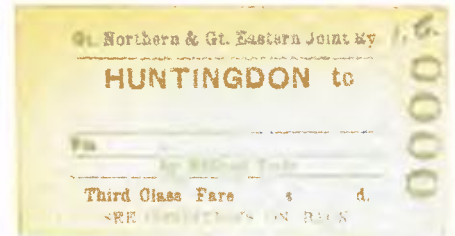
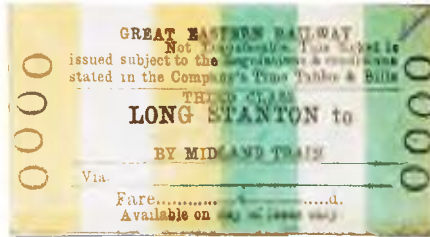
Ordinary returns after a change of format in about 1908, with conditions on the backs of tickets and including the words 'Not transferable'.



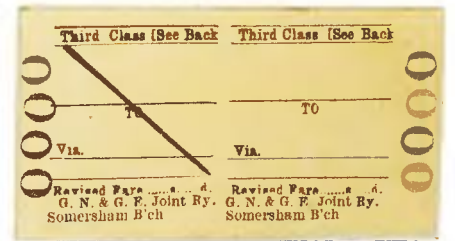
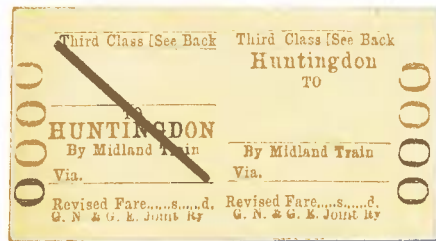
SPECIFIED CARRIER TICKETS

**Great Eastern Railway, Great Northern & Great Eastern Joint Railway (continued)**

Blank card singles. The third class print on blue card provided by the GN is odd; taken from a specimen book it is the only one printed by this company to have been seen.



Blank card returns.



SPECIFIED CARRIER TICKETS

**Great Northern Railway**

The Midland Railway opened its line between Leicester and Hitchin for public passenger traffic on 8 May 1857. From 1 May 1858 its trains commenced running over the GNR between Hitchin and King's Cross, paying £1,500 per annum for use of the terminus where the GN provided accommodation for booking and parcels [*Wrottesley The Great Northern Railway Vol 1 page 123*]. Timetables show that some Midland trains called at Hatfield and the carrier was therefore specified on GN tickets between King's Cross, Hatfield and Hitchin. Some Midland return tickets from stations north of Hitchin also included a carrier notice, although redundant on the outward journey it clearly limited the passenger to a Midland train when returning from King's Cross. Midland passenger working arrangement over the GN came to an end with the opening of St. Pancras on 1 October 1868.

Ticket 2227 differs from the standard Type OR4 by having back R1 specifying 2 day availability, despite the 'Day' indication on the front!



SPECIFIED CARRIER TICKETS

**Great Western Railway**

Worcester (Shrub Hill) was jointly owned by the Great Western and the Midland Railways. It was used by Midland trains on the Birmingham - Cheltenham - Bristol and Birmingham - Hereford routes. Trains from Birmingham left the old Midland main line south of Bromsgrove at Stoke Works Junction and then ran on mainly GW tracks (the 'Worcester Loop' - see overleaf) to Shrub Hill, whence Cheltenham trains proceeded through Norton Junction to rejoin Midland metals at Abbotswood Junction.

The Birmingham - Hereford service began on 1 July 1869, terminating at Barton station and using running powers over the GW south of Worcester. Some trains conveyed through coaches for Swansea, transferred at Hereford on to a train over the Hereford Hay & Brecon line. Barton station closed on 2 January 1893, from when Midland trains used the GW&LNW Joint station at Barrs Court. Beyond Shrub Hill some of the Midland trains called at the GW stations at Worcester (Foregate Street), Malvern Link, Great Malvern and, in later years, Ledbury. Tickets to these stations from Birmingham, Blackwell and Bromsgrove (at least) specified a Midland train, a pre-1890 example to Hereford is also known.



054

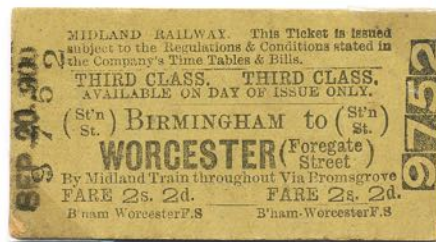
125/11



0512-15



0512-15



0512-15



X3a



W62a

23E98



W62a

24M99

SPECIFIED CARRIER TICKETS

**Great Western Railway (continued)**

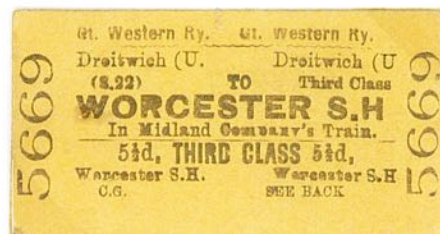
Stations on the Worcester Loop were Stoke Works, Droitwich, Fernhill Heath (Fearnall Heath until 1 July 1883), Worcester (Shrub Hill) and Nortonh Junction; all were GW except for the joint station at Shrub Hill which lay on a half-mile section of jointly owned track. Stoke Works was only ever served by Midland trains and although all ordinary tickets issued there were supplied by the GW there was no need for them to specify the carrier. The GW also supplied all tickets to Droitwich and to Fernhill Heath, both were served by the Midland trains and by GW trains running between Worcester and Kidderminster. Tickets for journeys between the two stations, and from both of them to Shrub Hill, specified a Midland Train if such was to be used. Shrub Hill issued both GW and Midland tickets, the latter were used for journeys by Midland train to Fernhill Heath or Droitwich and specified the carrier.



05F5 1888/9 Gwt (no)



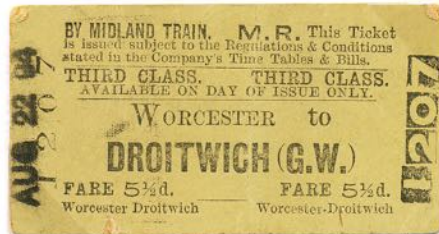
05F9



05F12 2N012



0512-15



0512-15

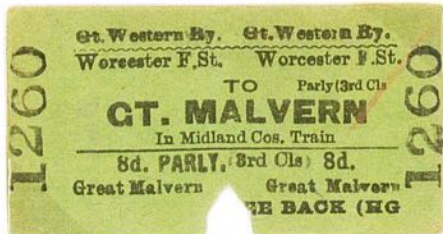


0512-15 1165

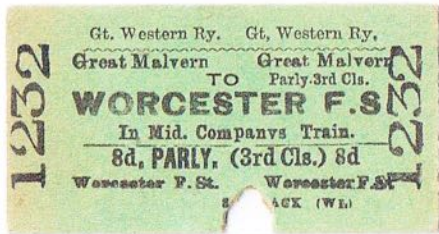


05F13 85P08

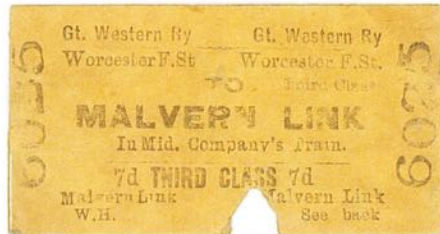
At Shrub Hill, trains from the north and bound for the line to Malvern and Worcester reversed and passed over a junction on to GW track; most then called at Foregate Street, Malvern Link and Great Malvern. If a Midland train was to be used for a journey between any two of these stations, from any one of them to Fernhill Heath or Droitwich, or to any one of them from Fernhill Heath or Droitwich then this was specified on the ticket, which was supplied by the GW. It is likely that this was also the case for bookings from the three GW stations to Shrub Hill, and that tickets from Shrub Hill to any of the three stations were Midland prints specifying that company's train.



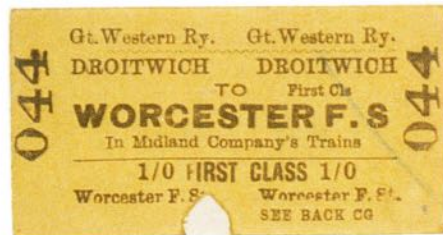
05F9 23N027



05F9 RFB 04509



05F10 1165



05F9 210/3



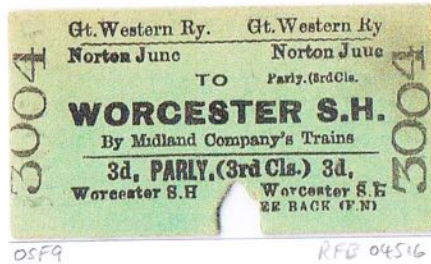
SPECIFIED CARRIER TICKETS

**Great Western Railway (continued)**

In addition to its range of GW tickets, Foregate Street stocked ordinary Midland tickets for journeys to and via the Tewkesbury branch and for journeys to Bromsgrove and beyond. There were exceptions in the latter category, for which tickets specifying a Midland train were used. These may have been confined to some (or all?) bookings to and via Birmingham. Issue of Midland tickets at Malvern Link and Great Malvern may have followed the same principles.



The GW station at Norton Junction opened in October 1879. Northbound Midland trains stopped for ticket collection purposes, and for many years passengers were allowed to book by these trains to Worcester Shrub Hill and possibly other stations on the Worcester Loop. All tickets for these journeys were printed by the GWR and specified travel by Midland Train; only ordinary singles were issued and those to Shrub Hill (an open station) would have been collected before passengers boarded the train. The tickets were therefore in local formats. There was no stop for southbound Midland trains, nor did that company book to the station.



**Lancashire & Yorkshire Railway/London & North Western Railway**

Running powers over the L&Y allowed the Midland to operate services from Hellifield to Manchester (Victoria) and Liverpool (Exchange). At various periods intermediate stops were made at Clitheroe, Blackburn, Darwen, Bolton and Horwich. The Midland issued its standard format tickets at Manchester and Liverpool for journeys to Hellifield and beyond, as did Blackburn. Nothing has been seen from the other stations, nor for any booking between L&Y stations that could have involved a Midland train. A carrier notice may have appeared on these.

Using reciprocal powers the L&Y used Midland metals from Colne to Skipton for a Manchester and Skipton service that ran from 1 May 1876 until after the grouping. Trains called at the Midland & L&Y Joint station at Colne and then at Foulridge, Earby, Thornton-in-Craven and Elslack before reaching Skipton. Tickets for journeys between any two of these stations were supplied by the Midland and showed 'By Midland Train' or 'By L&Y Train' as appropriate. The former may have been discontinued before the grouping (a standard Type OS14 single has been seen with no train specified). The latter could have continued; note that the L&Y was taken over by the LNW on 1 January 1922.

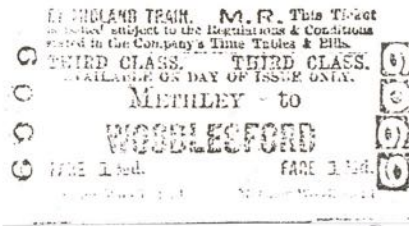


SPECIFIED CARRIER TICKETS

**Lancashire & Yorkshire Railway/London & North Western Railway**

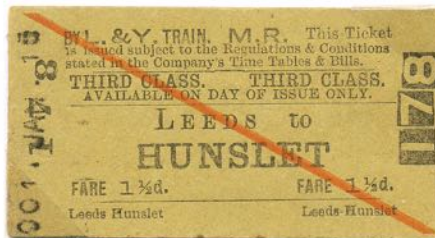
An earlier arrangement between the Midland and the L&Y allowed the latter company to run over the Midland main line between Leeds (Wellington) and Methley Junction and to make intermediate stops at Hunslet, Woodlesford and Methley (Mid). From 1 April 1850 until after the grouping the L&Y (the LNW after the 1 January 1922 amalgamation) used its powers to operate Leeds - Doncaster and Leeds - Goole services. At Goole, the L&Y used the North Eastern Railway's station. The Midland abolished second class on 1 January 1875 but the L&Y did not withdraw such accommodation until 1 January 1912.

Tickets for journeys between any two of the four stations involved, printed by the Midland and specifying either a Midland or an L&Y train as appropriate.



0511

RFB 06868



0512-15



0512-15

M65



027 90671 29/28



0211

102E91



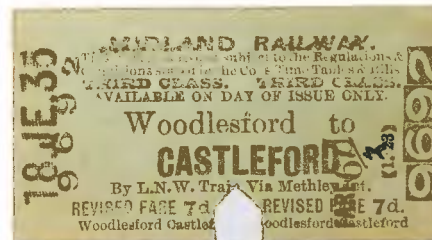
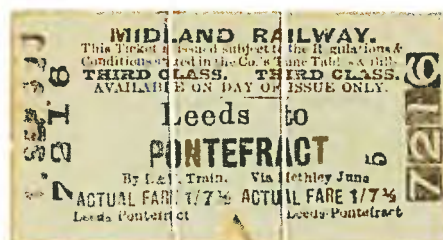
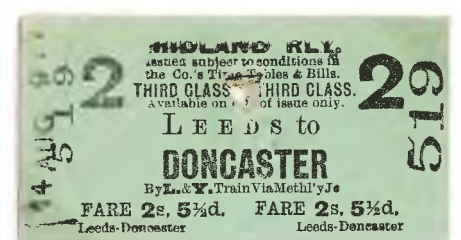
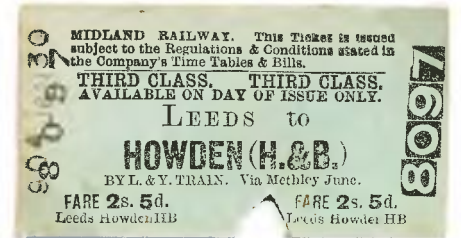
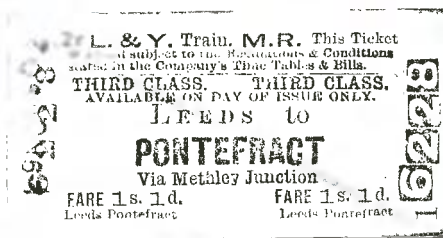
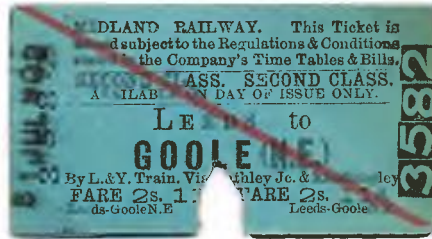
0211

9AP87

SPECIFIED CARRIER TICKETS

**Lancashire & Yorkshire Railway/London & North Western Railway**

Ordinary singles from any one of the four stations to L&Y stations east of Methley Junction and (by changing at Knottingley) to stations on the Hull & Barnsley Railway stations were also printed by the Midland. All of these specified carriage by an L&Y train or, if printed after 1 January 1922, by an LNW train.



SPECIFIED CARRIER TICKETS

Lancashire & Yorkshire Railway/London & North Western Railway

Tickets in other categories to destinations east of Methley Junction.



OR 14 22.7.90



OR 21



OR 17 17.7.02



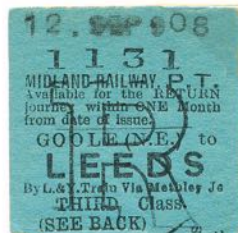
X2



X3a



R4a



PSb



PSa



PSa

19.7.02

## SPECIFIED CARRIER TICKETS

### Lancashire, Derbyshire & East Coast Railway/Great Central Railway

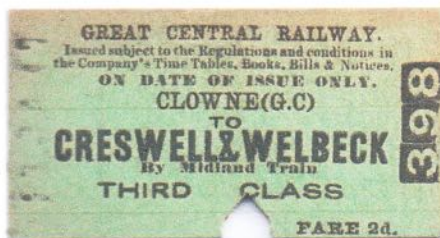
The first section of the LDEC main line opened from Edwinstowe to Lincoln on 15 December 1896 and it was completed on 9 March 1897 by the track between Chesterfield and Edwinstowe. A branch from Langwith Junction to Clowne opened on the same date, an intermediate station at Creswell (later Creswell & Welbeck) being opened on 1 June 1897. The original tickets were printed by Waterlow, supply changing to McCorquodale from January 1898 and then to Edmondson from January 1899 (TNA - RAIL 344/58). By then the company was closer to realising its goal of using the branch to reach Sheffield.

The Sheffield District Railway, with stations at Tinsley Road and Catcliffe, opened on 30 May 1900. Leaving the Sheffield and Rotherham Line at Brightside Junction, it was leased to the LDEC with the Midland having running powers and the LDEC enjoying reciprocal powers through Attercliffe Road into the Midland's Sheffield station. From that day the LDEC operated a Sheffield - Langwith Junction service, trains from the SDR joining the North Midland Line at Treeton Junction and then running over Midland metals to Beighton Junction where they joined a newly-laid extension of the LDEC's own line running northward from Killamarsh to call there and at Spink Hill for Mount St. Mary (usually shortened to Spink Hill), Clowne and Creswell & Welbeck before reaching Langwith Junction. The trains originally ran through the Midland stations at Treeton and Woodhouse Mill but calls there were added on and from 2 September 1901.

LDEC tickets for the new service were issued at Sheffield and Attercliffe Road Midland stations, at Tinsley Road and at Catcliffe. Examples dated in 1901 and 1902 carry the notice 'By L.D.& E.C.R. train'. It is not known whether Treeton and Woodhouse Mill also held LDEC tickets for these trains or whether Midland tickets were used, the latter feels more likely. Examples of similarly dated tickets to Sheffield from the LDEC stations at Clowne and Edwinstowe (on the line from Langwith Junction eastward to Lincoln) are known which carry the same notice. These support the theory that the carrier notice was used on all the company's tickets that were originally printed for any journey running north of Clowne. Tickets with the same notice are also known from Chesterfield to Clowne and Creswell & Welbeck and from Clowne to Bolsover (on the Langwith Junction - Chesterfield line) and suggest that as original stock was used up all new prints for a journey north of Langwith Junction specified the carrier as the LDEC.

From 1 July 1903 this LDEC service was replaced by one between Sheffield and Mansfield via Langwith Junction, reversing at Warsop - the next LDEC station east of Langwith Junction. The new service was described as joint between the Midland and the LDEC, the trains comprising LDEC coaching stock hauled by Midland locos. LDEC tickets were then withdrawn from Sheffield and Attercliffe Road (and possibly Tinsley Road and Catcliffe) to be replaced by Midland prints. A short-lived express service between Sheffield and Lincoln (GN) also started on 1 Jul 1903, running fast between Sheffield and Warsop and then with a further stop at Edwinstowe (the main Midland service for Warsop and Edwinstowe was one of local trains from and to Mansfield). The LDEC working timetable for 2 July 1906 until further notice (TNA - RAIL 981/214) shows all the Sheffield trains as Midland Passenger, there is no suggestion of a joint service and neither is there any sign of a Lincoln express. The Mansfield trains are shown as running direct between Langwith Junction and Shirebrook rather than also serving Warsop, although this does see one direct train each way on Saturdays with Edwinstowe as the eastern terminus.

Many LDEC tickets to and from stations north of Langwith Junction are known from late 1903 through to 1906, including some for journeys to Sheffield. None has a carrier notice. On 1 January 1907 the company was taken over by the Great Central Railway, the previous evening all LDEC tickets had been removed from the racks and replaced by standard GC tickets. Those for journeys wholly to the north of Langwith Junction carry the notice 'By Midland Train', those for journeys requiring a change of train have the notice 'By Midland Train to Langwith Junction' or 'By Midland Train from Langwith Junction'. This practice continued through to the grouping.



SPECIFIED CARRIER TICKETS

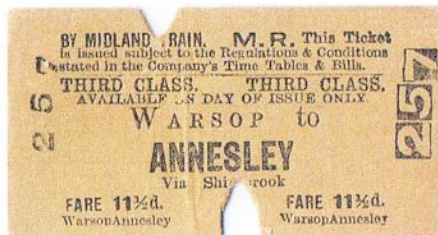
**Lancashire, Derbyshire & East Coast Railway/Great Central Railway**

On 1 January 1899 a west-to-south LDEC chord was opened between Warsop and Langwith Junction to join the Midland at Shirebrook, the Midland used running powers over this to start a Mansfield - Edwinstowe service on 20 March 1899 extended to Ollerton (one station east of Edwinstowe) from 1 July 1900. The LDEC was absorbed by the Great Central Railway on 1 January 1907 and on and from 30 September 1912 the Midland withdrew the service. Tickets from Mansfield, Mansfield Woodhouse and Shirebrook to the LDEC stations were standard Midland prints. Warsop and Edwinstowe (and presumably Ollerton) also stocked Midland tickets for issue to Midland destinations, these originally specified a Midland train but the notice was omitted from later prints. Tickets for journeys between Warsop, Edwinstowe and Ollerton were LDEC (later GC) prints; no train was specified if the owning company was to be the carrier but if a Midland train was to be used then this was stated on the ticket.



0512-15

H65



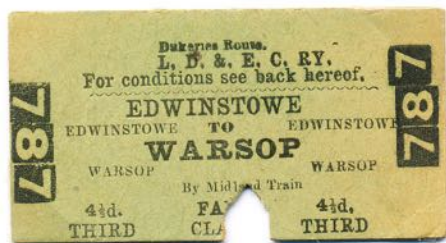
0512-15

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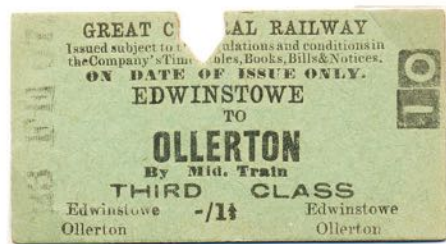


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**London & North Western Railway**

The LNWR exercised running powers over the Midland from Luffenham Junction to Stamford from 2 June 1851. Originally there were through trains to Stamford from Rugby and from Blisworth via Market Harborough, followed by a service from Northampton and finally, from 1 November 1879, a branch service from Seaton on the Market Harborough - Peterborough line.

At first LNWR trains stopped only at Luffenham and Stamford but from 1 October 1882 a stop at Ketton was added (Derby Trains Office Diary). Tickets between the three stations specified either the Midland or the LNWR as the carrier.



0512-15

H65



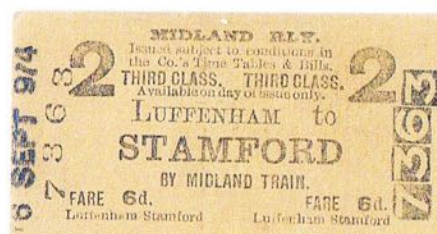
0516

RFB 03273



0517

RFB 04460



0517

RFB 04461

SPECIFIED CARRIER TICKETS

**London & North Western Railway (continued)**

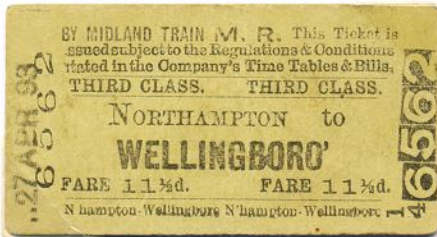
The Midland's first Northampton station was a temporary one at Far Cotton (aka Cotton End), opened on 1 October 1866 and reached by a spur off the LNWR line from Wellingborough, over which the Midland had running powers. It closed on 10 June 1872 when the Midland opened a new station at St Johns Street to coincide with the opening of its direct line from Bedford. The first LNW station at Northampton was Bridge Street, although this was overshadowed by Castle when that opened in 1859. Neither was used by the Midland. The LNW line to Wellingborough had intermediate stations at Billing and Castle Ashby & Earls Barton before reaching that company's Wellingborough station, through which Midland trains has to pass to reach their own station. Indeed, there are periods when some Midland trains stopped at the LNW station and also at Castle Ashby & Earls Barton, although no record has been found of any serving Billing.

It seems completely unnecessary for Midland tickets from Northampton to Wellingborough to specify a Midland train, but such was the case. A carrier notice on tickets by Midland train to and from Castle Ashby & Earls Barton and Wellingborough (LNW) would be logical, but no ticket for any such journey has been seen.

Use of all carrier designations on the line seems to have ceased around the middle of the 1900s, possibly due to a fare-pooling agreement between the companies. Examples of later tickets without the designation are also shown.



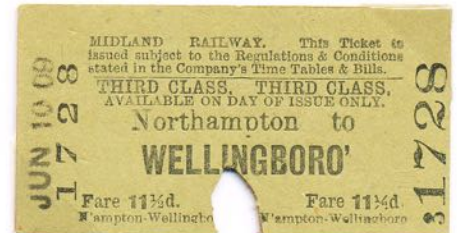
215-191



0511



0512-15



0514

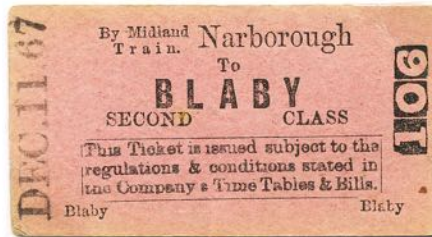


SPECIFIED CARRIER TICKETS

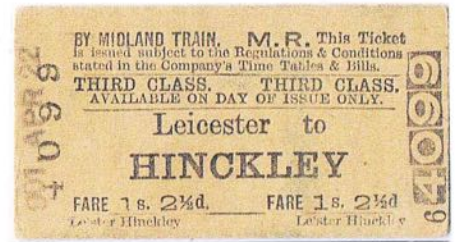
**London & North Western Railway (continued)**

The South Leicestershire Railway was authorised to build from Nuneaton to a junction with the Midland north of Wigston and to make working arrangement with the LNW, which absorbed the company on 15 July 1867. The Act granted running powers to the LNW over the Midland to Leicester, and to the Midland over the full length of the SLR. Shortly afterwards the Midland obtained its own Act to build from Nuneaton to Whitacre, thus completing a direct route between Birmingham and Leicester. The SLR opened from Nuneaton to Hinckley on 1 January 1862, and from Hinckley to Wigston on 1 January 1864 – the latter section having intermediate stations at Elmesthorpe, Narborough and Blaby. Midland trains between Leicester and Nuneaton commenced on 1 February 1864 (Derby Trains Office Diary); they must have used the LNW station at Nuneaton until the Midland's own station and its line to Whitacre opened on 1 November 1864. From 31 March 1869 Midland trains ran fast between Hinckley and Leicester.

Carrier notices were used on Midland tickets local to the SLR line and on tickets from Birmingham to Leicester and stations on the London line south thereof.



054



0512-15

RFB 04569



055



056

84275



SPECIFIED CARRIER TICKETS

**London & North Western Railway (continued)**

On 9 April 1849 the South Staffordshire Railway opened its line from Walsall to a junction with the Midland Railway at Wichnor, the company having running powers onwards to Burton-on-Trent. In 1855 the Midland prevented through running over its line, resulting in station arrangements being made at Wichnor that allowed through carriages to be transferred from 2 April that year. The dispute was resolved (probably in the summer of 1856), the powers were extended to Derby and through running resumed with an SSR service between Birmingham and Derby via Walsall and Lichfield. *Bradshaw* for August 1859 shows these trains calling at the Midland stations at Barton & Walton, Burton, Willington and Derby. The SSR leased its line to the LNW from 1 February 1861 and was vested in the latter company on 15 July 1867. By the early 1890s the LNW had its own booking office at Derby.

Midland tickets for journeys between any two of the four stations specified either a Midland or an LNW train. Tickets specifying a Midland train are also known from Branston, opened on 1 October 1889, possibly in anticipation of LNW trains although they were never to stop there. Also on 1 October 1889 the name of Willington was changed to Willington for Repton, later there was a further change to Repton & Willington although the date is not recorded. Use of all carrier designations on the line could have ceased following the MR and L&NW pooling agreement of August 1908.

Ordinary singles are shown below, tickets in other categories are overleaf.



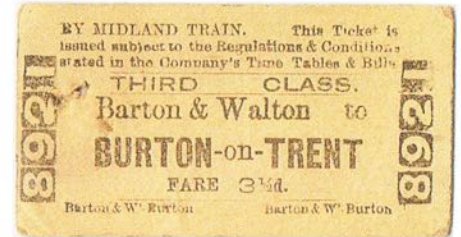
056 10/29 H65



057 19/5/80 H68



057 15/5/81



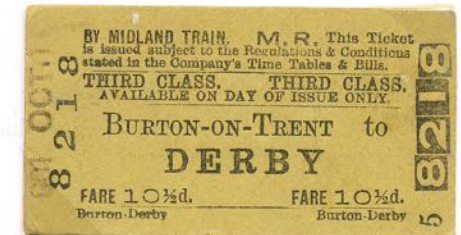
058 RFB 04570



059



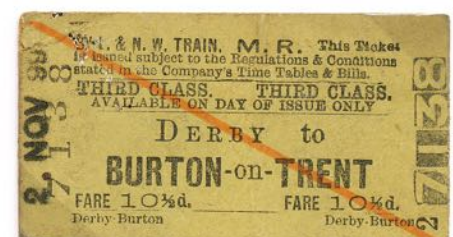
0510-15



0512-15



0510 10/29



0512-15

SPECIFIED CARRIER TICKETS

**London & North Western Railway (continued)**

Tickets in other categories from the Derby - Wichnor Junction line.



OR12



OR12 176/19



OR17



OR17 130/23



OR17 130/23



OR14 Meg



SPECIFIED CARRIER TICKETS

**London & North Western Railway (continued)**

The existence of the competing LNW service between Birmingham and Derby also caused the Midland to print the carrier notice on its tickets between the two places, and between Birmingham and the three stations lying between Wichnor and Derby. More obscure was the need for such notice on tickets from Birmingham for longer journeys via Derby.

Nottingham, and possibly some other Midland stations, booking to travel via Derby to destination on and via the South Staffordshire line issued tickets specifying an LNW train from Derby. The notice restricted passengers to the direct route, as well as advising them of the necessary change of trains.



056 26F876 K65



203712



0510 50c93



0512-15



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0515



0513 17N088



CT1



CT1



0517 20A002



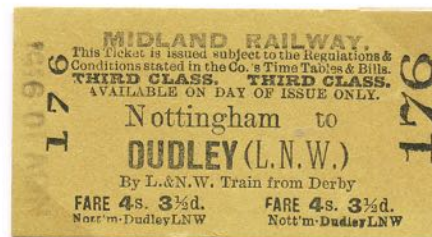
X3a



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0512-15



0516



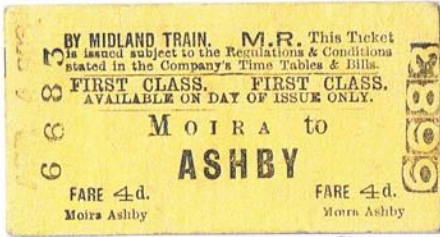
R4a Wanted

SPECIFIED CARRIER TICKETS

**London & North Western Railway (continued)**

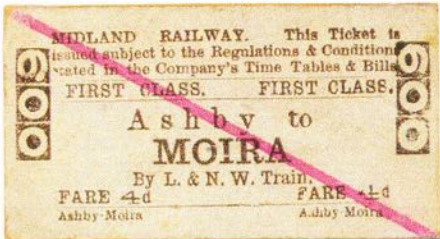
The Midland and the LNW were the owners of the Ashby & Nuneaton Joint Railway, opened for passenger traffic on 1 September 1873. The line northward from Nuneaton bifurcated at Shackerstone, the western leg running to join the Midland near Moira and the eastern leg to join the Midland at Coalville. The original services over the eastern line were of Midland trains from Nuneaton Abbey Street to Burton-on-Trent and to Ashby, and of LNW trains from Nuneaton Bond Street (later Trent Valley) to Overseal & Moira, a station never served by the Midland. This LNW terminus closed on 1 July 1890, the company then being granted running powers over the Midland eastward to Moira and Ashby and westward to Gresley and Burton-on-Trent.

Tickets between Moira and Ashby and vice versa, and between Gresley and Burton and vice versa, then specified either a Midland or an LNW train. Their use probably ceased following the 1908 MR and LNW pooling agreement.



0512-15

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0510



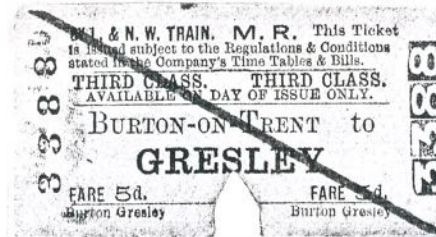
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9No 91



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1209



61W

SPECIFIED CARRIER TICKETS

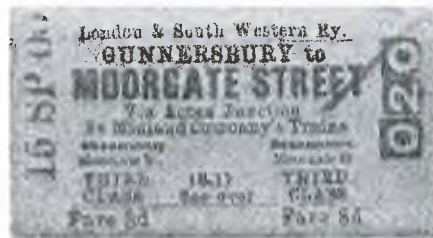
**London & South Western Railway, Metropolitan District Railway and North & South Western Junction Railway**

The (first) Midland & South Western Junction Railway (aka the Acton branch) linked the Midland main line at Brent Junction to the NSWJ at Acton Wells Junction. It was worked by the Midland, although the LSW had running powers, and was absorbed on 1 January 1875. Originally a goods line, a spur to the north end of Child's Hill station enabled the Midland to run a passenger service looping round west London and probably looked upon as a competitor to the LNW's 'Outer Circle'. Passenger trains between Moorgate Street and Richmond commenced on 3 August 1875, calling at Dudding Hill and Harrow Road on the branch and then running over the NSWJ metals from Acton Wells Junction and on to LSW, making stops at Acton (NSWJ) and the LSW stations at Gunnersbury and Kew Gardens before reaching Richmond. The service was not successful, it was withdrawn on 31 January 1876 to be replaced by a simple shuttle service over the branch between Child's Hill and Harrow Road. While it operated, however, there could have been LSW tickets between that company's three stations, or from them to and via the branch, that specified a Midland train.

The next longer distance venture came on 1 May 1878, trains linking St. Pancras with Earls Court ran over the branch and called at Acton (NSWJ) before taking the Acton Curve onto the LSW's Kensington line. After a stop at Turnham Green so that Richmond passengers could change to and from LSW trains the Midland trains called at Shaftesbury Road (LSW), Hammersmith (MD) and West Kensington (MD) before reaching Earls Court. Timetables carried a note that through bookings were available between Richmond, Kew Gardens, Gunnersbury, Turnham Green and Acton, and Midland main line and suburban stations. Tickets from LSW stations specifying a Midland train were again possible, as were MD tickets between and from its three relevant stations. A stop at South Acton (NSWJ) may have been added when that station opened on 1 January 1880. Again, there was little success; the trains were withdrawn on 30 September 1880 and the shuttle resumed until it too ceased on 2 July 1888. Before this happened, on 1 July 1884, Harrow Road was renamed as Stonebridge Park.

A final attempt at a viable service was made on 1 March 1893, when the shuttle recommenced. It was extended to Gunnersbury from 1 January 1894 with calls being made at the NSWJ stations at Acton and South Acton. After renaming Stonebridge Park as Harlesden for West Willesden & Stonebridge Park on 1 February 1901 the Midland finally gave up; passenger services over the branch ceased on 1 October 1902, never to be resumed. As yet, this last period is the only one from which any ticket with a carrier notice is known.

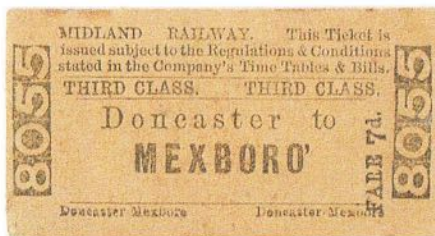
The NSWJ was worked by a Joint Committee of the LNW, Midland and North London Railways from 1 January 1871. It is therefore not surprising that tickets from Acton and South Acton to destinations on and via the branch were standard Midland prints with no carrier notice. It is likely that passengers travelling by a Midland train between any two stations from Acton to Richmond inclusive were issued with a standard NSWJ ticket, exactly the same as if the North London service between Broad Street and Richmond was used.



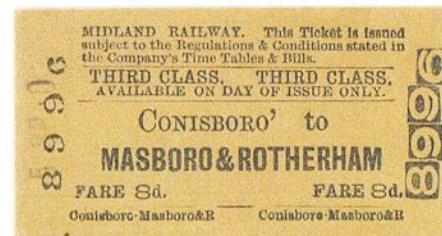
SPECIFIED CARRIER TICKETS

**Manchester, Sheffield & Lincolnshire Railway/Great Central Railway**

The earliest running powers arrangement between the Midland and the MS&L arose from the latter's working of the South Yorkshire Railway from November 1862 and subsequent absorption in 1874. The Midland had been able to run its trains over the SYR between Swinton Junction and Doncaster since 1849 and this arrangement simply continued into MS&L and, from 1 August 1897, GC days. Stations involved were Mexborough, Conisborough and Doncaster. This is recorded here although the only tickets seen are standard Midland prints from the three stations, with no carrier notice.



RFB 03710



RFB 03292

**Manchester, Sheffield & Lincolnshire Railway, Sheffield & Midland Railway Companies Committee**

The first Midland service to Manchester used the MS&L side of London Road station, express trains commenced on 1 February 1867. From Manchester the Midland used running powers on the MS&L line through Ardwick, Ashburys, Gorton, Fairfield and Guide Bridge before leaving the MS&L main line to Sheffield at Hyde Junction. From there MS&L metals continued through Hyde Junction station, Hyde, Woodley, Romiley, Marple, Strines and New Mills to a junction with the newly built Midland line from Miller's Dale Junction. Midland return tickets (at least) were issued at London Road for journeys to and via the Midland beyond New Mills and these specified a Midland train. Return half 012 may have caused surprise if the holder asked at Exeter to be directed to the Midland train, but it could be that a through carriage was run from Manchester.

Tickets (either Midland or MS&L) with the same carrier notice may also have been issued for journeys between Manchester and New Mills inclusive. On 24 June 1869 the MS&L ceded the line from Hyde Junction to New Mills Junction to the S&MRCC so from that date the foregoing sentence will only have applied to new tickets supplied to stations on the Manchester - Guide Bridge section; the ceded stations then issued tickets with the joint title, specifying a Midland train if appropriate. A new MS&L station at Bellevue, between Ashburys and Gorton, opened on 1 September 1875.

Midland expresses were diverted to Manchester Central from 1 August 1880 but the company maintained a local service between London Road and Marple until 1 January 1885.



T1 115F69



OR7 144g



106734



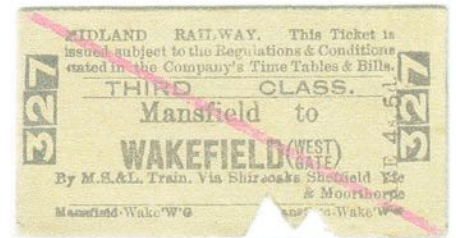
SPECIFIED CARRIER TICKETS

**Manchester, Sheffield & Lincolnshire Railway/Great Central Railway**

The Midland built a line northward from Mansfield to junctions with the MS&L main line between Shireoaks and Worksop, over which the latter company was granted running powers. It opened on 1 June 1875 and the MS&L immediately started a Mansfield - Sheffield service that ran until 30 September 1905. In the meantime the MS&L had adopted its new name of Great Central Railway, the date of the change being 1 August 1897.

After leaving Mansfield the trains called at Mansfield Woodhouse, Shirebrook, Langwith, Creswell (renamed Elmton and Creswell on 10 April 1886) and Whitwell before reaching MS&L metals, some then reversed at Worksop while others ran direct to Shireoaks with all then serving stations to Sheffield. All the Midland stations issued tickets specifying an MS&L/GC train, these included destinations beyond Sheffield, and also Retford which could be reached by changing at Worksop or Shireoaks.

The Midland also ran its own trains over the line, its services are dealt with overleaf.



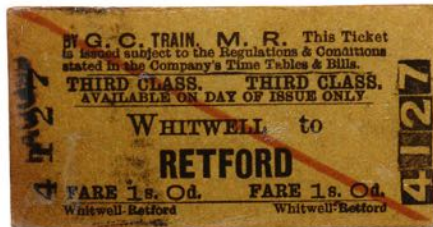
057

057



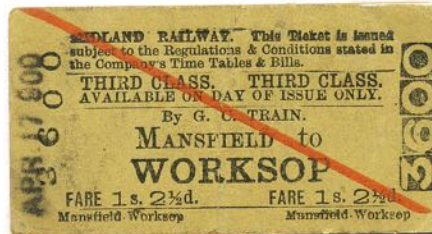
0511

10720



0512-15

100/35



0512-15



0512-15

100/35

SPECIFIED CARRIER TICKETS

**Manchester, Sheffield & Lincolnshire Railway/Great Central Railway**

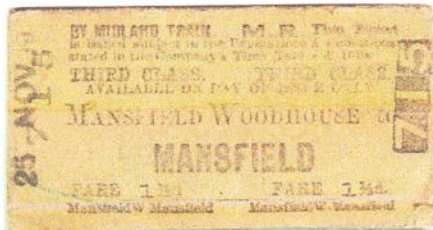
Midland trains between Mansfield and Worksop also commenced on 1 June 1875, tickets specifying a Midland train were issued at all the company's stations. Tickets southbound from Worksop were provided by the MS&L/GC and also specified a Midland train.

The service continued to operate until after the grouping, but for many years it was extended through to Retford, see overleaf.



057

215286



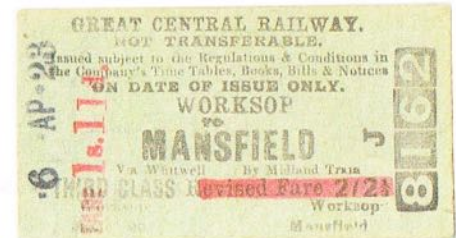
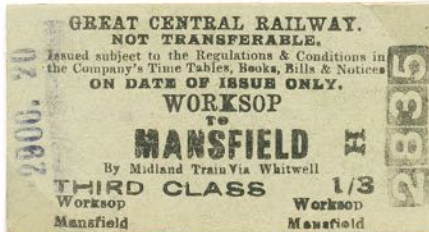
052-15

HCS



052-15

J65

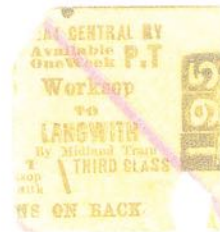


RF804642



Advert

9511



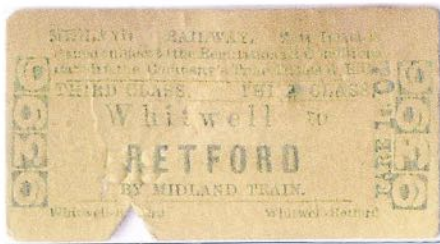
GPW



**SPECIFIED CARRIER TICKETS**

**Manchester, Sheffield & Lincolnshire Railway/Great Central Railway**

From 1 July 1878 the Midland trains to Worksop were extended to run through to Retford, calling at the MS&L intermediate station at Checker House. Midland tickets to Checker House and Retford, and MS&L/GC tickets for the reverse journeys specified a Midland train. Retford also stocked Midland tickets for longer journeys that could be made by a Midland train.



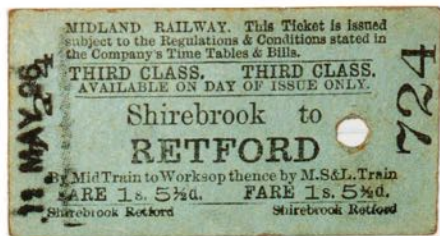
0512-15



0512-15

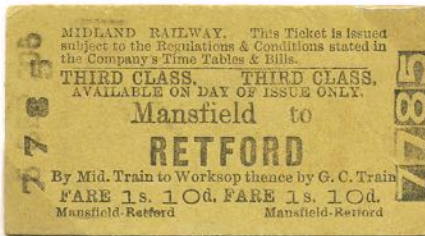
11075

From some date between 1890 and 1896 at least one Midland train each way ran only as far as Worksop. A second set of tickets was then required, Midland prints specifying a Midland train to Worksop and an MS&L/GC train beyond and MS&L/GC prints specifying a Midland train from Worksop.



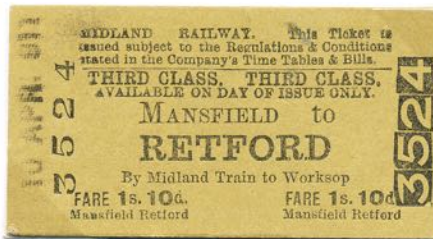
0512-15

100135



0512-15

All Midland running beyond Worksop ceased on 31 March 1908, thereafter tickets from the Midland stations to Checker House and to Retford specified a Midland train to Worksop. GC tickets from its two stations continued to specify a Midland train from Worksop.



0512-15



0516

RFB 04646



0517

Unident



0520



RFB 04643



## SPECIFIED CARRIER TICKETS

### **Metropolitan Railway – Widened Lines**

The Met's second pair of tracks between King's Cross and Moorgate Street, known as the 'Widened Lines', opened between Farringdon Street and Aldersgate Street on 1 March 1866, between Aldersgate Street and Moorgate Street on 1 July 1866 and, after complex junction work, between King's Cross and Farringdon Street on 17 February 1868. Over this period the Midland had been busy building its London extension, including a link to join the Great Northern Railway's East Branch so that its narrow-gauge trains could gain access to the Widened Lines. The main line southward from Bedford was opened on 13 July 1868 with trains running through to Moorgate Street. After the opening of St. Pancras on 1 October 1868 Widened Lines trains provided a suburban service only and worked no further north than Hendon.

The running powers agreements with the Met originally prohibited both the GN and the Midland from carrying local passengers between Widened Lines stations. Papers in *TNA - RAIL 236/759* show that, at the instance of the Inland Revenue, in 1882 the Met requested the GN to allow third class passengers to travel by their trains 'between Moorgate Street and King's Cross and intermediately'. Apparently this was to comply with the requirement of the Regulation of Railways Act of 1844 stipulating that a train had to stop at all stations on a company's line in order for tickets at 1d per mile or less to be exempt from passenger duty. Even though the later 1883 Cheap Trains Act cancelled this requirement the arrangement was allowed to continue as being of some benefit to passengers using the line. It was also of benefit to the companies in avoiding complex excess fare accounting that would be caused by passengers improperly joining these trains. Third class singles from Moorgate Street to Aldersgate Street, Farringdon Street and King's Cross, printed by the Met, were supplied to Moorgate Street GN booking office on 1 August 1882. A letter from the Met to the GN dated 9 November 1899 states that the GN arrangement was 'precisely similar with the other companies issuing our local tickets at their offices at Moorgate Street' and on this basis it is assumed that the Midland office there received similar tickets. It seems likely that the Met booking offices at Aldersgate Street and Farringdon Street (the only ones) received similar tickets at the same time, they were certainly stocked a few years later.

A letter dated 19 April 1905 from the GN Accountant's Office states that '*I have arranged with the Metropolitan Coy for them to supply our Booking Office at Moorgate Street with first and second class tickets to Aldersgate Street, Farringdon Street and King's Cross for the use of passengers desiring to travel to those stations by our trains and who hold season tickets forward from those points to stations on our line. The payments received will be handed over to the Met in the same way as with the third class tickets now in use.*' First and second class ordinary single and return tickets numbered 000-999 for each journey were supplied on 8 June 1905. A similar arrangement for first class passengers by Midland trains was also introduced, probably at the same time. Note that the restriction shown in bold in the quoted extract had never applied to third class passengers. Once again, even though the letter only applies to the GN's Moorgate Street booking office, a similar arrangement will have been made for the Met offices at Aldersgate Street and Farringdon Street and for travel by Midland trains from all three stations.

For many years tickets by GN and by Midland trains were only issued for westbound journeys, i.e. from Moorgate Street to Aldersgate Street, Farringdon Street and King's Cross (Met); from Aldersgate Street to Farringdon Street and King's Cross (Met) and from Farringdon Street to Kings Cross (Met). In the light of the 1844 Act this may seem odd, but the argument can be advanced that it was only down trains that originated on the Met while up trains started on the lines of the main line companies and thus were required only to stop at stations on those lines.

The necessary tickets were printed by the Met and generally followed the sequence of format changes that were used by that company. These have been codified by Brian Pask as Types 1 to 10 and are described in detail in *Ticket History Vol 1 pp 12-21*. Those Type numbers will be referred in the following description. When the third class tickets were introduced in 1882 the Met was using Type 2 tickets, its standard third class singles were printed on buff card and showed the company title in full at the top of the ticket, below which were the journey details and then the class. Printed between the two station names were the series number at the left-hand side and an initial representing the compositor at Waterlow & Sons (who printed the Met's tickets) at the right-hand side. The serial number was printed at each side of the ticket. On earlier tickets the fare was shown only to the right of the class (Type 2a) but from about 1890 it was shown at both sides (Type 2b).

As shown on the following pages, ticket development followed the sequence of Met formats from Type 2a onwards, all modified by showing the title as 'Met. & Midland Railways' and specifying a Midland train only. All backs are blank unless otherwise noted. As all tickets from Aldersgate Street and Farringdon Street were issued at Met booking offices they were dated using that company's presses, the usual format being *ddmmyy* with (from mid-1884 – see *Transport Ticket Society Journal 2000 page 470* - to an unknown date) a code identifying the booking clerk printed after, and at right angles to, the date. The Midland booking office at Moorgate Street was temporarily removed on 19 May 1895 as part of alterations to the station and a new office opened on 16 February 1896 (*Derby Trains Office Diary*). This was taken over by Met staff on 1 July 1909 (*ibid*). While staffed by the Midland, tickets were dated in that company's dating presses using the company's rotating date system. Prior to July 1909 no clear pattern can be discerned that clearly shows whether, at any given date, specified train tickets were issued at the Midland or at a Met booking office or both.

SPECIFIED CARRIER TICKETS

**Metropolitan Railway – Widened Lines (continued)**

**Met Types 2a to 3** The earliest tickets used from 1882 were of Met Type 2a, printed on green card to match that used for down tickets from Widened Lines stations under the Midland's directional colouring scheme. From about 1890 the fare was shown to each side of the class to give Met Type 2b. Met Type 3 saw the addition of NOT TRANSFERABLE and the availability in 1895/96.



237492



24694



113596

**Met Type 4** Miniature repeats of the issuing and destination stations were added by early 1897. There are two versions of this type, 4a with the series number at the left hand side of the ticket and, from about 1900, 4b with the series number at the right hand side. This is the first type in which first class tickets are possible although none has been seen. From about March 1906 some pure Met tickets of Type 4b were printed on the back with an advertisement for the company's parcels service, over the name of the General Manager A.C. Ellis. but no specified train ticket of the type has yet been seen with this advert.



24780



225703



Title misprinted

227205

**Met Type 5** NOT TRANSFERABLE had been omitted by June 1906. All known tickets have the Ellis parcels advert on the back.



10607

## SPECIFIED CARRIER TICKETS

### Metropolitan Railway – Widened Lines (continued)

**Met Type 6** By October 1906 the miniature repeats of the stations and the fare had been omitted, the fare line amended to state the class followed by the word 'FARE' and the value, and the Midland trains notice moved to below the name of the destination station. In addition, the series number in the text was replaced by a prefix to each serial number and the colour for third class tickets changed to dark green (the Met changed its own third class tickets from buff to dark green at the same time). Most tickets have the Ellis parcels advert on the back, but later prints have the same advert over the name of R.H. Selbie, appointed to succeed Ellis from 1 October 1908.



GRC

**Met Bell Punch prints** For a few months during the years 1907 and 1908 confusion is caused by the Met's decision to procure some of its tickets from Bell Punch, readily identifiable by their very distinctive serial numbers. There are two versions, the earlier including the words 'NOT TRANSFERABLE' although devoid of any repeats (no corresponding pure Met ticket has been seen) and the later clearly corresponding to Type 6 but with the modification that the series number is still shown between the stations. All have the Ellis advert, but set in a different typeface to that used by Waterlow. As yet, only the later version has been seen for Midland trains.



GRC

**Met Type 7** Miniature repeats had been restored by July 1909 (how were child tickets issued in their absence?) to give a face layout identical to that of Type 5. The parcels advert seems to have been dropped in late 1909 or early 1910, some tickets then had blank backs but others carried either of two new promotions, one for the Met through trains from the main line to the City that had commenced on 1 July 1909 and one for Whiteley's Bayswater store.



Selbie 2FE10

H65

SPECIFIED CARRIER TICKETS

**Metropolitan Railway – Widened Lines (continued)**

**Met Type 8** Sometime in 1910 conditions of issue were added on a single line below the availability. The through trains and Whiteley's adverts continued to be used until 1913 and 1911 respectively but were then dispensed with and all newly printed tickets had blank backs. By the time that the first class tickets were introduced in 1905 the Midland was using yellow for all its full-fare singles and returns and it seems likely that the Met simply accommodated this rather than insisting on its own white card. The third class issues do illustrate a colour change, from green to an imitation of the Midland's standard drab, the company's use of green card for its own down tickets from the Widened Lines had ceased in 1902.



Through trains 19FE14 463



Through trains 9FE12



Whiteley's 9J1211

It is particularly noticeable that no ticket dated between January 1915 and May 1921 has been seen and the theory is strongly advanced that this facility for travel by trains of the main line companies was withdrawn early in the War and not restored until late 1920 or early 1921. There are several other pointers to this being the case. The semi-official Metropolitan Railway *Record of Events* carries the following entry for 17 January 1915:- 'Great Northern, Midland and South Eastern and Chatham Passenger services over the Widened Lines substantially reduced.' It would be entirely logical that the trains of the reduced service should not be used by passengers travelling short distances between Met stations. There is other corroborating evidence.



Blank 29AP14



Blank 18FE32

Tickets 3292 and 4096 both from Series 31 but different print runs, likely to have been 3000-3999 and 4000-4999 respectively. Their dates are 24AP14 and (somewhat indistinctly but on the back as well) 18FE32. Intervening issues for the journey at a 1½d fare are also known, but without getting into the minutiae of fare changes there is no reason not to suppose that the Series 31 tickets were withdrawn in 1915, held in stock, and reappeared for use at a much later date.

SPECIFIED CARRIER TICKETS

**Metropolitan Railway – Widened Lines (continued)**

**Met Type 9** If the theory is correct then when the tickets were restored new prints showing ‘Revised Fare’ will have been required and again this is consistent with known examples, all of which show them as being from Series 1. By this time the availability had been omitted from standard Met singles and the conditions re-set on to two lines to give Type 9.

It is only in this last type that any eastbound singles are known to have been used. All known examples are Series 1 from Kings Cross (1) with very low serial numbers. The number of tickets issued in all three classes remains low over the next few years and this almost inevitably leads to the conclusion that resumption of specified train tickets was only in conjunction with season tickets and that they were not available to ordinary passengers.



**Met Type 10** The first transitional tickets printed for use after the grouping on 1 January 1923 omitted the word ‘Revised’ from the fare line (as fares themselves reverted to the pre-August 1920 levels), added back the availability and reworded the conditions to refer to ‘the Company’s By-laws, Regulations and Notices’. Any print run in this format with the serial number at each side of the ticket is unlikely and probably all omit the left hand one, as did all pure Met tickets from probably sometime in 1923 to give Type 10. The first class ticket is on card that is a very poor approximation of Midland yellow!



Copies of the advertisements used on Met & Midland tickets.



**SPECIFIED CARRIER TICKETS**

**Metropolitan Railway – Widened Lines (continued)**

Table 1 below shows the Series numbers that have been seen in third class tickets of Types 2a to 8 for each journey to be made by a Midland train. The respective advertisements are also identified. The colour was changed from green to drab during the currency of Type 8 and the respective colours are indicated by the suffixes 'g' and 'd'.

It is notable that tickets to Aldersgate Street and Farringdon Street never progressed beyond Series 1, while easily the heaviest issue was for the journey from Farringdon Street to King's Cross for which tickets reached Series 31. The serial number and date of the latest ticket known for each journey is shown in Table 2. The Met's practice of using alphabetical suffixes as part of the Series number for some years is obscure; it is thought that the jump from Series 6B to 27 in Type 4b resulted from a re-numbering that took into account all earlier suffixed numbers.

**TABLE 1**

Journey	T2a	T2b	T3	T4a	T4b	T5 Ellis	TBP1 Ellis	TBP2 Ellis	T6 Ellis	T6 Selbie	T7 Selbie	T8 Other	T8 Blank
M St – A St												S1	
M St – F St.	S1				S1			S1			S1		
M St – KX		S1			S2							S3g S4d	S4
A St – F St	S1												
A St – KX		S3	S6	S8	S9				S10			S10d	
F St - KX	S3	S5A S6A	S9A S10A	S2B S4B	S6B S27 S28	S30							S31

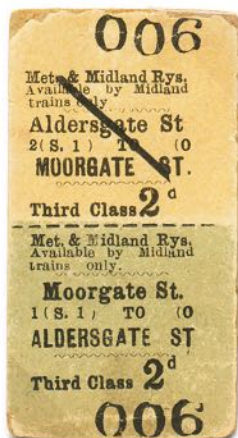
Table 2 also shown a comparison between the highest Series numbers known for third class tickets for each journey by a Midland train and a GN train over the pre-war period. The discrepancies between the two companies seem extremely odd and no explanation can be offered.

**TABLE 2**

Journey	By Midland Train			By GN train		
M St – A St	S1	1074	23/01/13	S11	1041	16/05/13
M St – F St	S1	7391	02/02/10	S8	1455	T8 illeg
M St – KX	S4	2050	30/01/14	S2	2575	24/02/14
M St 3 - KX	S4	3243	T8 illeg	S3	2068	26/12/14
A St – F St	S1	2346	10/03/01	None		
A St - KX	S10	2606	09/02/12	S2	3700	10/10/03
F St - KX	S31	3292	24/04/14	S6A	2158	06/07/97

**Return Tickets**

The National Archive papers refer to single tickets only and it is somewhat surprising to find that returns were also on offer. The issue date of 006 show how little demand there had been.



TAP11



4.2.014



25.11.33

SPECIFIED CARRIER TICKETS

**North Eastern Railway**

The Otley & Ilkley Joint line, owned by the Midland and the North Eastern Railways, opened on 1 August 1865; on the same day the Midland opened a line from Apperley Junction on its Leeds - Bradford line through Guiseley to connect with the O&I at the west-facing Burley Junction and east-facing Milner Wood Junction. The NER had already built a branch to Otley from Arthington on its Leeds - Harrogate line, opening this for passenger traffic on 1 February 1865. Both companies were thus able to run services between Leeds and Ilkley over their respective routes and competition duly began.

What the Midland lacked was a direct connection to the O&I from Bradford, but it was some years before this came into being in the form of a line from Shipley, between Apperley and Bradford, to Guiseley with stations at Baildon and Esholt. This opened on 4 December 1876, allowing the Midland to carry passengers between Bradford and both Ilkley and Otley, either direct or changing at Guiseley. Although speculative, it then seems likely that there were talks between the two companies as to the benefit that may be derived from a through service between Bradford and Harrogate. In his *Midland Railway Chronology* John Gough records (without giving any dates) that the Midland possessed running powers for all traffic over the NER between Otley and Harrogate and that the NER had the same powers over the Midland between Bradford and Milner Wood Junction.

The Midland powers appear rarely or even never to have been exercised, but it is known that from 1 August 1877 the NER operated a Bradford - Harrogate service via Otley. [Glynn Waite - *Derby Trains Office Diary*]. This continued until after the grouping. *Bradshaw* for November 1880 shows four trains each way per weekday; having left Bradford these called at Shipley, Guiseley and Otley before reaching Harrogate. By changing at Otley access could be gained to Pool, Arthington and stations to Leeds. By 1896 there were eight trains each way, all also making a conditional stop at Manningham to take up or set down Harrogate (and beyond) passengers and one each way stopping at Weeton and at Pannal to take up or set down Bradford passengers. By October 1904 trains stopping at Manningham could take up passengers for Otley and beyond but on the reverse workings the stops were only to set down passengers from Harrogate and beyond.

The Midland Railway supplied all tickets for journeys local to the Bradford - Otley line. Those for journeys between any two stations at which the regular scheduled NE trains stopped were marked either 'By Midland Train' or 'By N.E. Train' depending on which was to be used. Tickets for Midland trains are shown below; 494 with alternative availability is unexplained.

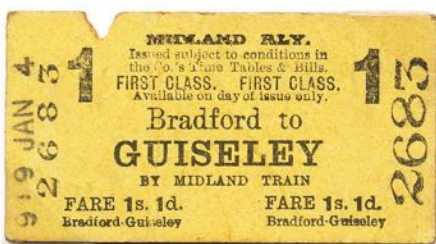


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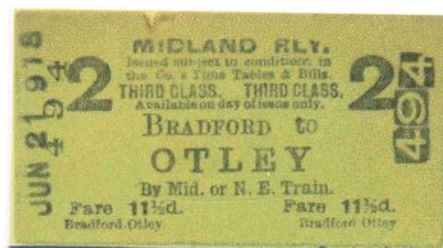


0512-15

RFB 04580



0517



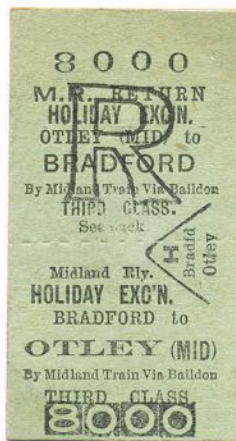
0517



0821



0825



X3

0-2-26-1



W11

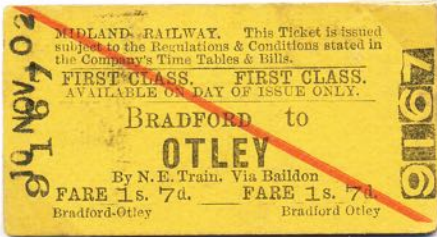
4 5A98



SPECIFIED CARRIER TICKETS

North Eastern Railway (continued)

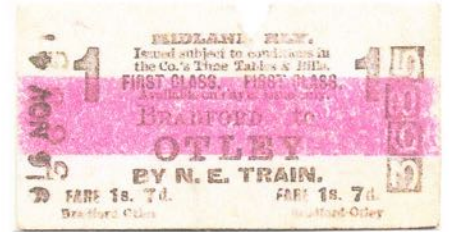
Tickets for local services between Bradford and Otley, for travel by North Eastern trains.



0512-15

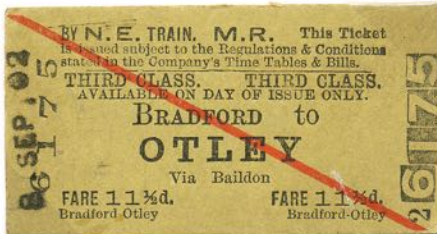


0512-15

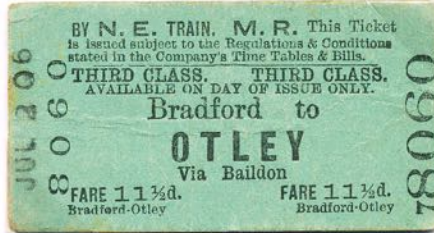


0517

62c



0512-15



0512-15



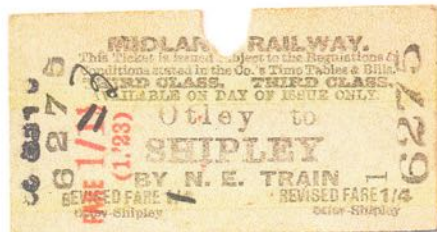
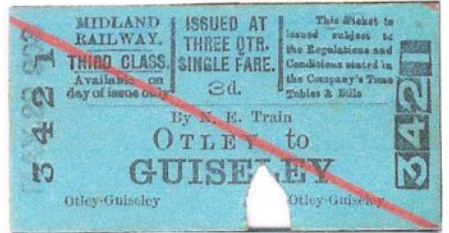
0512-15



0516



0517



0520

M65



0515



0521



0517

14c

SPECIFIED CARRIER TICKETS

**North Eastern Railway (continued)**

Different arrangements were in place for passengers travelling via Otley to NE stations. The following extract dated 25 November 1898 is quoted from a NER 'Special Arrangements' book of passenger fare instructions 1896 - 1922 [TNA - RAIL 527/1293]:

*Tickets are supplied by the North Eastern Co. to other than North Eastern Stations, as follows:-*

*Midland Stations - Bradford, Manningham, Shipley and Guiseley - to N.E. Stations via Otley, single & return, Tourist, Privilege, Week End, Ten Days, Excursion, Police, Pleasure Party & Hospital Patients. Frizinghall, Menston, Esholt and Baildon - excursion tickets to N.E. Stations.*

It is known that this arrangement was in force in 1890 and likely that it was implemented for Bradford, Shipley and Guiseley from the outset of the NE service, at least for ordinary singles and returns. Tickets in the other categories, and supply to the other stations mentioned in the extract, may have been added at later dates. The tickets supplied differed from standard NE prints in two respects. The 'N.E.R.' initials that constituted the company title were omitted, and the 'By N.E. Train' carrier notice was added. They are shown in Volume 1 of the North Eastern albums of the collection.

However, a passenger booking through to the NE from another Midland station and changing on to an NE train received a Midland ticket, of standard colour and with an appropriate notice.

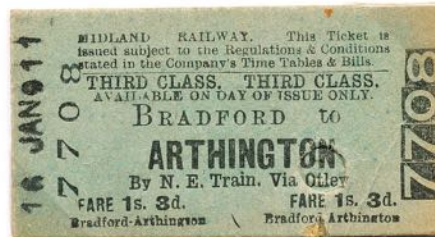


0512-15

By 1911 the arrangement for NE ticket supply had ceased and the Midland was supplying Bradford and stations to Menston with through tickets to NE destinations via Otley, specifying an NE train. Ordinary singles and returns are shown below.



0512-15



0512-15



0516

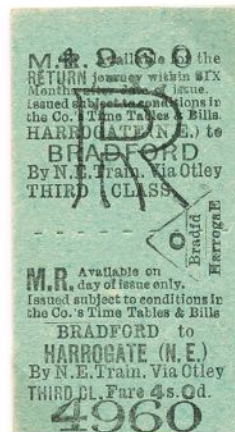
RFB16847



0517



0R20 Green 62c



0R21 Unacted

**SPECIFIED CARRIER TICKETS**

**North Eastern Railway (continued)**

Tickets other than ordinary singles. Half day excursion 6969 specifies a Midland train; this seems likely to be an error although it is not impossible that the Midland provided a special excursion train from time to time. Tickets, especially those at reduced fare, were also issued at the North Eastern City Office (shown in the 1901 Kelly's Directory as being at 42, 46 and 49 Swan Arcade) and at other agencies on the town. C.O. denotes an office of Thomas Cook & Son.

6969  
M.R. RETURN  
HALF DAY EXC'N.  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
(SEE BACK)  
M.R. EXC'N.  
HALF DAY.  
BRADFORD to  
HARROGATE (N.E.)  
By Midland Train, Via Otley  
THIRD CLASS.  
6969

10 JUN 21  
1214  
M.E. RETURN  
CHEAP DAY  
EXCURSION.  
HARROGATE (N.E.) to  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
See back

5211  
M.E. RETURN  
CHEAP DAY  
EXCURSION.  
HARROGATE (N.E.) to  
SHIPLEY  
By N.E. Train, Via Otley  
THIRD CLASS.  
See back

500  
M.R. RETURN  
HALF DAY EXC'N.  
SHIPLEY  
By N.E. Train, Via Otley  
THIRD CLASS.  
See back  
M.R. EXC'N.  
HALF DAY.  
SHIPLEY to  
N.E.  
By N.E. Train, Via Otley  
THIRD CLASS.  
500

500  
Midland Ry. EXCURSION  
2, 3, or 4 DAYS  
Available for use as per  
bill attached to the Train.  
N.E. to  
GUISELEY  
By N.E. Train, Via Otley  
THIRD CLASS.  
See back  
Midland Ry.  
EXCURSIONS  
2, 3, or 4 DAYS  
GUISELEY to  
N.E.  
By N.E. Train, Via Otley  
THIRD CLASS.  
500

523  
N.E. City Office  
M.R. Available for use  
within 14 days after date  
of issue only.  
N.E. to  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
(See back)  
N.E. City Office  
M.R. Available for use  
within 14 days after date  
of issue only.  
Bradford to  
N.E.  
By N.E. Train, Via Otley  
THIRD CLASS.  
523

031  
M.E. RETURN  
HALF DAY EXC'N.  
Kirkby Moorside (N.E.) to  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office See back  
M.R. EXC'N.  
HALF DAY.  
BRADFORD to  
KIRKBY MOORSIDE N.E.  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office  
031

604  
M.E. RETURN  
DAY EXCURSION.  
N.E. to  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office See back  
MIDLAND RY.  
DAY EXC'N.  
BRADFORD to  
N.E.  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office  
604

081  
M.R. RETURN  
DAY EXCURSION.  
JUNE 1st, 1914.  
SCARBORO' (N.E.) to  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office See back  
MIDLAND RY.  
DAY EXC'N.  
JUNE 1st, 1914.  
BRADFORD to  
SCARBORO' (N.E.)  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office  
081

064  
Midland Railway  
SHORT DATE EXCURSION.  
Available for use as per  
bill attached to the Train.  
SCARBORO' (N.E.) to  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office See back  
Midland Ry.  
SHORT DATE  
EXCURSION.  
BRADFORD to  
SCARBORO' (N.E.)  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office  
064

5807  
M.R. RETURN  
CHEAP DAY  
EXCURSION.  
HARROGATE (N.E.) to  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office See back  
Midland Ry.  
CHEAP  
DAY EXC'N.  
BRADFORD to  
HARROGATE (N.E.)  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office  
5807

746  
M.R. WEEK-END TICKET  
Available for use with after  
Saturday to the TUESDAY  
following, inclusive, as  
advertised by the bills.  
N.E. to  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office See back  
M.R. Available on  
day of issue only.  
WEEK-END TICKET.  
BRADFORD to  
N.E.  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office  
746

093  
M.R. WEEK-END TICKET  
Available for use with after  
Saturday to the TUESDAY  
following, inclusive, as  
advertised by the bills.  
WORMALD GREEN (N.E.) to  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office See back  
M.R. Available on  
day of issue only.  
WEEK-END TICKET.  
BRADFORD to  
WORMALD GREEN (N.E.)  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office  
093

M.R. LONG-DATE WEEK-END  
Available for use with after  
SATURDAY up to & include  
the following TUESDAY  
following, inclusive, as  
advertised by the bills.  
N.E. to  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office See back  
M.R. Available on  
day of issue only.  
LONG-DATE WEEK-END  
BRADFORD to  
N.E.  
By N.E. Train, Via Otley  
THIRD CLASS.  
N.E. City Office  
978

110  
M.R. 1/2 DAY EXC'N. RETURN  
JUNE 21st, 1913.  
St. Jude's Party  
PATELEY BRIDGE (N.E.) to  
BRADFORD  
In N.E. train, Via Otley  
THIRD CLASS.  
C.O. (See back)  
MIDLAND RY.  
HALF DAY EXC'N.  
JUNE 21st, 1913.  
St. Jude's Party  
BRADFORD to  
PATELEY BRIDGE (N.E.)  
In N.E. train, Via Otley  
THIRD CLASS.  
C.O.  
110

5960  
M.E. RETURN  
DAY EXCURSION.  
BRIDLINGTON (N.E.) to  
BRADFORD  
By N.E. Train, Via Otley  
THIRD CLASS.  
C.O. See back  
MIDLAND RY.  
DAY EXC'N.  
BRADFORD to  
BRIDLINGTON (N.E.)  
By N.E. Train, Via Otley  
THIRD CLASS.  
C.O.  
5960

SPECIFIED CARRIER TICKETS

**North Eastern Railway (continued)**

The Derby Trains Office Diary records that on 1 July 1902 the Midland 'took up running powers' over the NE between Leeds and Harrogate. It is assumed that through trains between St. Pancras and Harrogate started that day, the Midland public timetable for July 1903 shows three such down workings and four up. Running was non-stop between Leeds and Harrogate.

Ordinary singles for that journey were in standard formats, there was no need for a carrier notice as no NE train used the Midland's Wellington station. Matters were different at Harrogate, with both NE and Midland trains running to Leeds. Midland tickets were issued there, standard prints for journeys beyond Leeds, but specifying a Midland train if Leeds was the destination. The earliest were dual-titled, recognising use of the NE station, but within probably two or three years this practice was discontinued.



27FE04



0512-15

1165



29FE04



0512-15

25003843

Ordinary returns, whether issued at Leeds or Harrogate, specified the Midland as the carrier on both halves, even though on the down journey portions it was not really necessary. The earliest prints from Harrogate were dual-titled.



29FE04



0R18

23FE04



0R19

205P05



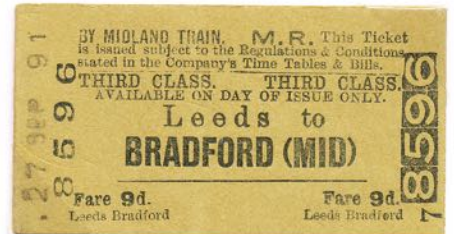
0R21

1165

SPECIFIED CARRIER TICKETS

**North Eastern Railway (continued)**

It is perhaps surprising to find specified carrier tickets for journeys from Bradford to Leeds, presumably over the direct Midland line through Shipley, Apperley and Kirkstall. An LNER document dated December 1930 does show that that company did then have running powers over the line, but no similar reference from pre-grouping days has been found. But it must have been the case; the *Derby Trains Office Diary* records that on 1 January 1903 the NER commenced working through trains between Bradford and Hull (which ceased at the end of that year) and that on 1 July 1904 the NER started a summer service between Bradford and Scarborough. This ceased on 30 September, but the Diary includes the note 'Was this continued after 1904?'. The tickets shown suggest that it was. Ticket 5539 pre-dates the Hull service and, as would be expected, is devoid of a carrier notice. The other examples all include such a notice.



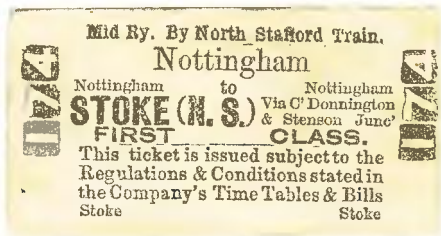
0219

W129

SPECIFIED CARRIER TICKETS

**North Staffordshire Railway**

The NSR had running powers over the Midland from Stenson Junction, north of Willington, over the line to Chellaston West Junction and thence east to Weston-on-Trent, Castle Donington, Trent and Nottingham. It used these for a service between Nottingham and Stoke which ran from 1 May 1874 to 30 April 1878. It was the only scheduled passenger service to run over the Stenson and Weston line although for many years thereafter it was used by excursion traffic between the Midlands and the North Wales coast. Tickets specifying a North Staffordshire train were issued at Nottingham at least.



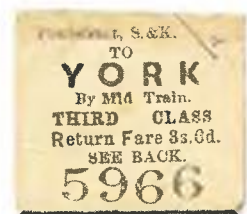
**Swinton & Knottingley Joint (Midland & North Eastern Railways Companies Committee), North Eastern Railway**

The Swinton & Knottingley Joint Line opened on 1 July 1879; four companies were to provide passenger services over it – the Great Northern, the Midland, the Manchester Sheffield & Lincolnshire (Great Central from 1 August 1897) and the North Eastern. Not all trains ran the full length of the line and not all stopped at all stations. There were, however, many journeys which could be made by trains of different companies and tickets for some at least of these specified the carrier.

The S&K provided the Midland with a viable route between Sheffield and York, an opportunity which that company immediately exploited when the line opened. Trains from Sheffield left Midland metals at Wath Road Junction, just to the north of Swinton station on the MR main line between Sheffield and Leeds, to run the full length of the joint line to Ferrybridge and then continue over the NE line to York. *Bradshaw* for November 1880 (sixteen months later) shows seven weekday trains each way, of these three northbound but only one southbound called at all S&K and NER stations.

Stations on the southern section of the S&K were Bolton-on-Dearne (Hickleton until 1 November 1879), Frickley (Clayton until 1 November 1882) and Moorthorpe & South Kirby (Moorthorpe until 1 July 1902). All were staffed by the Midland, and all tickets were supplied by that company. Frickley and Moorthorpe were served only by Midland trains; *Bradshaw* for March 1896 and July 1900 shows one southbound MS&L/GC train picking up at Bolton-on-Dearne. The default position was thus a Midland train and no carrier notice was required on the vast majority of tickets.

On the northern section were stations at Ackworth, Pontefract and Ferrybridge for Knottingley (not opened until 1 July 1882 and shown as Ferry Bridge Junction or Ferry Bridge until 1 June 1901). These were staffed by the North Eastern; that company supplied all tickets, on which the Midland was specified as the carrier if such was to be the case and an alternative was possible. A few copies are shown below, originals and some others are shown in the S&K section of the Midland Joint Lines album.



SPECIFIED CARRIER TICKETS

**Swinton & Knottingley Joint, North Eastern Railway (continued)**

On the North Eastern the intermediate stations involved (still working northward towards York) were Burton Salmon, Milford Junction (replaced by Monk Fryston from 1 October 1904), Sherburn-in-Elmet, Ulleskelf, Bolton Percy and Copmanthorpe. All issued tickets specifying the Midland as the carrier if such was to be the case and an alternative was possible. Copies are shown below, the originals and some others are shown in Volume 1 of the NER section of the collection.



**Tottenham & Hampstead Junction Railway**

Although independently incorporated, the Midland Railway and the Great Eastern Railway each subscribed one third of the T&HJ capital and effectively controlled the line. GE trains ran from 21 July 1868 until 31 January 1870, a Midland passenger service commenced on 1 October 1870. GE trains were resumed on 1 August 1885, from which date the line was operated jointly by the two companies.

Ordinary singles and returns from the Midland to the T&HJ were in standard formats, as were those from all T&HJ stations to Midland destinations. The joint title was used as standard for tickets between stations on the joint line, the Midland supplying such tickets for issue at Highgate Road, Junction Road, Upper Holloway, Hornsey Road and Crouch Hill (the western stations). Jointly titled tickets are dealt with in the Midland Joint Lines album, but exceptionally there were Midland titled tickets used for bookings between joint stations in the form of second class blank card returns (and possibly singles) from Upper Holloway and probably the other four western stations. Obviously the passenger was unable to travel second class by a Midland train, and the ticket is therefore marked "BY G.E. TRAIN" on each half.

