

TICKETS OF THE MIDLAND RAILWAY and CONSTITUENT COMPANIES

By David G Geldard

This forms part of the David G Geldard Collection of British Pre-grouping Railway Tickets. It covers the Midland Railway, the London Tilbury & Southend Railway and the other constituent companies and is presented as a series of PDFs (compiled from 300 dpi jpg scans) of pages from the albums in which the collection is housed. The PDFs are as follows:

Volume 1 - Ordinary singles and returns (standard).

Volume 2 – Ordinary singles and returns (non-standard); rail motor and omnibus tickets.

Volume 3 – Specified train tickets.

Volume 4 - Excursion tickets.

Volume 5 – Reduced fare tickets with standard conditions.

Volume 6 – Commercial traveller, market, tourist, privilege, weekend and workman's tickets.

Volume 7 – Shipping-related tickets.

Volume 8 – Free passes (edmondson); dog and article tickets; non-travel tickets; paper and large card tickets.

Volume 9 – Free passes and season tickets.

Volume 10 – L.T.& S.R.: ordinary singles and returns; other categories A – F (edmondson).

Volume 11 – L.T.& S.R.: other categories G – Z (edmondson); paper and large card tickets.

Volume 12 – Other M.R. constituent companies.

VOLUME 4:

EXCURSION TICKETS



David G Geldard

© 2022 by David G Geldard. Tickets of the Midland Railway and Constituent Companies Volume 4 is made available under the Creative Commons Attribution-NonCommercial 4.0 International Licence. To view a copy of this license, visit <http://creativecommons.org/licenses/by-nc/4.0/> or send a letter to Creative Commons, PO Box 1866, Mountain View, CA 94042, USA.

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

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

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

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

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

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

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

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

USING THE PDFs

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

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

PAGE FORMS

Company introduction pages

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

Background information pages

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

Conditions of issue (ticket backs) pages

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

Ticket pages

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

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

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

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

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

DATING OF MIDLAND RAILWAY TICKETS

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

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

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

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

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

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

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

92 JAN 25
30 SEP 93
SEP 30 94
95 SEP 30
30 SEP 96
SEP 30 97
98 SEP 30
30 SEP 99
SEP 30 00
901 SEP 30
30 SEP 902
SEP 30 903
904 SEP 30
30 SEP 905
SEP 30 906
907 SEP 30
30 SEP 908
SEP 30 909
910 SEP 30
30 SEP 911
SEP 30 912
913 SEP 30
30 SEP 914
SEP 30 915
916 SEP 30
30 SEP 917
SEP 30 918
919 SEP 30
30 SEP 920
SEP 30 921
922 SEP 30

30 SEP 923
SEP 30 924
925 SEP 30

EXCURSION TICKETS

For many years, starting in the 1870s, the Midland used a series of numbers and numbers in the audit slip to identify the category of excursion ticket. The list of known codes and their respective categories and approximate dates of use is given below. Note that until probably May 1904, the likely allocation date of letter codes to other categories of reduced fare ticket, all codes were numeric except for B, E (probably), L, S and SF.

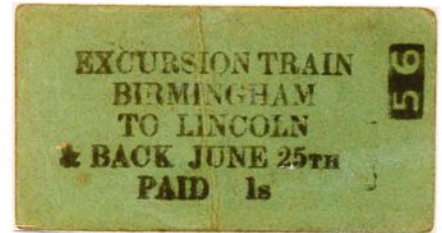
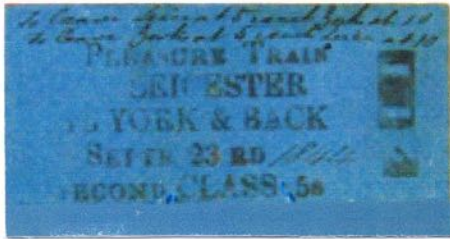
½	Half day excursion	1894-1922
1	Excursion (1)	1871-1898, after 1892 used on pre-dated tickets only
	Excursion day trip	1884-1892
	Day excursion	1892-1922
1C	Day excursion (circular)	1908
2*	Excursion (2)	1911-1912
3	Excursion (3)	1892-1893
	Excursion (1,2 or 3)	1890-1892, then re-designated as:
	Day & short date excursion	1892-1894, then code changed to S
	Fishing excursion (3 days)	1883, code removed in the 1890s & later allocated F
4	Excursion (4)	1890-1900
	Excursion (two, three or four days)	1912
5	Excursion (5)	1884-1892, and on pre-dated ticket in 1914
	Excursion (five days)	1903
	Friday or Saturday excursion (5)	1880-1885, then re-designated as:
	Week-end excursion (5)	1885-1893, then re-designated as:
	Week-end excursion	1893-1902, then replaced by Week-end return
6*	Excursion (6)	1891
7*	Excursion (7)	1905
8*	Excursion (8)	1889-1900
8	Excursion (eight days)	1903
11	Ten or eleven days excursion	1898-1903, then replaced by Long Date Week-end return
12	Cook's excursion (5,8,12)	1890-1907
15	Long date excursion (15)	1890
	Extended long date excursion	1899
	Fortnightly excursion	1903
16	Excursion (16 days)	1900-1912
	Continental excursion	1882-1922
B	Crystal Palace excursion via LB&SC	1900-1910
D	Short date excursion	1906-1914
E	Crystal Palace excursion via SE&C	1910
F	Fishing excursion	1906
H	Holiday excursion	1912
L	Excursion (5 or 8 days)	1893-1896
	Long date excursion	1894-1914
	Extended long date excursion	1899-1904, then code changed to X
S	Day & short date excursion	1894-1898
	Short date excursion	1890-1904, then code changed to D
	Sunday excursion	1910
SF	Single fare long date excursion	1896-1901
SX	Short sea excursion	1910
X	Extended long date excursion	1908-1922

* Designation seen on pre-dated tickets only.

EXCURSION TICKETS – SINGLE COUPON

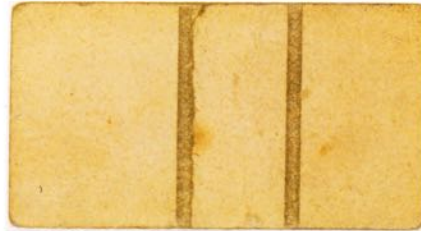
TYPE XSI Back: No conditions. Earliest date seen: 23 September 1844

This reference is used generically for all early single coupon tickets printed without conditions of issue. The Midland ran excursion trains from the earliest days of the company's existence. Indeed the 'Pleasure Train' ticket for 23 September 1844 was used only four months after the amalgamation that formed the company. The backs are shown below the respective tickets.



Manuscript on back reads:

Left Leicester at 25 min past 5 in the morning reached York at 10 min to 2 in the afternoon. Left York at ½ past 6 in the evening reached Leicester at 25 min past 4 next morning.

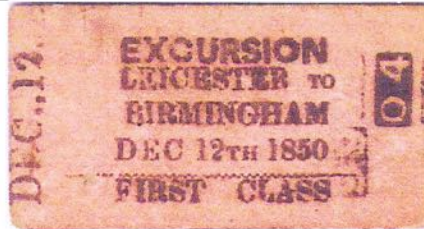


Tickets with blank backs for local journeys.

MIDLAND RAILWAY.
THE BIRMINGHAM AND MIDLAND COUNTIES
EXHIBITION OF CATTLE, SHEEP, PIGS,
AND POULTRY.
ON THURSDAY, December 12th, 1850, SPECIAL TRAINS will leave the undermentioned Stations For
BIRMINGHAM.

Stations.	Time of Starting.	Fares there and back, and Times of Starting:—			
		First Class.		Covered Carriages.	
	A.M.	s.	d.	s.	d.
LEICESTER	- 7.30	5	0	3	6
NOTTINGHAM	- 7.30	5	0	3	6
DERBY	- 8.30	4	0	3	0
ASHBY	- 8.20	4	0	3	0
BURTON	- 9.0	3	6	2	6

The Train will leave Birmingham in returning at 6.0 p.m.
 By order,
JOSEPH SANDERS,
 Derby, Dec. 3, 1850. General Manager.



Tickets with the company monogram on the back for foreign journeys. The 1851 ticket from Leeds was issued to enable a visit to be made to the Great Exhibition.



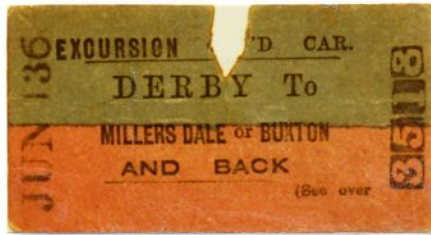
SRC

KR

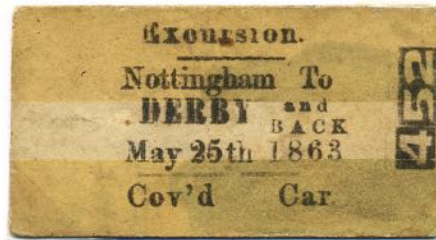
EXCURSION TICKETS - SINGLE COUPON

TYPE XS2 Back: X1a Earliest date seen: Not clear

By the late 1860s conditions of issue had been added to the backs of excursion tickets, and "See over" appeared on the fronts.



34/20



TYPE XS3 Back: X1a Earliest date seen: 23 July 1868

Company title added, probably at the same time as this change was made to ordinary singles (by September 1867) to give Type OS5.



EXCURSION TICKETS – SINGLE COUPON

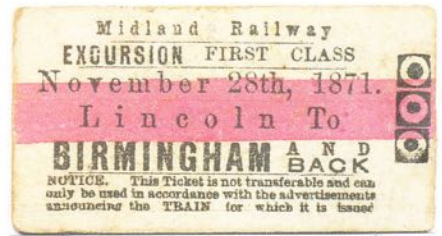
TYPE XS4 Back: Blank Earliest date seen: 12 August 1870

Conditions (with the same wording as before) moved to the front of the ticket and printed on three lines at the foot thereof. This type would appear to have been in use over the same period as ordinary single Types OS5 and OS6, with some overlap into the early period of Type OS7. Type OS5 included miniature repeats of the destination at the foot of the ticket and on Type OS6 repeats of the issuing station were added immediately below the name of that station. Pre-dated excursion tickets do not seem to have used repeats, and the one ordinary issue seen has only the destination repeated.

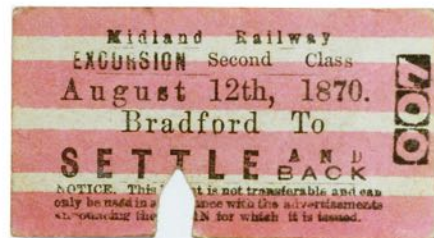
This is the last type in which second class tickets were printed, their use for excursion traffic will have been rare.



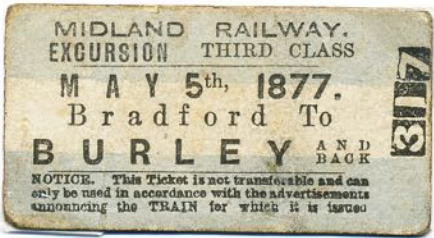
RN AP05



M65



125/14



EXCURSION TICKETS - SINGLE COUPON

TYPE XS5 Back: Blank Earliest date seen: 4 July 1881

By June 1878 there had been a radical re-design of ordinary singles (to give Type OS7) including moving the conditions from the bottom to the top and incorporating the miniature repeats into a single line at the foot of the ticket. These changes were applied to excursion tickets somewhat later, the position of the conditions forcing a reduction in prominence of the company title. Possibly at the same time the serial number was added at the left hand end of the ticket.



18 Jn 88



27384



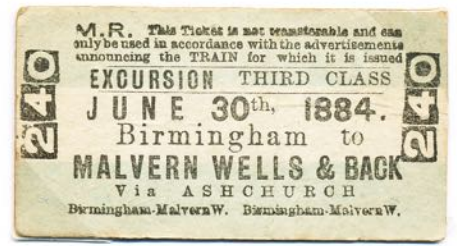
10384



1288



18129

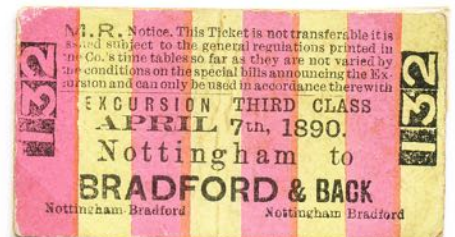
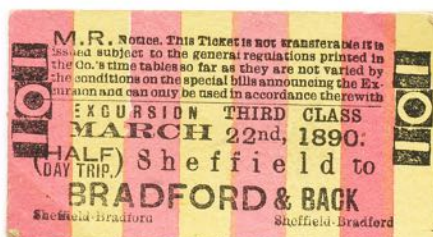
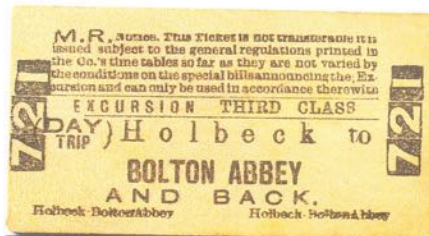
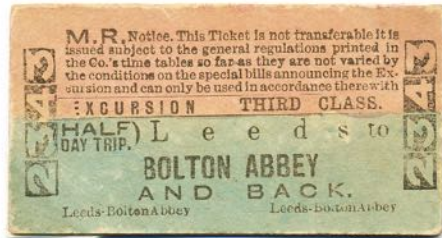
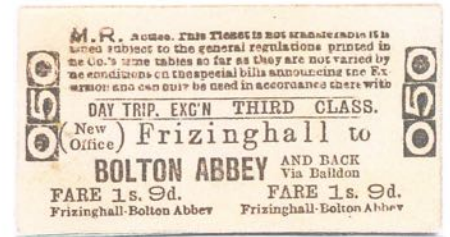


1163

EXCURSION TICKETS - SINGLE COUPON

TYPE XS6 Back: Blank Earliest date seen: 5 March 1889

At some time between April 1887 and March 1889 a longer conditions notice was brought into use, necessitating some reduction in type size and/or a general compression of the other detail on the ticket.



EXCURSION TICKETS - SINGLE COUPON

Type XS6 continued from previous page; tickets with the longer conditions notice.

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

EXCURSION THIRD CLASS
FEBRUARY 7th, RETURN
6th, 1891.
 Bristol (Temple Mead) to
BIRMINGHAM (NEW ST.)
Bristol-Birmingham Derby

1011

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

EXCURSION THIRD CLASS
FEB. 21st. 1891.
 (HALF DAY TRIP.) Birmingham to
DERBY & BACK
Birmingham Derby Birmingham Derby

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

HALF DAY EXC'N THIRD CLASS
JUNE 24th. 1891.
 Boat Club Cheltenham to
TEWKESBURY & BACK
Cheltenham-Tewkesbury Cheltenham-Tewkesbury

1145

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

EXCURSION THIRD CLASS
AUG. 20th. 1891.
 Bristol (Temple Mead) to
MALVERN LINK & BACK
Bristol-Malvern Link Bristol-Malvern Link

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

EXCURSION THIRD CLASS
SEPT. 7th. 1891.
 Bradford to
BRISTOL & BACK
Bradford-Bristol Bradford-Bristol

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

EXCURSION THIRD CLASS
DEC. 5th. 1891.
 (HALF DAY TRIP.) Sheffield to
DERBY & BACK
Sheffield-Derby Sheffield Derby

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

EXCURSION THIRD CLASS
JUNE 6th. 1892.
 Market Harboro' to
NOTTINGHAM & BACK
Market H. Nottingham Market H. Nottingham

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

EXCURSION FIRST CLASS
JUNE 17th. 1892.
 Gloucester (Mid) to
LYDBROOK JUNG TINTERN
CHEPSTOW & GLOUCESTER (G.W.) & BACK
Gloucester Lydbrook

white, pale stripes

KR

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

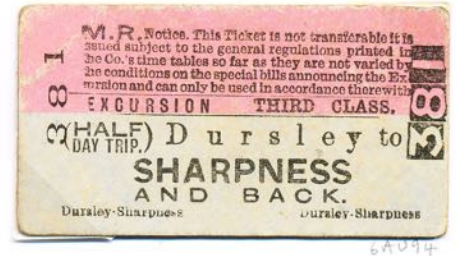
EXCURSION THIRD CLASS
JUNE 28th. 1892.
 St. Matthias School (New St.) Birmingham to
SUTTON PARK STN & BACK
(ADULT)

EXCURSION TICKETS - SINGLE COUPON

TYPE XS7 Back: Blank Earliest date seen: 26 December 1892

In accordance with Superintendent of the Line's Circular No. 598 tickets supplied from 15 July 1892 had one of the serial numbers (the left hand on all single coupon tickets) changed so as to appear in small numerals. This enabled the date to be stamped on the front rather than the back. In this and all succeeding types the serial number at the right hand end was in negative print as before or in positive print.

This appears to have been the last type of single coupon ticket for general use. They could well have been discontinued when the decision was taken to change two-coupon tickets from a horizontally to a vertically printed format in about 1893. There was, however, some later use of single coupon tickets in special cases as will be seen from the following pages.



EXCURSION TICKET - TWO COUPON

TYPE XT1 Back: No conditions. Earliest date seen: 28 July 1862

This reference is used generically for all early, horizontally printed, two-coupon tickets without conditions of issue. The backs are shown below the respective tickets. The company title may have been used only on tickets to foreign destinations. Ticket 004 would have been issued prior to June 1862, the line then being open as far as Rowsley from where onward travel was by coach. Graves was the proprietor of the Rutland Hotel at Bakewell.



The back is printed:

Allow by any train on or before August 9.



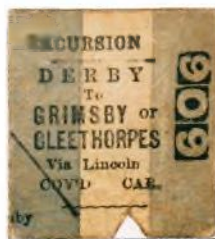
TYPE XT2 Back: Blank Earliest date seen: 8 July 1865

Triangular audit snips printed with the name of the destination station had been added to ordinary return tickets by February 1863 and excursion tickets are likely to have been changed at the same time. The snip was cut out when the ticket was issued to a child and returned to the audit office as evidence of the reduced fare that had been charged. The company title may have been used only on tickets to foreign destinations, it did not appear on ordinary local tickets until about 1867.



TYPE XT3 Back: X1b Earliest date seen: 25 August 1864

By the late 1860s conditions of issue had been added to the backs of excursion tickets. Those shown here have back X1b, with the company initials above the conditions, this form may only have appeared on foreign tickets. Ticket 001 indicates that back X1b continued in use during at least part of 1869, by when front titling had become standard.



EXCURSION TICKET - TWO COUPON

TYPE XT4 Back: X1c Earliest date seen: 3 July 1871

Print on the back of the ticket changed to form X1c, omitting the company initials but not making any change to the wording of the conditions themselves. Some tickets (e.g. 000) are found with the number of days for which the ticket is valid printed in the audit snip.



125/11

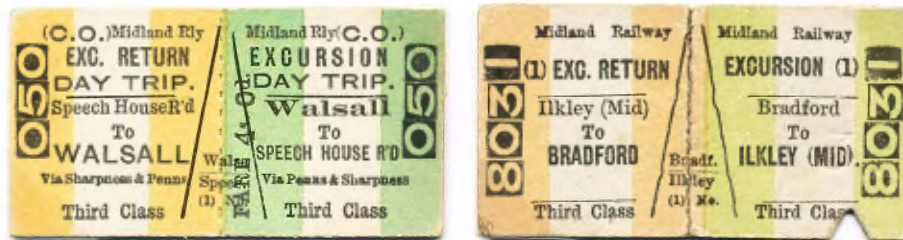


157/2

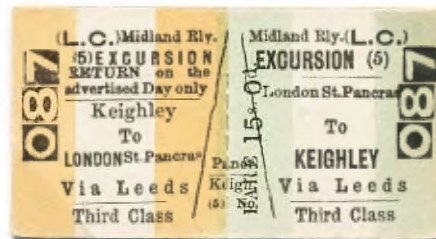
EXCURSION TICKET S - TWO COUPON

TYPE XT5 Back: X1c Earliest date seen: 2 June 1884

Shape and layout of the audit snip changed to a more elongated form, the corresponding change on ordinary returns had taken place by August 1882. The snip now included both station names together with (in brackets) a numeral indicating the maximum number of days for which the ticket was available and on the same line "No.", both above a space where the ticket number was to be entered.

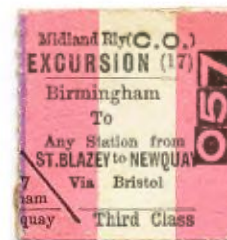


2 June 1884



TYPE XT6 Back: X1c Earliest date seen: 31 May 1884

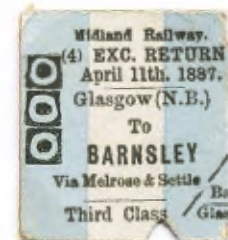
From early 1884 some excursion tickets with conditions X1c on the backs were printed with an audit snip which had reverted to its previous shape and which contained only a numeral indicating the maximum number of days for which the ticket was valid and, below this, the station names abbreviated if necessary. It would appear that this and Type XT5 were used contemporaneously for a few years.



20th 87



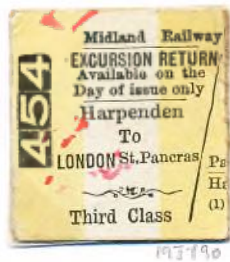
31st 84



EXCURSION TICKETS - TWO COUPON

TYPE XT7 Back: X2 Earliest date seen: 5 March 1889.

Conditions changed to refer both to the general regulations printed in the Company's time tables and to the conditions on the special bills announcing the excursion. Some tickets with the new conditions were printed with the elongated form of audit snip.



TYPE XT8 Back: X2 Earliest date seen: 22 April 1889.

Excursion tickets with conditions X2 on the backs were more commonly printed with the later audit snip, changed back to the original shape and containing only a numeral indicating the maximum number of days for which the ticket was valid and, below this, the station names abbreviated if necessary.

It is with this type that a clearly identifiable core pattern of excursion tickets began to emerge for ordinary booking office and agency use, i.e. without a pre-printed date. They comprised half-day on green|pink card with ½ in the audit snip, day on buff, green and white with 1 in the snip, short date on pink|lilac with S in the snip, long date on buff|green with red stripes with no letter or number in the snip, long date (15) on blue, pink and white with 15 in the snip and blank period on pale blue with a central vertical dark blue band with no letter or number in the snip. The colours given are for 3rd class tickets, 1st class were also used in at least some of the categories.

Tickets for other categories of excursion were also used, possibly more so in the early part of the period during which this type was current; these are shown overleaf.



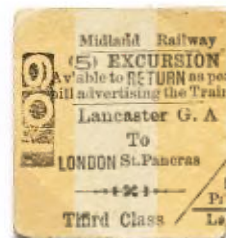
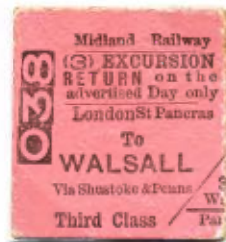
EXCURSION TICKETS - TWO-COUPON

Type XT8 continued from previous page, with conditions X2 on the backs and the later audit snip.

Tickets without a pre-printed date and outside the core pattern referred to on the previous page. Note that the 4 day tickets (185 and 023) are in the same colours as the core short date tickets, this and probably 2 or 3 day tickets were probably combined into short date prints. Five day tickets appear to have continued as a separate series for some years but may then also have been subsumed into short date.

Tickets available for at least 6 days became long date excursions (again note the colour correlation with the 5 or 8 day ticket 4133). Long date (15) excursions possibly started as 16 days (ticket 119), they were later to be designated as extended long date.

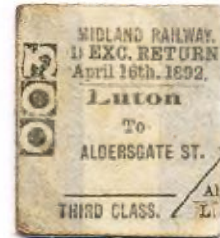
This is the last type in which first class half day excursion tickets and six or more days excursion tickets to the West of England were issued. Both were discontinued in accordance with Superintendent of the Line's Circular No. 576 dated 28 April 1891.



EXCURSION TICKETS - TWO-COUPON

Type XT8 continued from the previous page, with conditions X2 on the backs and the later audit snip.

This page shows pre-dated tickets, the colours of which did not necessarily conform to those of ordinary booking office or agency issues.

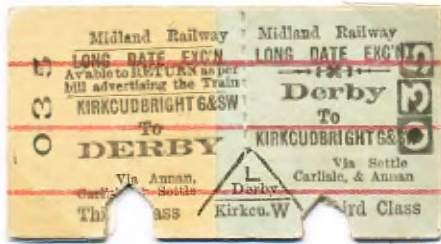
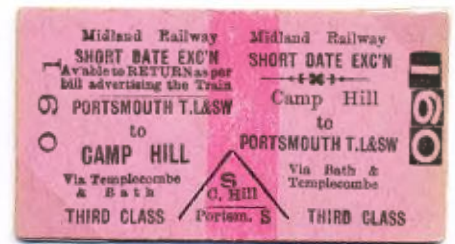


EXCURSION TICKETS - TWO-COUPON

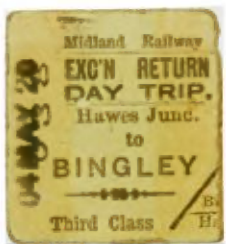
TYPE XT9 Back: X2 Earliest date seen: 13 July 1892.

In accordance with Superintendent of the Line's Circular No. 598 tickets supplied from 15 July 1892 had one of the serial numbers (the left hand on all single coupon tickets) changed so as to appear in small numerals. This enabled the date to be stamped on the front rather than the back. In this and all succeeding types the serial number at the right hand end was in negative print as before or in positive print. Conditions X2 continued. The earliest issue date seen is actually a couple of days before the circular was issued!

Shown below are those tickets covered by what are suggested as the six core categories. Note that long date tickets now have the letter L in the audit snip.



Variations on tickets falling within the core pattern.



1513

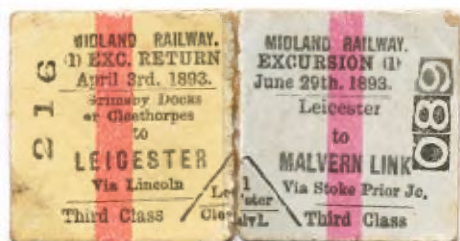
EXCURSION TICKETS - TWO-COUPON

Type XT9 continued from the previous page, tickets with a small left hand serial number and conditions X2.

Tickets without a pre-printed date and outside the core pattern referred to on the previous page. Note the continuation of 5 day tickets.



Pre-dated tickets, the colours of these did not necessarily conform to those of ordinary booking office or agency issues.

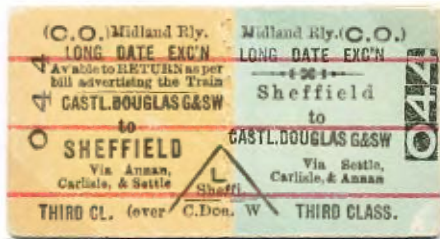


EXCURSION TICKETS - TWO-COUPON

TYPE XT10 Back: X2 Earliest date seen: 27 June 1893.

The word "over" was added to the return half in order to draw attention to the conditions on the back of the ticket. The word had appeared on the return half of ordinary returns from at least 1871. Although horizontally printed tickets for booking office issue were very soon to be superseded by vertically printed tickets the horizontal format continued in use for pre-dated tickets until the early years of the twentieth century.

Shown below are those tickets covered by what are suggested as the six core categories. Note that long date tickets now have the letter L in the audit snip.



Variations on tickets falling within the core pattern.



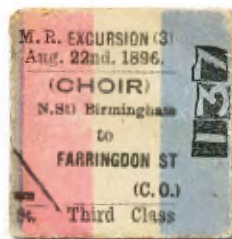
EXCURSION TICKETS - TWO-COUPON

Type XT10 continued from previous page, tickets with a small left hand serial number, the word "over" and conditions X2.

Tickets without a pre-printed date and outside the core pattern referred to on the previous page. Note the continuation of 5 day tickets.



Pre-dated tickets for periods of other than one day. The colours of these did not necessarily conform to those of ordinary booking office or agency issues.



EXCURSION TICKETS - TWO-COUPON

Type XT10 continued from previous page, tickets with a small left hand serial number, the word "over" and conditions X2.

Pre-dated day excursion tickets. The colours of these did not necessarily conform to those of ordinary booking office or agency issues.



EXCURSION TICKETS - TWO-COUPON

TYPE XT11 Back: X3 series Earliest date seen: 22 May 1899.

During 1899 new conditions X3a and X3b were adopted for excursion tickets. The two forms differed only in their spacing, they contained an excursion bill variation clause and were used contemporaneously. Pre-dated horizontal format tickets with "over" (not "See back" as on vertical prints - see later pages) on the return half were printed with the new conditions for some three years and were then no longer used. The last date noted is 15 November 1902 and it is suggested that they were discontinued following the Company's 1902 revision of ticket colours.



127/17



82/2



129/23

EXCURSION TICKETS - TWO-COUPON

TYPE XT12 Back: X2 Earliest date seen: 20 August 1893.

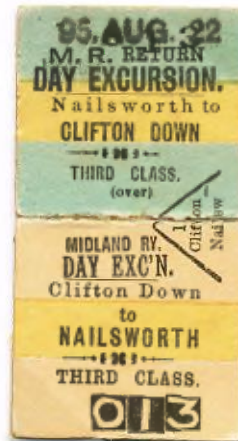
From some time in 1892/3 all excursion tickets that were to be dated on issue by the booking clerk or agent were printed in vertical format, with "over" on the return half and conditions X2 on the back. As seen from the previous pages, the contemporary pre-dated tickets of Types XT9 and XT10 were horizontally printed.

Shown below are those tickets covered by what are suggested as the six core categories. Initially the colours used for the corresponding tickets of Type XT10 were continued, but long date (15) excursion tickets appear to have been re-designated as extended long date excursion tickets with the indicator in the audit snip changed from 15 to L. During the currency of the type three colour changes appear to have occurred as follows:

Day tickets - the halves took a central yellow rather than white band, seen dated from: 22 August 1895

Extended long date tickets - became pink/white/blue on both halves, seen dated from: 3 April 1901

Blank period tickets - became light blue on outward half and dark blue on return half, seen dated from: 4 March 1901



EXCURSION TICKETS - TWO-COUPON

Type XT12 continued from the previous page, tickets printed in vertical format, with "over" on the return half and conditions X2 on the back.

Variations on tickets falling within the core pattern.



Tickets without a pre-printed date and outside the core pattern referred to on the previous page. A new category of single fare long date excursion was brought into use.



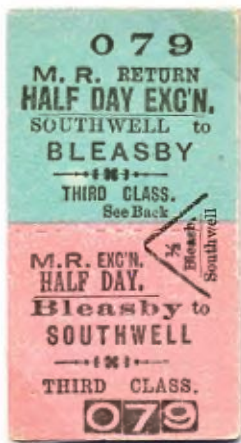
Pre-dated tickets, the colours of these did not necessarily conform to those of ordinary booking office or agency issues.

EXCURSION TICKETS - TWO-COUPON

TYPE XT13 Back: X2 Earliest date seen: 9 July 1896.

Notice on the return half changed from "over" to "See Back", the corresponding change had occurred on ordinary returns by November 1896. Various typefaces and positions are found for this notice, but with no apparent date significance. From probably the same time some vertically printed pre-dated excursion tickets began to appear although horizontal prints of Type XT10 were not yet abandoned.

Shown below are those tickets covered by what are suggested as the six core categories. Initially the colours used for the corresponding tickets of Type XT12 were continued, but during the currency of the type a further change to the colour of extended long date tickets appears to have taken place, these becoming pink with a blue band at each half. Tickets in the new colours have been seen dated from: 20 May 1899.



Undated



23.11.99



11.11.99 19.5.99



7.11.99



29.11.99



20.11.99



11.11.99

EXCURSION TICKETS - TWO-COUPON

Type XT13 continued from the previous page; vertical format tickets with "See Back" and conditions X2.

Variations on tickets falling within the core pattern.



Tickets without a pre-printed date and outside the core pattern referred to on the previous page. Single fare long date excursion tickets continued in use, they had the initials SF in the audit snip. The red stripes are missing from 068.



EXCURSION TICKETS - TWO-COUPON

Type XT13 continued from the previous page; vertical format tickets with "See Back" and conditions X2.

This page shows pre-dated tickets, the colours did not necessarily conform to those of ordinary booking office or agency issues.

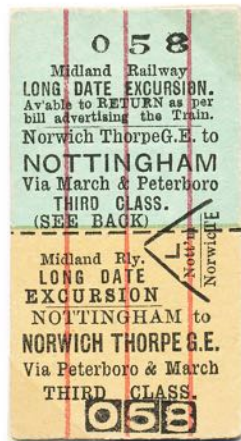


EXCURSION TICKETS - TWO-COUPON

TYPE XT14 Back: X3 series Earliest date seen: 11 July 1899.

Conditions changed to X3a or X3b, containing an excursion bill variation clause; the two forms seem to have been contemporary. Horizontal prints of Type XT11 continued to be preferred for pre-dated tickets.

Shown below are those tickets covered by what are suggested as the six core categories.



EXCURSION TICKETS - TWO-COUPON

Type XT14 continued from the previous page; tickets with conditions X3a or X3b.

Variations on tickets falling within the core pattern.



Tickets without a pre-printed date and outside the core pattern referred to on the previous page. Single fare long date excursion tickets continued in use. The category of 16 day excursion appears to have been reintroduced, tickets had the number 16 in the audit snip.



Pre-dated tickets, the colours did not necessarily conform to those of ordinary booking office and agency issues.

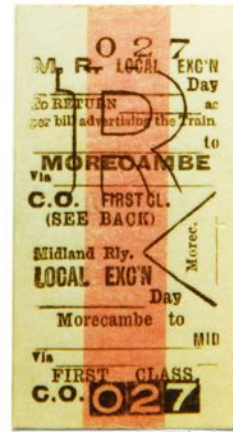
EXCURSION TICKETS - TWO-COUPON

TYPE XT15 Back: X3 series Earliest date seen: 22 April 1903.

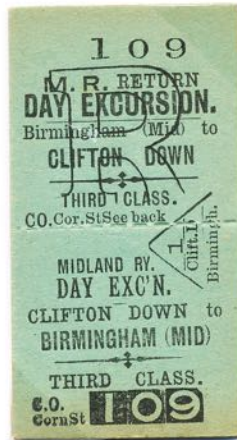
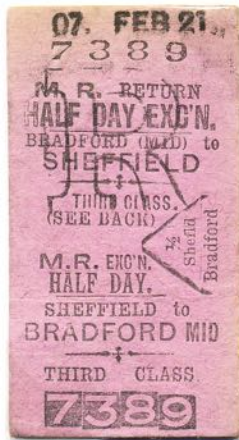
In 1902 the Company undertook a major revision and simplification of their ticket colours, attempting as far as possible to use single colours only. To assist identification a large skeleton R was added to the return half of the ticket.

Shown below are those tickets covered by what are suggested as the six core categories. The new colours for 3rd class were:

- Half day lilac; ½ in audit snip.
- Day green; 1 in audit snip.
- Short date: grey; probably S in audit snip replaced by D in 1904.
- Long date: orange; L in audit snip.
- Extended long date: red; probably L in audit snip replaced by X in 1904.
- Blank period brick; no indicator in audit snip.



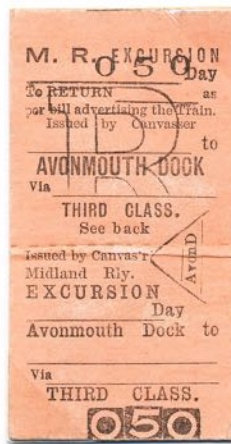
7/26



EXCURSION TICKETS

Type XT15 continued from the previous page. Tickets in the new colours with a large skeleton R and conditions in the X3 series.

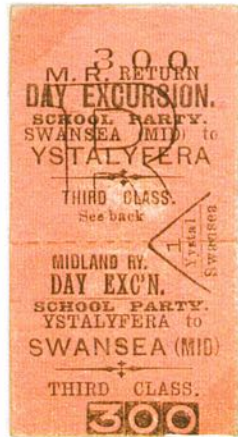
Variations on tickets falling within the core pattern.



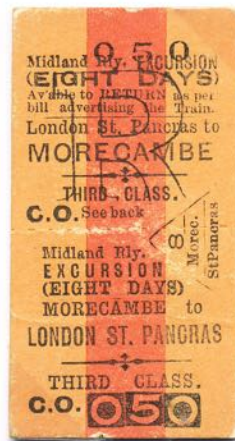
EXCURSION TICKETS

Type XT15 continued from the previous page. Tickets in the new colours with a large skeleton R and conditions in the X3 series.

Tickets without a pre-printed date and falling outside the core pattern.



107/20



620



129/19



313708

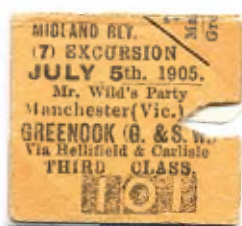
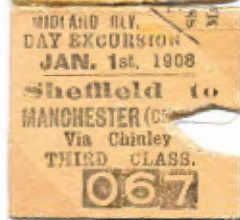


299004

EXCURSION TICKETS

Type XT15 continued from the previous page. Tickets in the new colours with a large skeleton R and conditions in the X3 series.

Pre-dated tickets, the colours did not necessarily conform to those of ordinary booking office and agency issues.

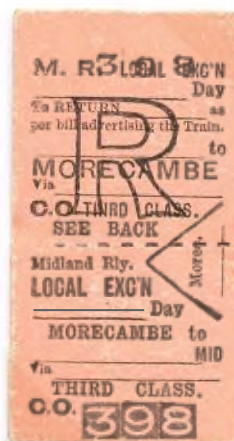
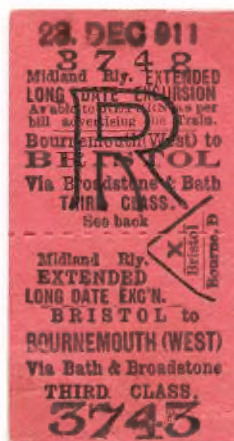


EXCURSION TICKETS

TYPE XT16 Back: X3 series Earliest date seen: 4 December 1908.

Style of R overprint changed to a smaller version. While this style did predominate during the later period some tickets continued to appear with the larger overprint.

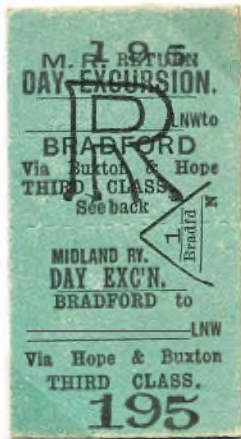
Shown below are those tickets covered by what are suggested as the six core categories.



EXCURSION TICKETS

Type XT16 continued from the previous page. Tickets in the new colours with a small skeleton R and conditions in the X3 series.

Variations on tickets falling within the core pattern.



Tickets without a pre-printed date and falling outside the core pattern.



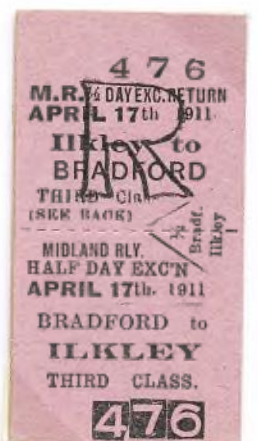
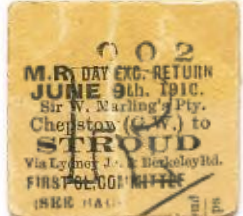
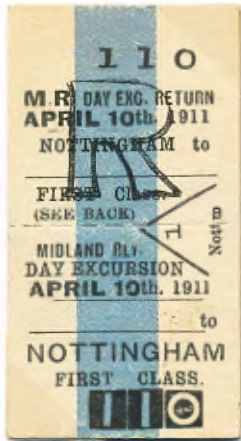
123/16

247/12

EXCURSION TICKETS

Type XT16 continued from the previous page. Tickets in the new colours with a small skeleton R and conditions in the X3 series.

Pre-dated tickets, the colours did not necessarily conform to those of ordinary booking office and agency issues.



EXCURSION TICKETS

Type XT16 continued from the previous page. Pre-dated tickets with a small skeleton R and conditions in the X3 series.

729
MIDLAND RAILWAY.
DAY EXC'N RETURN
APRIL 22nd. 1912.
LOUGHBORO' to
LEICESTER
THIRD CLASS.
(SEE BACK)
MIDLAND RLY.
DAY EXCURSION
APRIL 22nd. 1912.
LEICESTER to
LOUGHBORO'
THIRD CLASS.
729

113
MIDLAND RAILWAY.
DAY EXC'N RETURN
APRIL 23rd. 1912.
Rolleston Junction to
SUTTON-IN-ASHFIELD
THIRD CLASS.
SEE BACK
MIDLAND RLY.
DAY EXCURSION
APRIL 23rd. 1912.
Sutton-in-Ashfield to
ROLLESTON JUNCTION
THIRD CLASS.
113

000
M.R. (2) EXC. RETURN
APRIL 24th. 1912.
EPSOM DOWNS(L.B.S.C.) to
SKIPTON
Via St. Pancras
THIRD Class.
(SEE BACK)
MIDLAND RLY.
(2) EXCURSION
APRIL 23rd. 1912.
Skipton to
EPSOM DOWNS (L.B.S.C.)
Via St. Pancras
THIRD CLASS.
000

008
M.R. (2) EXC. RETURN
APRIL 24th. 1912
EPSOM TOWN (L.B.S.C.) to
SKIPTON
Via St. Pancras
THIRD CLASS.
(SEE BACK)
MIDLAND RLY.
(2) EXCURSION
APRIL 23rd. 1912.
Skipton to
EPSOM TOWN (L.B.S.C.)
Via St. Pancras
THIRD CLASS.
008

053
M.R. DAY EXC. RETURN
MAY 27th. 1912.
NOTTINGHAM to
NEWARK
THIRD CLASS.
(SEE BACK)
MIDLAND RLY.
DAY EXCURSION
MAY 27th. 1912.
Newark to
NOTTINGHAM
THIRD CLASS.
053

029
M.R. DAY EXC. RETURN
APRIL 4th. 1912.
AINTREE(C.L.C.) to
LEICESTER
Via Hazel Grove
THIRD CLASS.
(SEE BACK)
029

EXCURSION TICKETS

TYPE XT17 Back: X3 series

Earliest date seen: 4 February 1913

From about mid-1912 the Company started to print large reference numbers on most of their tickets. The earliest date seen on any Midland ticket with such a number is 19 August 1912, their purpose is not yet known. All excursion tickets (except for fishing excursions which are shown separately), whether 1st or 3rd class, carried the number 3 and for a very brief period this was shown on the front of each half of the ticket.



EXCURSION TICKETS

TYPE XT18 Back: X4 series Earliest date seen: 3 April 1913.

Within a very short time it had been decided to move the reference numbers to the backs of excursion tickets and to change the setting of the conditions to give either form X4a or X4b, the two being used contemporaneously with the former version the commoner.

Restriction of excursion facilities commenced in 1914 and were progressively tightened until it was announced that all excursion bookings must be suspended on and after March 29th 1915. This is thus the last type to be used until some time after the end of the War.

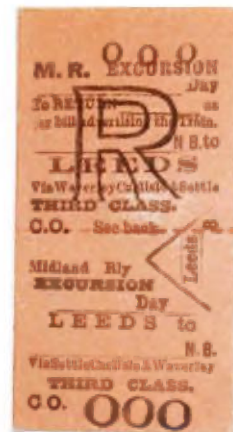
Shown below are those tickets covered by what are suggested as the six core categories.



EXCURSION TICKETS

Type XT18 continued from the previous page. Tickets with conditions in the X4 series.

Variations on tickets falling within the core pattern.



1013

Tickets without a pre-printed date and falling outside the core pattern.



EXCURSION TICKETS

Type XT18 continued from the previous page. Pre-dated tickets with conditions in the X4 series. Although most have the small R overprint, the larger version is still occasionally found.

001
M.R. DAY EXC. RETURN
APRIL 3rd. 1913.
AINSBREE (C. & C.) to
CHESTERFIELD
Via Blaxton & Croft
FIRST CLASS.
(SEE BACK)

145
M.R. DAY EXC. RETURN
NOV. 1st. 1913.
CHELTENHAM to
FIRST CLASS.
(SEE BACK)
MIDLAND RLY.
DAY EXCURSION
NOV. 1st. 1913.
to
CHELTENHAM
FIRST CLASS.
145

131
M.R. DAY EXC. RETURN
JAN. 13th. 1914.
BROMFORD BRIDGE to
FIRST CLASS.
(SEE BACK)
MIDLAND RLY.
DAY EXCURSION
JAN. 13th. 1914.
to
BROMFORD BRIDGE
FIRST CLASS.
131

007
M.R. DAY EXC. RETURN
MAY. 25th. 1914.
UTTONETER (N.S.) to
BIRMINGHAM
Via Burton-on-Trent
FIRST CLASS.
G.O. 52 Cor. St.
MIDLAND RLY.
DAY EXCURSION
MAY. 25th. 1914
BIRMINGHAM to
UTTONETER (N.S.)
Via Burton-on-Trent
FIRST CLASS.
G.O. 52 Cor. St. 007

394
M.R. 3/4 DAY EXC. RETURN
NOV. 1st. 1913.
Waltham Bolton to
ROTHERHAM
Via Waltham Station
THIRD CLASS.
(SEE BACK)
MIDLAND RLY.
HALF DAY EXC'R
NOV. 1st. 1913.
Rotherham Masbo'St'n to
WATH & BOLTON
THIRD CLASS.
394

17/32

011
M.R. DAY EXC. RETURN
NOV. 1st. 1913.
CHELTENHAM to
RIPPLE
THIRD CLASS.
(SEE BACK)
MIDLAND RLY.
DAY EXCURSION
NOV. 1st. 1913.
Ripple to
CHELTENHAM
THIRD CLASS.
011

040
M.R. DAY EXC. RETURN
NOV. 4th. 1913.
LINCOLN to
SHEFFIELD
Via Beighton Junction
THIRD CLASS.
(SEE BACK)
MIDLAND RLY.
DAY EXCURSION
NOV. 4th. 1913.
Sheffield to
LINCOLN
Via Beighton Junction
THIRD CLASS.
040

006
M.R. DAY EXC. RETURN
NOV. 6th. 1913.
NEWPORT (G.W.) to
BIRMINGHAM
Via Gloucester
THIRD CLASS.
C.O. (See Back)
MIDLAND RLY.
DAY EXCURSION
NOV. 6th. 1913.
BIRMINGHAM to
NEWPORT (G.W.)
Via Gloucester
THIRD CLASS.
C.O. 006

17/34

003
M.R. DAY EXC. RETURN
NOV. 18th.
Warwick (M.V.L.) to
GLOUCESTER
Via L.N.E. & Birmingham
THIRD CLASS.
(SEE BACK)
MIDLAND RLY.
DAY EXCURSION
NOV. 18th. 1913.
GLOUCESTER to
WARWICK
Via Birmingham & L.N.E.
THIRD CLASS.
003

1170
M.R. (S) EXC. RETURN
MAY 27th. 1914.
OR
JUNE 1. 2. or 3. 1914.
MORECAMBE to
LEEDS
THIRD CLASS
SEE BACK
MIDLAND RLY.
(S) EXCURSION
MAY 30th. 1914
LEEDS to
MORECAMBE
THIRD CLASS.
1170

003
M.R. DAY EXC. RETURN
MAY 27th. 1914.
EPSOM DOWNS (L.B.S.C.) to
NOTTINGHAM
Via St. Pancras
THIRD CLASS.
C.O. (See Back)
MIDLAND RLY.
DAY EXCURSION
MAY 27th. 1914.
NOTTINGHAM to
EPSOM DOWNS (L.B.S.C.)
Via St. Pancras
THIRD CLASS.
C.O. 003

Seeley Day

MIDLAND RLY.
DAY EXCURSION
MAY 27th. 1914.
Kettering to
TATTENHAM CORNERS E.C.
Via St. Pancras
THIRD CLASS.
004

018
M.R. RETURN
HALF DAY EXC'N.
JUNE 4th. 1914.
WORKSOP (G.C.) to
LINBY
Via Mansfield & Mansfield
THIRD CLASS
See back
M.R. EXC'N.
HALF DAY.
JUNE 4th. 1914.
LINBY to
WORKSOP (G.C.)
Via Mansfield & Kimberley
THIRD CLASS.
018

010
M.R. RETURN
DAY EXCURSION.
JUNE 4th. 1914.
WORKSOP (G.C.) to
LINBY
Via Mansfield & Mansfield
THIRD CLASS
See back
MIDLAND RLY.
DAY EXC'N.
JUNE 4th. 1914.
LINBY to
WORKSOP (G.C.)
Via Mansfield & Kimberley
THIRD CLASS.
010

113
M.R. DAY EXC. RETURN
AUG. 3rd. 1914.
Stal. Tea Co.'s Exc'n
BLACKPOOL (CENTRAL) to
NOTTINGHAM
Via Blackpool & Hull
THIRD CLASS.
(SEE BACK)

EXCURSION TICKETS

The following notes covering suspension of excursion facilities during the First War are taken from the company's Excursion Train Notices for the period 29 May 1914 to 31 December 1915. It should be noted that no such Notices were issued for the weeks 1-8 August to 21-28 August 1914. The withdrawals were effected during the period of Type XT18.

Notice 96 (issued 19 August 1914)

Under the heading "Resumption of Cheap Bookings":

b) Excursion bookings may, where trains permit, be resumed commencing Friday August 21st to the following districts on or via the L&NWR:-

North Wales	Lake District	Morecambe
Central Wales	Blackpool	Scotland
Cambrian Lines	Southport	Isle of Man

c) Excursion bookings to the GN line may be resumed on and from Friday August 21st.

NB: This obviously pre-supposes an earlier withdrawal of some excursion bookings.

Notice 97 (issued 25 August 1914)

Excursion and other cheap bookings by ordinary trains to Midland stations and to stations on the lines of other companies may be resumed, so far as the service permits. **[NB: Certain steamer services are excepted].** Excursion bookings by special trains are suspended, except where shown in the Excursion Time Table of Special Train Notice.

Excursions to and from Scotland: Special trains on Fridays discontinued. Excursion bookings may still be given from stations south of Chesterfield to north of Edinburgh by 9.30 p.m. ex St. Pancras and connecting trains and from Bristol and stations to Derby to stations in Scotland shown on bills by 7.55 p.m. ex Bristol and connecting trains.

Excursions for conveyance of passengers to stations in the west and south of England will not run on Fridays. Various excursion bookings are allowed by ordinary trains.

Notice 112 (October 1914 Season Programme of Excursions by Ordinary Trains)

Co-operative Holidays Association: Excursion tickets available for 16 days may be issued on Fridays and Saturdays to Portrush from stations issuing 10 days tickets to members of the CHA on surrender of a certificate signed by the Secretary.

Notice 134 (issued 1 December 1914)

Long-period holiday excursion bookings will be continued during December, January, February and March (except during week ending 26 December). Excursion tickets may be issued at the same fares, and on the same days, and by the same trains as advertised for October and November.

Notice 18 (issued 9 February 1915)

All excursion bookings to and from the GER via Peterborough or Cambridge suspended until further notice.

Notice 22 (issued 17 February 1915)

All excursion bookings (half-day, day and period) advertised in connection with Special Events to be held in February and March are cancelled forthwith. All half-day and day excursion bookings (weekly and occasional excursions) will be suspended on and after Monday next, February 22nd.

EXCURSION TICKETS

Notice 22 (issued 17 February 1915) - continued

Period excursion tickets (i.e. excursion tickets for 2 or more days) advertised to be issued on a fixed day or days each week, will continue in operation, provided the ordinary trains services shown on the bills are available. Special excursion trains will not be run and any bills announcing period excursion bookings by special trains must be withdrawn.

Notice 23 (issued 18 February 1915)

All excursion bookings in connection with football matches must be suspended on and after Monday February 22nd.

Notice 32 (issued 23 March 1915)

All excursion bookings (half-day, day and period) must be suspended on and after March 29th.

It is also instructive to note the resumption of excursion facilities, as dealt with generally (not specifically for the Midland) in the *Railway Gazette*, as follows:

Vol 32 p 469 (19 March 1920)

Railway Executive Committee has decided there shall be no excursion trains this year.

Vol 33 p 162 (30 July 1920)

[In an REC Fares Report of 26 July] Certain cheap fares (specified) should be resumed as soon as possible, but can not recommend that excursion fares be restored.

Vol 33 p 212 (13 August 1920)

Excursion trains are to be resumed by all the principal companies except Cal, G&SW, GWR, LNWR, LSWR and NBR. The conditions agreed with the Minister of Transport are: (i) tickets available both outward and return on day of issue only; (ii) fare to be the single journey fare, fractions of 3d counted as 3d; (iii) no luggage allowed; (iv) tickets to be issued midweek only for purely holiday traffic from centres of population to holiday resorts only. The first company to act on this was the GER on 12 August, the second the L&YR on 17 August; many others followed suit the following week. Newly printed Midland tickets were of Types XT19 and XT20.

Vol 33 p 237 (13 August 1920)

Sunday excursions allowed again from 15 August 1920. [**NB:** This is not consistent with the earlier quote].

Vol 35 p 361 (September 1921)

Railways have announced that guaranteed day and half-day excursions will again be run.

Vol 35 p 751 (November 1921)

Race excursions are about to be revived; the Midland announce such excursions from St. Pancras to Leicester on 14 and 15 November and St. Pancras to Derby on 16 to 18 November at about single fare plus one third, together with other excursions from other places.

Vol 36 p 534 (April 1922)

Various Easter excursions announced by the Midland and other companies.

EXCURSION TICKETS

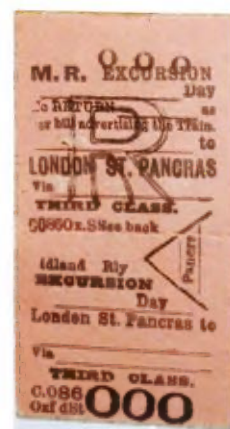
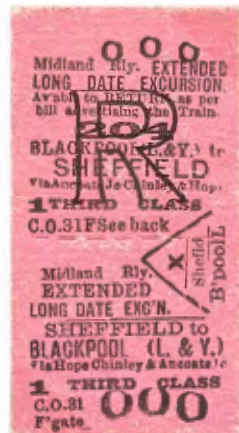
TYPE XT19 Back: X5 Earliest date seen:

Excursion trains were resumed on the Midland in late August 1920. What are assumed to be the first tickets had the backs printed from the blocks used immediately before the War but with the reference number 3 removed. Use of these numbers on other categories of ticket appears to have ended in late 1919/early 1920.



TYPE XT20 Back: X6 Earliest date seen:

Before long the conditions had been re-set and slightly amended.



EXCURSION TICKETS TO MORECAMBE

Special treatment was given to 3rd class half day and day excursion tickets from the Leeds and Bradford districts to Morecambe, presumably in view of the large volume of traffic involved. Booking office and agency tickets for longer periods were in standard formats and colours.

From at latest Type XT9 half day excursions were on buff/blue card with a red stripe on each half, as shown below. When vertically printed tickets were introduced (Type XT12) the colours of the halves were reversed, the outward half becoming buff and the return blue, presumably for convenience to conform with the tickets to St. Pancras shown on later pages. The distinctive cards for Morecambe tickets appear to have been discontinued when colours were rationalised in 1902, and tickets of Types XT15 onwards were then on the standard lilac card.



For day excursions two different sets were used, an A set and a B set. The sets may have been used in alternate weeks (dates rule out use of A sets on weekdays and B sets on Sundays or vice versa), but this is by no means certain. The sets were of different colours and neither was of the standard colours used for day excursion tickets. The earliest known is of Type XT4. Horizontal prints are shown on this page. The reason for the red stripes on ticket 8575, and the omission of a set letter thereon, is not known.



EXCURSION TICKETS TO MORECAMBE

Vertically printed day excursion tickets from the Leeds and Bradford area to Morecambe.

Type **XT12**, shown to the left below, is the first vertically printed booking office and agency type. The word "over" appears on the return half. On Type **XT13**, shown to the right below, these words are replaced by "See Back".



Type **XT14**, shown to the left below, has the conditions changed to X3a or X3b. Type **XT15**, shown to the right was used after the 1902 colour revision; rather than using the standard green card striped card was used for the Morecambe tickets – yellow stripes for the A set and pink for the B set.



Type **XT16**, shown to the left below, has the smaller R overprint on the return half. Type **XT18**, with the back changed to X4a or X4b (with the reference number 3) may have been used.



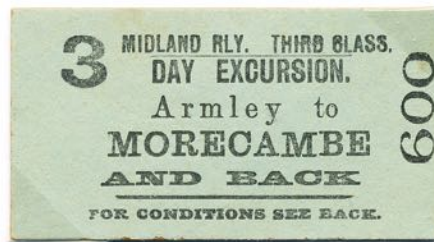
EXCURSION TICKETS TO MORECAMBE

Third class two coupon half day excursion tickets and specially coloured day excursion tickets from the Leeds and Bradford area to Morecambe were replaced by single coupon tickets. Their date of introduction is not known but it is likely to have been after September 1912 as a two-coupon day excursion ticket dated in that month is known.

The Company's weekly notices from 29 May 1914 to 31 December 1915 state that day tickets were green, grey or white and half-day tickets pink, orange or blue. The colours were changed weekly, but there was no fixed sequence. At 31 May 1914 day tickets were available on all days except Friday, from 28 June 1914 on every day and from 26 September 1914 on all days except Thursday and Friday. The availability of half day tickets varied in a similar manner, with the added exclusion of Sunday throughout the period.

The facility was withdrawn on 20 February 1915 due to the War. Day excursion tickets reappeared in the weekly notices for 21 August 1921 and half day for 24 June 1922, in each case the same colours as before were used.

These tickets have the large reference number 3 (characteristic of a 1st or 3rd class excursion ticket) on the front. The earliest date seen on any Midland ticket with a reference number is 19 August 1912, their purpose is not yet known. All tickets have conditions X10 on the back, stipulating that unless the ticket be nipped by the ticket examiner at Morecambe on the outward journey it will not be available for the return journey.



EXCURSION TICKETS - SINGLE COUPON TO MORECAMBE

A similar series was used without the large reference number 3 on the front, but again with conditions X10.

These tickets could have been printed before introduction of the large reference numbers in 1912, or they may have been for post-War use after restoration of the day excursion facility in August 1921. From other examples in the specimen book from which they were taken the earlier date would seem to be more likely.



EXCURSION TICKETS TO ST. PANCRAS

Special treatment was given to 3rd class half day, day and short date (1, 2 or 3) day excursion tickets to St. Pancras. Booking office and agency tickets for longer periods were in standard formats and colours.

From at latest Type XT8 tickets for these three periods were on blue|buff card with a red stripe on each half (the reverse of the Morecambe colours), as shown below. When vertically printed tickets were introduced (Type XT12) the colours of the halves were retained, the lower outward half remaining buff and the return blue. The distinctive cards for half day St. Pancras tickets appear to have been discontinued during the currency of Type XT14, but the day tickets were not changed until colours were rationalised in 1902, and tickets of Types XT15 onwards were then on the standard green card. The change date for short date tickets is not known.

Type XT8, with back X2 and the later form of audit snip.



Type XT9, with back X2 and the left hand serial number in small numerals.



Type XT10, with back X2 and "over" added to the return half.

Type XT12, tickets in vertical format with back X2 and "over" on the return half.



EXCURSION TICKETS TO ST. PANCRAS

Type XT13, with back X2 and "See back" on the return half.



Type XT14, with conditions changed to X3a or X3b. During the currency of this type special colours for half day tickets were discontinued and these were printed on standard green/pink card.



Type XT15, following the 1902 colour revision standard colours were adopted for all non pre-dated tickets to St. Pancras.



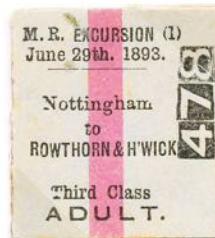
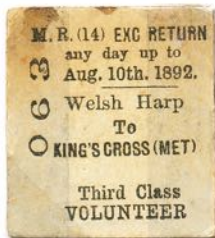
EXCURSION TICKETS - SPECIFIED ADULT OR CHILD

Tickets specially printed for issue only to an adult or a child are known from the late 1880s onward. They were to be issued whole and accordingly the standard formats were modified by the omission of the audit snip, however the sequence of types already outlined was generally followed.

Type XT7 or XT8 (the standard types differed only in the shape of the audit snip), with conditions X2 on the backs.

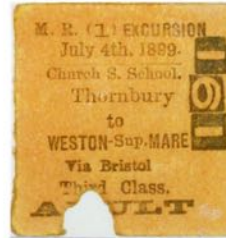
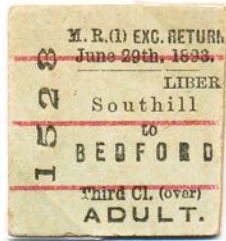


Type XT9, with a small left hand serial number as used from July 1892 and with conditions X2 on the backs.



EXCURSION TICKETS – SPECIFIED ADULT OR CHILD

Type XT10, with “over” added to the return half and conditions X2 on the backs.



195/3

Type XT11, with conditions X3 on the backs. This is the last horizontally printed type.



1165

EXCURSION TICKETS - SPECIFIED ADULT OR CHILD

Type XT12, the first vertically printed type, with conditions X2 on the backs.



Type XT13, with "See back" on the return half and conditions X2 on the backs.

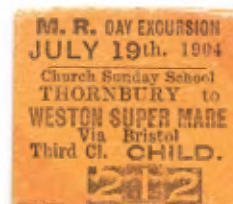
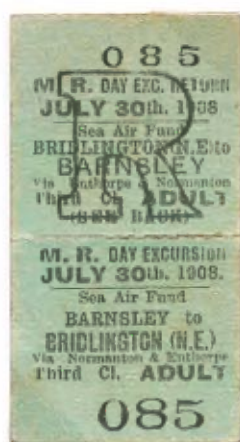
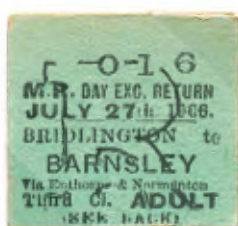
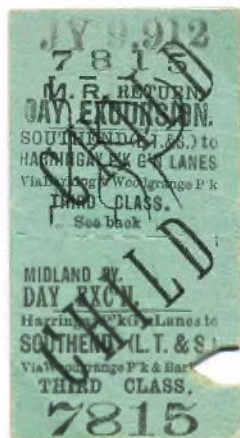


Type XT14, with the conditions changed to X3a or X3b.



EXCURSION TICKETS - SPECIFIED ADULT OR CHILD

Type XT15, tickets following the 1902 colour revision with a large R on the return half and conditions X3a or X3b on the backs.

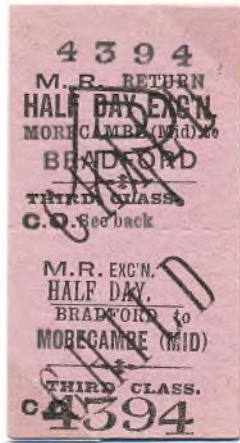


Type XT16, with a small R on the return half and conditions X3a or X3b on the backs.



EXCURSION TICKETS - SPECIFIED ADULT OR CHILD

Type XT18, with conditions X4a or X4b including the large reference number 3.



022701



125814

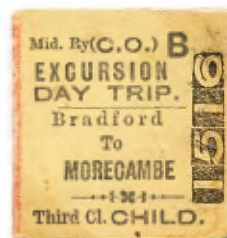


Child tickets from the Leeds and Bradford districts to Morecambe. As with adult tickets special colours were used for half day and day excursions and the latter appeared in A and B sets. Note, however, that one of the day tickets is on standard coloured card without a set designation.



X19

1049



X18 or 9

55892



X112

1049



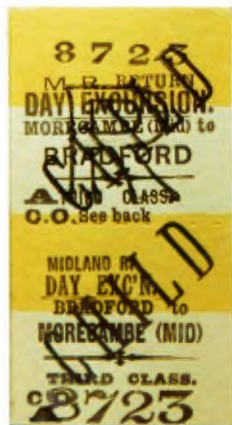
X12 or 13

244098



X15

74009/34009

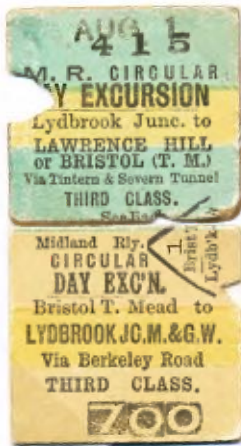


X16

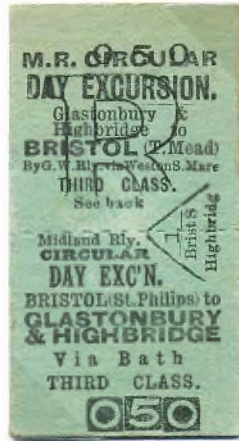
1730

EXCURSION TICKETS - CIRCULAR TRIPS

Some excursion tickets were issued to cover circular trips, travelling outward to one station and returning from another or making the outward and return journeys by different routes. These sometimes resulted in distinctive features on the tickets, e.g. red circle overprints on the two halves, the indication 1C instead of 1 in the audit snip and the use of different colours.



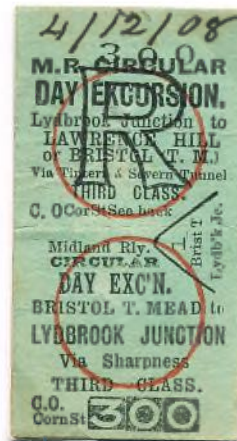
X13 2A099



X15 04204



X16 04204



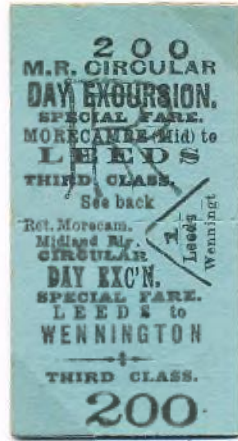
X16 04204



X16 17130



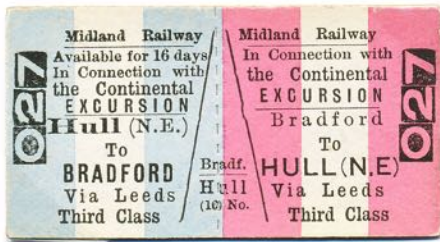
X18 04204



X18 04204

EXCURSION TICKETS - CONTINENTAL

Excursion tickets issued in connection with continental trips. In addition to the edmondson ticket the passenger was issued with a booklet of coupons covering the onward travel from the destination shown on the Midland ticket.



X77

Undated



X75

Undated



X76

Undated



X77

Undated



X76



X78



X70

EXCURSION TICKETS - INCLUDING ADMISSION

Tickets including admission to Crystal Palace.



415



195/3



Back: X 3a



Back: X 3a



Back: X 3a



Back: X 3a

EXCURSION TICKETS - INCLUDING ADMISSION

Tickets including admission to other attractions. The Wolverhampton & Staffordshire Fine Arts & Industrial Exhibition was held at Wolverhampton Art Gallery from May to October 1884.



Back: Blank

61W



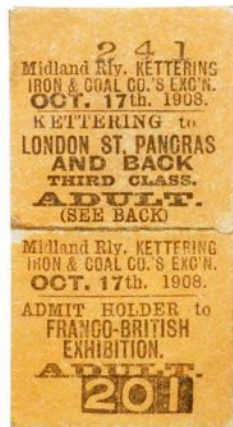
On Sale



Back: X1



16 Nov 84



129/23



Back: X2

17/23



Back: X3a



Back: X4a

BASS EXCURSION TICKETS

Messrs. Bass, Ratcliffe & Gretton were the biggest firm of brewers in Burton. They started railway excursions for their employees in 1865, these ran biennially until 1883 and then annually until 1914, the last trip being made just a few days before war broke out. A summary of the excursions, taken from *The Bass Railway Trips* by Rod Pearson (The Breedon Books Publishing Company Limited 1993) is shown below.

Table 1.

The Bass Trips

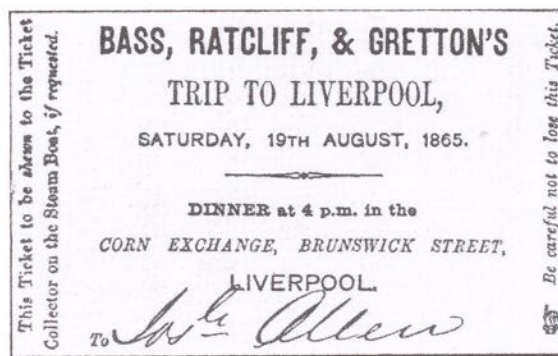
Year	Date	Day	Destination	Trains	Passengers	Year	Date	Day	Destination	Trains	Passengers
1865	19 August	Sat	Liverpool	2	1,000	1893	16 June	Fri	Yarmouth	15	8,000
1867	24 August	Sat	Crystal Palace	2	1,000	1894	15 June	Fri	Scarborough	15	8,000
1869	14 August	Sat	London	3	1,500	1895	14 June	Fri	Liverpool	15	8,000
1871	24 June	Sat	London	3	1,800	1896	12 June	Fri	Blackpool	16	10,000
1873	5 July	Sat	Liverpool	1	900	1897	11 June	Fri	Yarmouth	15	8,500
			London	3	1,600	1898	17 June	Fri	Scarborough	15	9,000
1875	25 June	Fri	Crystal Palace	3		1899	16 June	Fri	Liverpool	16	10,000
			London	1	3,000	1900	15 June	Fri	Blackpool	17	11,241
1877	22 June	Fri	Liverpool	4	2,650	1901	14 June	Fri	Yarmouth	16	10,000
			Manchester	1	650	1902	11 July	Fri	Scarborough	16	8,000
1879	13 June	Fri	London	6	3,100	1903	17 July	Fri	Blackpool	17	9,800
1881	17 June	Fri	Scarborough	6	3,500	1904	15 July	Fri	Liverpool	17	9,000
1883	15 June	Fri	London	6	3,500	1905	14 July	Fri	Yarmouth	16	8,000
1884	30 August	Sat	Wolverhampton	5	3,000	1906	20 July	Fri	Scarborough	16	8,000
1885	19 June	Fri	Blackpool	8	4,000	1907	19 July	Fri	Blackpool	17	10,000
1886	11 June	Fri	London	8	4,000	1908	17 July	Fri	Liverpool	15	8,000
1887	17 June	Fri	Liverpool	8	4,500	1909	23 July	Fri	Yarmouth	15	9,000
1888	15 June	Fri	Brighton	10	4,500	1910	22 July	Fri	Scarborough	15	8,000
1889	21 June	Fri	Blackpool	11	5,000	1911	21 July	Fri	Blackpool	15	8,000
1890	15 August	Fri	Scarborough	13	6,000	1912	19 July	Fri	Liverpool	14	7,000
1891	14 August	Fri	Liverpool	13	6,300	1913	25 July	Fri	Yarmouth	14	7,000
1892	17 June	Fri	Blackpool	15	7,500	1914	24 July	Fri	Scarborough	14	8,000

Passenger figures are approximate.

Sources: *Burton Weekly News* and *General Advertiser* and *Burton Daily Mail*, held at Central Library, Burton upon Trent, Staffordshire. Also individual railway excursion booklets — Bass Museum.

Tickets for the 1865 trip were issued to workmen only, in 1867 the trip was extended to clerks and some of their families and in later years all employees were able to apply for tickets for themselves and their families, the latter at their own expense.

When they reached Liverpool those on the first trip were able to take a cruise on the Mersey, for which two steamboats the *Universe* and the *Constitution* has been specially chartered. They were also treated to a formal dinner at the Corn Exchange, starting at 4 p.m. The ticket shown below covers both of these events; it could have been a stand-alone item or a coupon from a two or three part strip of which the rest covered the travel to and from Liverpool.



BASS EXCURSION TICKETS

Although the excursionists had been issued with printed rules for the first trip in 1865 and, in later years, with sheets advising them how to make the most of the destination, it was not until the visit to Great Yarmouth in 1893 that these were brought together into a single handbook. The illustration below is taken from that for another Great Yarmouth trip, that of 1901, from which it will be seen that possession of the excursion ticket allowed the holder free entry to many of the local attractions. This had all been negotiated by Bass prior to the trip, a practice that dated back to the free cruises and dinner in 1865.

The illustration also shows an extension ticket, sporting the famous Bass solid red triangle trademark. These were first used in 1869, they were provided on request at a small extra cost and were valid for the return journey by scheduled services for up to a week after the main excursion. It also became the practice, particularly at Blackpool, for special through coaches to Burton to be provided on the Monday after the excursion for the benefit of those extension passengers wishing only to complete a weekend away. Indeed, there years in which a special express through train to Burton was provided on the following Friday.

So far as is known the 1901 handbook was the first to illustrate any tickets, neither do they appear in the publication for 1913 or 1914.

How as to the Little Piece of Cardboard to be **Your "Open Sesame"** Throughout the Excursion.

BASS & CO'S EXCURSION.
MIDLAND RAILWAY. This Ticket is issued subject to the Regulations & Conditions stated in the Company's Time Tables & Bills.
JUNE 14th 1901.
BURTON-on-TRENT to
YARMOUTH (G.E.) & BACK
Via Peterboro'
Third Class. ADULT.

9966

THE Railway Ticket will be in **ONE** PIECE, the whole of which must be carefully preserved, shown to the Railway Officials whenever required, used for admitting to the various Places of Interest, &c., and given up on leaving Burton Station at night. To persons staying over, another and separate **EXTENSION** TICKET will be issued, and the two—that is, the **DAY** and **EXTENSION** TICKETS—must be produced and given up on the return journey. The **DAY** TICKET only will be required to be produced at the Stations and at the various Places of Entertainment, &c., on the day of our visit, **up to 6-30 p.m.**; the **SEPARATE** TICKET (issued only to those staying over) will admit to the **Evening Performance at the Royal Aquarium**, and must then be put away until the day of return, when it will be wanted with the Day Ticket, as just explained. As already announced on the large Posters, **SPECIAL ARRANGEMENTS** have, as usual, been made for Free Admission throughout the day, as often as desired, to the various places described: in fact, most of the places in Yarmouth have been practically secured for the benefit of a day's enjoyment for Bass' Employees and their Wives and Children.

M.R. Extension Ticket
BASS & CO'S EXCURSION.
Available for return from
Yarmouth (G.E.) to
BURTON-on-TRENT
Via Peterboro' or Via Liverpool St. & St. Pancras
any day up to **JUNE 21st 1901.**
(ADULT.)

0051

On production of the Railway Ticket at the Gates, Turnstiles, and on the Steamers, &c., **ALL** persons can go in and out as often as they desire, and the Amusements, Entertainments, &c., will also be Free to the whole of our party. May I again express a hope that I may not see or hear anything of an objectionable character from any of our people throughout the day during my visits to the different places to see that all is going on well and satisfactorily? It should be remembered that ours is the only Excursion into Yarmouth on the day, and, therefore, it is absolutely necessary that order and good behaviour should be observed towards all officials, the visitors, &c., during our stay. If persons will only carry out my instructions (and surely this is but a small and reasonable request) I have no fear for the safety and thorough enjoyment of the whole party. Let this, therefore, be the intention and aim of all persons from the moment of getting to the Station at Burton in the morning to leaving Yarmouth for home at night "to make the Excursion a great success." It should be an honour and great privilege to be one of the party forming, by far, the **LARGEST EXCURSION** organised by a single Firm throughout the World.

As shown in the second cutting it became incumbent on the excursionists to buy an insurance ticket covering them for the double journey. These were specially printed for the occasion by the Railway Passengers' Assurance Company in the format used by that company for the Midland Railway. The year in which they were first required is not recorded, although Michael Stewart's history of the RPAS (T.T.S. Occasional Paper No. 13, 1985) notes that Bass & Co are specifically mentioned in the Minutes for 14 May 1895 when it was agreed that, although tickets would be printed in their usual form, cover would be extended to trips made on any properly licensed steam vessel on the day in question (the Liverpool trip on 16 June).

Insurance Ticket

Messrs. **BASS & CO'S** EXCURSION
July 15, 1904. Burton-on-Trent To
LIVERPOOL & back Mid-Ry
In **Insurance** Carriage Price 2d.

Sum insured for each year of life, or
£1 5s. per week for longest period of 12 months,
and 6s. 3d. per week for each subsequent 12 months
in the event of injury. This Ticket covers
injuries caused by accident to the train
by which the Assured travels. (See Over)

INSURANCE

OBSERVE—

The Holder should write his Name on the other side, as a means of identification. In the event of injury, Notice must forthwith be given to the Railway Passengers' Assurance Company, 10, Abchurch Lane, LONDON.

The provisions of the Company's Rules may be held by any one person. It is illegal to sell them within the United Kingdom only. To register it is a misdemeanour.

INSURANCE

Insurance Ticket.

Every person will be required to purchase an Insurance Ticket according to the Class they wish to travel. It is, I hope, quite an unnecessary precaution, but "a bird in the hand is worth two in the bush," so it is best to be prepared for any emergency. The cost is but a trifle. Sign your full name on the front of the Ticket and leave it at home, or in the charge of some responsible relative or friend—if carried on your person it should still bear your full **Signature**. The Insurance Ticket covers the Return journey, whether made on the day or within the week.

BASS EXCURSION TICKETS

Ordinary and extension tickets. The monochrome copies are from guide books for the respective years. Regrettably, colours are not recorded.

BASS & CO.'S EXCURSION.
MIDLAND RAILWAY. This Ticket is issued subject to the Regulations & Conditions stated in the Company's Time Tables & Bills.
JUNE 16th. 1899.
BURTON-on-TRENT to
LIVERPOOL (C.) & BACK
Via Bugsworth
First Class. ADULT. **751**

M. R. Extension Ticket
BASS & CO.'S EXCURSION.
Available to return from
LIVERPOOL (C.) to
BURTON-ON-TRENT
Via Bugsworth
any day up to **JUNE 23rd. 1899.**
(ADULT.) **1008**

413

BASS & CO.'S EXCURSION.
MIDLAND RAILWAY. This Ticket is issued subject to the Regulations & Conditions stated in the Company's Time Tables & Bills.
JULY 15th. 1904.
BURTON-on-TRENT to
LIVERPOOL (C.) & BACK
Via Chinley
Third Class. ADULT **7854**

BASS & CO.'S EXCURSION.
MIDLAND RAILWAY. This Ticket is issued subject to the Regulations & Conditions stated in the Company's Time Tables & Bills.
JULY 23rd. 1909.
BURTON-on-TRENT to
YARMOUTH (G.E.) & BACK.
Via Peterboro'
Third Class. ADULT. **1160**

12510

BASS & CO.'S EXCURSION.
MIDLAND RAILWAY. This Ticket is issued subject to the Regulations & Conditions stated in the Company's Time Tables & Bills.
JULY 22nd. 1910.
BURTON-on-TRENT to
SCARBORO' & BACK.
Via Pontefract
Third Class. ADULT **7989**

M. R. Extension Ticket
BASS & CO.'S EXCURSION.
Available to return any day up to and including **JULY 22nd. 1904.** from
LIVERPOOL (C.) to
BURTON-ON-TRENT
Via Chinley
(ADULT.) **586**

M. R. Extension Ticket
BASS & CO.'S EXCURSION.
Available to return any day up to and including **JULY 29th. 1910.** from
Scarboro' to
BURTON-ON-TRENT
Via Pontefract or Normanton
(ADULT.) **1500**

EXCURSION TICKETS - NON-STANDARD

These tickets are Edmondson proofs printed for the Lancashire & Yorkshire Railway. The Midland had running powers into the L&Y & Great Northern Joint station at Wakefield Kirkgate and as the journeys were wholly by Midland train that company's title was used.



6710



Blank

Tickets with non-standard titles. There were Midland agencies at Thos. Cook & Son in Woolwich and Tuff & Hoar Ltd in both Woolwich and Greenwich; tickets issued at all three had the dual SE&C & Midland title. Another agency was at the North British Hotel on Princes Street in Edinburgh, as journeys commenced at the NBR Waverley station it is logical for that company's title to appear on the ticket, although the Midland did see fit to preface this with their own initials. The ticket with the Cockermonth Keswick & Penrith title was issued in conjunction with a Midland excursion tickets from Leeds to Penrith.



X3a

Unaltd



X3a



No back



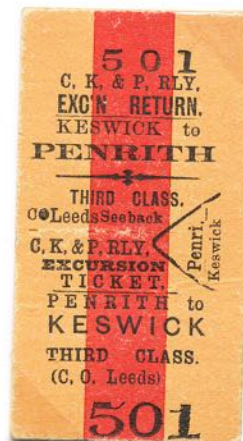
P.N.L

Blse



X3a

Unaltd



X40

Unaltd

Other issues.



X3



X3a



X20