

# 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 6:

### COMMERCIAL TRAVELLER, MARKET, TOURIST, PRIVILEGE, WEEKEND AND WORKMAN’S 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.

## 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



## COMMERCIAL TRAVELLER RETURNS

Superintendent of the Line Circular No. 691 announced the introduction, from 1 July 1896, of 1st and 3rd class return tickets to Commercial Travellers to enable them to visit their homes at the week-ends. The fare basis was single fare for the double journey and the tickets were available by any train after 12 noon on Fridays and any time on Saturdays, returning by any train on the following Sunday or Monday. The stations involved had to be more than 30 miles apart, i.e. the 3rd class single fare had to exceed 2/6d.

In order to obtain a ticket the commercial traveller was required to produce a current year's card of membership of the United Kingdom Travellers' Association or a similar Association or a certificate of identity signed by the firm whom he represented; the card or certificate had to have a photograph affixed. He also had to sign and surrender a voucher from a book of 26, one for each specific week in the half year ending 31 December 1896, a charge of 1/3d being made for the book. Application for the book was to be made through the home station master, the book itself being issued by the Superintendent of the Line's office. All Clearing House companies agreed to honour each other's vouchers from late August 1896. For the full years 1897 onwards vouchers were in books of 52 charged at 2/6d.

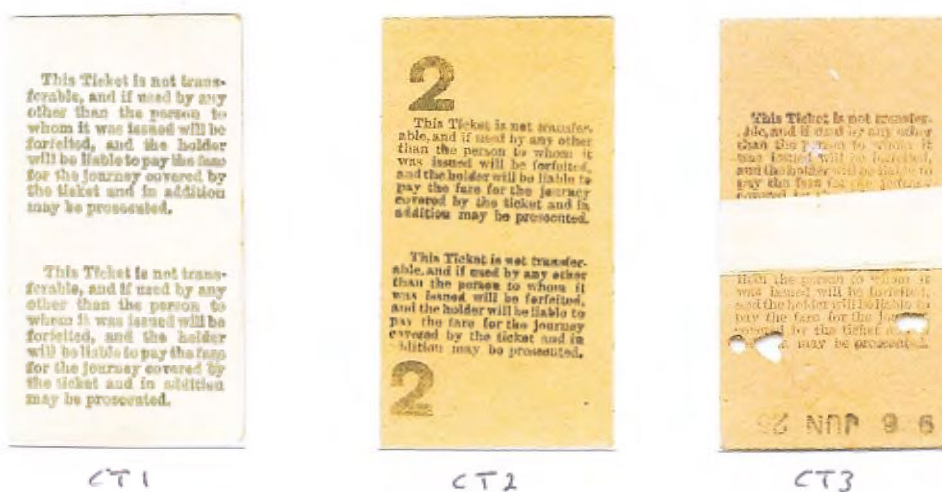
Superintendent of the Line's Circular No. 703 of 28 November 1896 slightly varied the conditions in that tickets were allowed to be issued between stations where the 3rd class single journey fare was not less than 2s 6d, rather than exceeding this figure as was previously the case. The concession was also granted of allowing travel without additional payment to a station short of the return journey destination station, providing the fare to such short station was not greater than that to the station shown on the ticket, the ticket to be given up. Additionally, tickets issued for Bank Holiday week-ends were made available for return on the Sunday, Monday or Tuesday following the Friday or Saturday of issue. The Circular also indicated that vouchers for 1897 were to be printed on yellow paper, with the Association membership cards also being yellow.

Further alteration and amplification of the conditions took place during 1897. Superintendent of the Line's Circular No. 725 set out full details and indicated that the colour of the vouchers and membership cards was to change each year, that for 1898 being pink. It also covered the issue of re-book vouchers, used when a Commercial Traveller desired to travel between two stations where through fares were not in operation. In such cases a ticket to an appropriate through booking station was issued, together with a voucher authorising the issue at single fare of a return ticket from there to the final destination.

Unlike some other cheap fares, those for commercial travellers remained available during the early years of the war. They were, however, suspended from 1 January 1917 (*Great Western Railway Magazine Vol 29 p25*). The facility was restored on and from 19 August 1921, at 1<sup>1</sup>/<sub>3</sub> the single fare, with a minimum of 10/- for 1st class and 5/- for 3rd class (*Railway Gazette Vol 35 pp239&330*).

The circulars show that the special 1st and 3rd class tickets were supplied in printed destination versions, and in both local and foreign blank card versions.

Conditions on the backs of Commercial Traveller tickets are shown below.



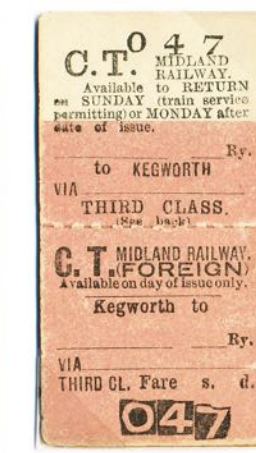
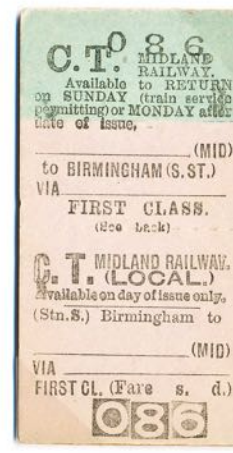


COMMERCIAL TRAVELLER  
WEEK-END RETURNS

The first types used, introduced from 1 July 1896.

Conditions CT1 are on the backs.

Earliest date seen: 1 Jul 1896



Tickets in new colours following the colour simplification of 1902, and featuring a large skeleton 'R' overprint on the return half.

Conditions CT1 continued.

Earliest date seen:



Form of the overprinted 'R' changed to a small and more pointed version.

Conditions CT1 continued.

Earliest date seen:

Some later blank cards omitted the space for the fare.



COMMERCIAL TRAVELLER  
WEEK-END RETURNS

Conditions changed to CT2, including the large reference number 1 or 2 according to class.

These numbers were used from about 1912 to 1919, their purpose is not known.

Earliest date seen:

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Conditions changed to CT3, these are the same as CT2 but with the reference number omitted.

This type was current until the grouping.

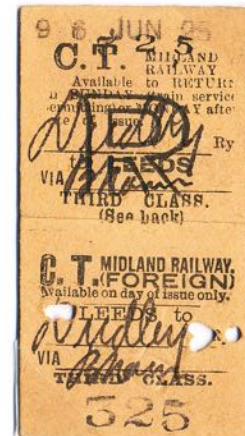
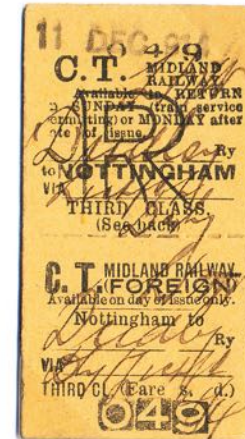
Earliest date seen:

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Non-standard tickets.



undated





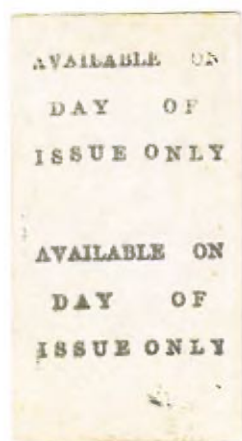
## MARKET TICKETS

Market tickets, return only, were available from very early days. They were issued to market towns on market days only and were usually limited to use by specified trains on those days. Tickets were available on demand from booking offices and the original fare basis is thought to have been 1½ times the single fare for the return journey.

It is likely that originally the only tickets issued were Government Class. From 1 April 1872 the Midland carried third class passengers by all trains, and it is probable that from that date the designation "Gov't Class" on tickets was replaced by "Third Class". In later years first class market tickets were available for certain journeys, but their use will have been limited. They are shown separately from the main sequence.

Market tickets were one of the few cheap travel facilities that continued during the First World War. According to *Railway Gazette* Vol 35 page 981 the rate at which market travel was charged was reduced in 1922 from 1½ to 1⅓ the single fare.

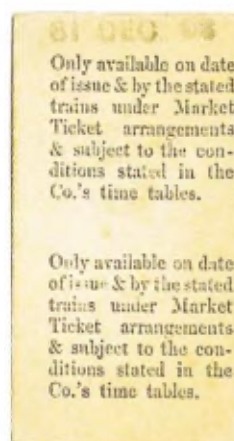
Conditions on the backs of market tickets are shown below.



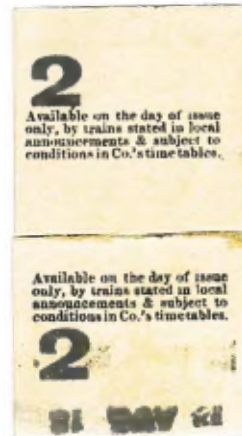
M1



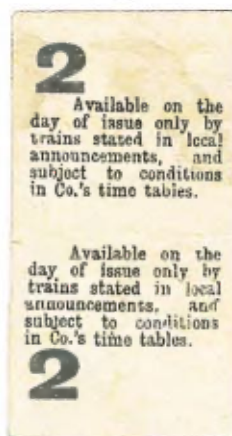
M2



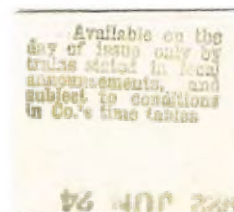
M3



M4a

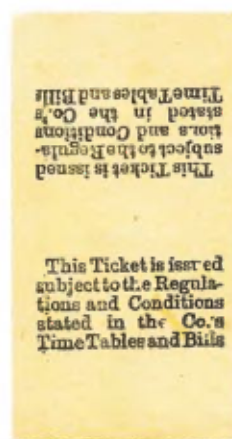


M4b

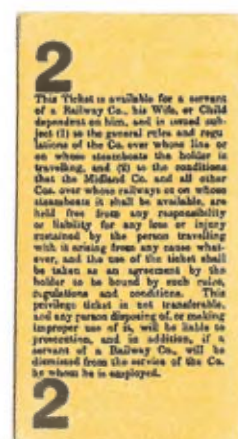


M5

A separate series of market tickets was produced for issue to company's servants and their families. Unlike ordinary market tickets these were printed initially with conditions as found on ordinary returns then later tickets had privilege ticket conditions. The versions used are shown to the right.



R4a



P7

**MARKET TICKETS**

Early tickets, from left to right:

1. Space for a probably earlier type.
2. The first type presently known. Conditions M1 are on the back.
3. 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. Conditions M1 continued. Earliest date seen: 23 Apr 1884.
4. Conditions changed to M2. Earliest date seen: 15 Jan 1887.



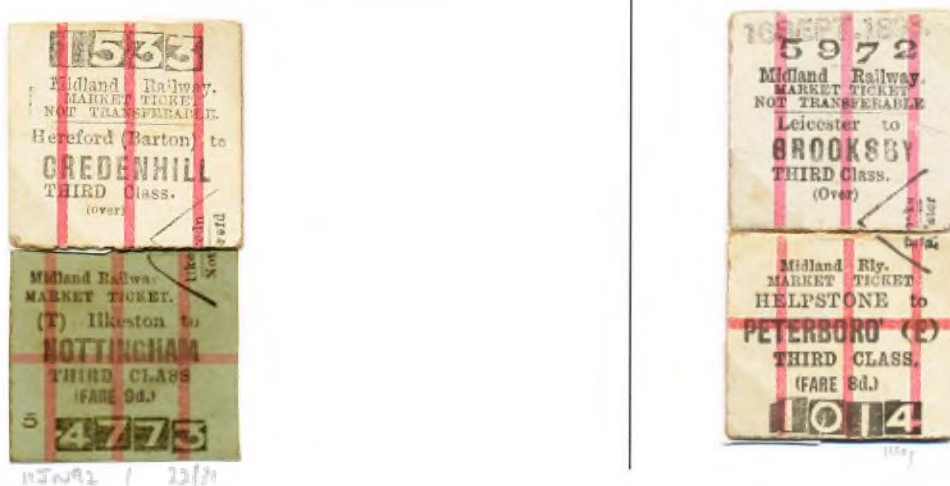
**Below left:** Conditions changed to M3. Earliest date seen: 11 Sep 1889.

**Below right:** The audit snip was restored to its former shape and continued to contain the names of both stations. Conditions M3 continued. Earliest date seen: 16 Nov 1889. At some time during the 1880s specially printed child tickets were introduced, these obviously omitted the snip.



**Below left:** Fare added to the outward half of the ticket. Conditions M3 continued. Earliest date seen: 11 Jun 1892.

**Below right:** From 15 July 1892 new tickets were printed with a small serial number on the return half. Conditions M3 continued.



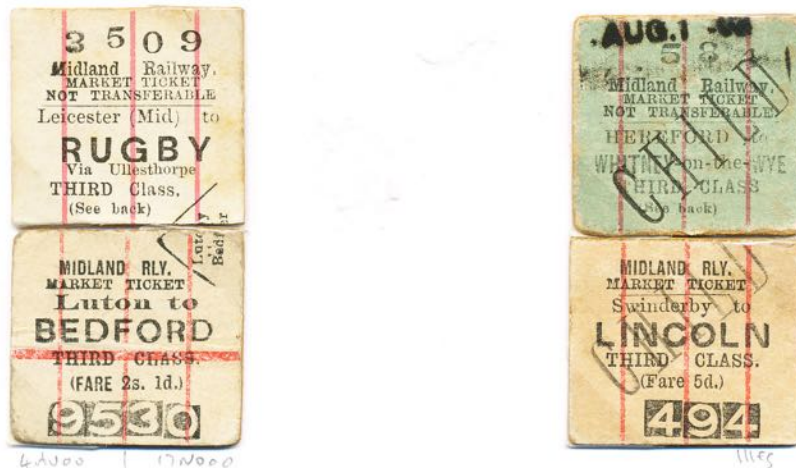


MARKET TICKETS

The longitudinal stripes on the ticket were made thinner. This is the first known type with "CHILD" overprinted rather than being in the body text. The overprint is in a very distinctive fancy font and is printed in lilac ink, initially on both the front and back of both halves of the ticket. Conditions M3 continued, on ticket 1321 they are in the same lilac ink as the overprint. On later child tickets of this type (e.g. 3131) the overprint is on the front only, in either lilac or black ink. Earliest date seen: 5 Apr 1893.



Notice on the return half changed from "over" to "See Back", the corresponding change had occurred on ordinary returns by November 1896. Possibly at the same time the company title on the outward half was changed to upper case. While the type was current a plainer font was adopted for the CHILD overprint. Conditions M3 continued. Earliest date seen: 16 Sep 1899.



Following the ticket colour simplification of 1902 third class market tickets were printed on plain white card, with a large skeleton R on the return half. Later adult tickets had the initial M, for market, printed in the audit snip. As child tickets did not have an audit snip one type covered the period of both adult versions, some had the earlier form of overprint but the later and plainer one became standard. In later years tickets with a smaller and more pointed version of the R overprint appeared but some tickets of this and later types were still printed with the larger version. Conditions M3 continued. Earliest date seen: 2 Jul 1904.





MARKET TICKETS

**Below left:** Conditions re-worded and moved to the front of each half of the ticket, the backs being blank.

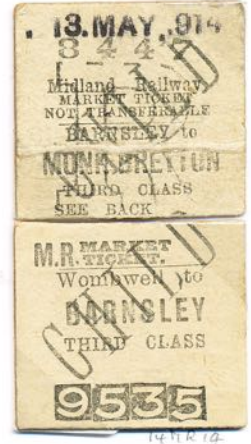
Earliest date seen: 14 Jan 1911.

**Below right:** Fare omitted from the outward half of the ticket. The backs continued blank. Earliest date seen: 6 Sep 1914.



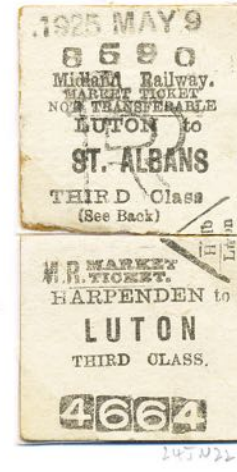
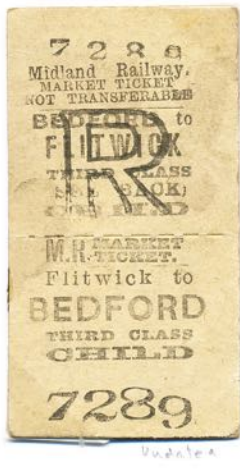
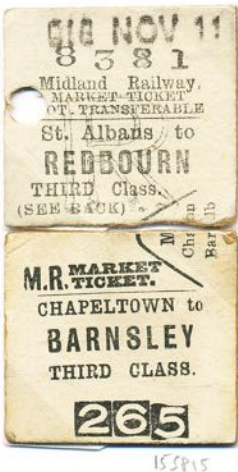
**Below left:** In about 1912 the Midland started to print a large reference number on their tickets, most categories (including market tickets) using the numbers 1 and 2 for 1st and 3rd class respectively. The purpose of these numbers is not yet known, they were discontinued in about 1919. Earliest date seen: 13 Nov 1916.

**Below right:** Reference number moved to the back of the ticket. There were two different versions of the resulting backs, M4a shown here and M4b, the two being used contemporaneously. Earliest date seen: 1 Mar 1913.



**Below left:** Tickets with backs M4b. Use of the CHILD overprint ceased and the word was incorporated into the body text. Earliest date seen: 7 Jul 1915.

**Below right:** Conditions changed to M5. This type survived until the grouping. Earliest date seen: 24 Jun 1922.



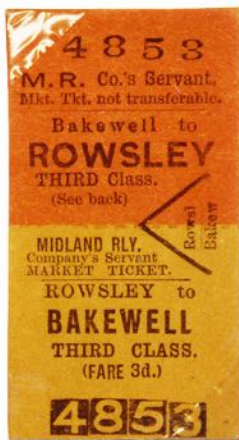


MARKET TICKETS

First class tickets from all periods. Conditions are as indicated.



Tickets issued to company's servants and their families. Conditions are as indicated.



R4a 18/10



R4a



R4a 195/7



R4a 7JA11



Blank



P7

## TOURIST TICKETS

Tourist tickets were in use by the early 1860s. The list of destinations to which they could be issued was fixed for each season and was published in the company's Tourist programme. Generous provision was made for break of journey, in contrast to ordinary return tickets, and this was one of the attractions as fares were often not significantly (if at all) lower than the ordinary fares. The Office of the Superintendent of the Line issued a circular each year covering tourist bookings for the summer season, and in later years a second circular dealing with arrangements after the season ended. The following notes are abstracted from the circulars for 1870-1872, 1886 and 1889-1901 and from other later sources.

In 1870 issue of tourist tickets commenced at the end of May and continued until the end of October. In 1871 issue to stations in England, Ireland and Wales commenced on 22 May and to stations in Scotland on 1 June. First, second and third class tickets were available, although the list of destinations for third class passengers was limited. Issue was again discontinued at the end of October, except for tickets to Morecambe from Normanton, Leeds, Bradford and Midland stations north thereof which continued to be available throughout the winter. In 1872 general issue was from 13 May until 31 October, with 3rd class tickets being issued to all places to which tourist tickets were issued except stations south of London, the Snowdon Tour, the North of Ireland Circular Tour and the Lakes of Killarney Circular Tour. Throughout this period all tourist tickets were available for **one month**, but by the start of the 1876 season this uniform availability had been changed.

In 1886 tickets were issued from 1 June to 31 October and their availability was stated to be the same as last season, i.e.:  
**any day up to and including 31 December** - to Midland stations except Malvern and Brecon, to stations in Scotland and to stations on the NER, MS&LR, GER, E&MR and S&W&SBR;

**2 calendar months from day of issue** - to Malvern, Brecon, north and south Wales, the west and south of England, stations on the L&NWR, GWR, Cambrian Rlys, L&YR, Furness Rly, CK&PR and NSR, stations in Ireland and the Isle of Man.  
Some two monthly tickets could be extended to 31 December on extra payment.

The 1886 circular includes a paragraph stating that all new tickets supplied will be printed in accordance with these instructions and all tickets in stock available for more than 2 months are now so printed and in the case of tickets available for 2 months which are printed 1 month only the alteration must be made with stamp or pen as heretofore. A ticket so stamped and issued in 1876 is known, the paragraph presumably appeared in the circular for that year and it continued through to the 1901 circular.

From 1889 the season was standardised as from 1 May to 31 October. Ticket availability from 1888 to 1890 was the same as for 1886, and it continued to be the same to 1901 inclusive with the following changes:

1891 East & West Junction Rly added to 31 December list;  
1892 Droitwich added to 2 month list;  
1894 Eastern & Midlands Rly changed to Midland & Great Northern Rly;  
1895 Severn & Wye & Severn Bridge Rly changed to Severn & Wye Joint Rly;  
1897 Ireland moved from the 2 month into the 31 December list;  
1899 Swansea moved from the 31 December to the 2 month list.

In 1889 a note appeared to the effect that the Oban circular tour must this year be by card tickets if in stock. In 1893 bookings for the Snowdon Tour, the North of Ireland Circular Tour and the Lakes of Killarney Circular Tour were withdrawn and tickets in stock had to be returned.

Discontinuance of tourist tickets on 31 October 1889 was of all bookings except those to Morecambe from Normanton, Leeds, Bradford, Barnsley and all Midland stations north thereof and from Barnsley, Bradford, Shipley and Midland stations north thereof to Scarborough, Whitby, Filey, Bridlington, Saltburn, Redcar and Seaton. All these, with tickets available for 2 months, were to continue throughout the winter. These winter bookings continued in 1890, in 1891 with Grange added to Morecambe and in 1892 with Robin Hoods Bay, Withernsea, Hornsea, Sunderland, Richmond, Hartlepool (East), Tynemouth, Whitley, Cullercoats, South Shields, Barnard Castle and Berwick added to the North Eastern Rly destinations. This pattern continued to 1897 inclusive, with the addition in 1896 of Ulverston to Morecambe and Grange, and of Ilkley and Harrogate to the NER stations.

In 1898 most bookings were made available during winter, tickets being available for 2 months only. Exclusions were Scotland, Isle of Man, Ireland except Portrush, Warrenpoint, Newcastle and Bundoran, and a few other specified destinations. The 1900 circular noted that if 2 month tickets were not in stock for any winter booking then the necessary alteration must be made with the pen.



## TOURIST TICKETS

The Tourist Programme in the July 1903 timetable continued the two different availabilities but with somewhat changed lists, i.e.:

**any day up to and including 31 December** – Buxton, Matlock, Morecambe, Lancaster, Carlisle, Appleby, Hawes, Dent, Horton-in-Ribblesdale, Settle, Bentham, Arkholme, Ingleton, Ilkley, Ben Rhydding, Cheltenham, Stratford-on-Avon, Bath, Southend-on-Sea, stations in Scotland and Ireland and stations on the S&WJt, NER, GER, GCR and M&GNJt;

**2 calendar months from day of issue** – all other cases.

For the 1905 (and possibly the 1904) season tourist tickets to all stations in England, Scotland and Wales and to most stations in Ireland were available for **six months**; the Irish exceptions saw availability of six months, up to 31 December or two months depending on the month of issue. This remained the case in 1914 and presumably during the intervening years. The onset of War caused severe restrictions on rail travel. Tourist bookings were suspended from 1 May 1916 by order of the Railway Executive Committee and were not restored until 1 May 1922. The availability was then limited to two months, with break of journey allowed.

Conditions on the backs of tourist tickets are shown below.

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

FORFEITED IF TRANSFERRED  
Issued on the conditions named in the Co's Tourist Programmes & Bills. If used for any other Station it will be forfeited and the full fare charged and is not available to return with unless endorsed at the Station issued to.

T1

FORFEITED IF TRANSFERRED  
Issued on the conditions named in the Co's Tourist Programmes & Bills. If used for any other Station it will be forfeited and the full fare charged and is not available to return with unless endorsed at the Station issued to.

T2a

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

Forfeited if transferred issued on the conditions named in the Company's Tourist Programmes & Bills if used for any other Station it will be forfeited and the full fare charged and is not available to return with unless endorsed at the Station issued to.

T2b

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

Forfeited if transferred issued on the conditions named in the Company's Tourist Programmes & Bills. If used for any other Station it will be forfeited and the full fare charged and is not available to return with unless endorsed at the Station issued to.

T3

This Ticket will be forfeited if transferred. It is issued on the conditions named in the Co's Tourist Programmes & Bills. If used for any other Station it will be forfeited and the full fare charged, and is not available to return with unless endorsed at the Station issued to.

This Ticket will be forfeited if transferred. It is issued on the conditions named in the Co's Tourist Programmes & Bills. If used for any other Station it will be forfeited and the full fare charged, and is not available to return with unless endorsed at the Station issued to.

T4

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

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

T5a

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

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

T5b

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

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

T6

NOTICE - This Ticket is non-transferable. The only person entitled to use it is the person to whom it is issued. A transfer is not admissible. This ticket is issued subject to the conditions contained in the Company's Tourist Programmes & Bills. If used for any other Station it will be forfeited and the full fare charged.

T11

TOURIST TICKETS

Early tickets with one month return availability and conditions T1. From the known specimens it appears that the earliest tickets may have shown the availability on both the outward and return halves. The tickets to Perth via the Waverley route may have been printed on completion thereof on 1 August 1862. The use of coloured bands may have been limited to tickets to GWR destinations. Government class tickets will have been replaced by third class prints after 1 April 1872, when third class passengers were allowed to travel by all Midland trains. Second class was withdrawn on 1 January 1875.



Availability changed to be either any day up to and including Dec. 31st. or 2 months according to destination and/or month of issue. Some such tickets may have been printed with conditions T1, later ones having conditions T2.





TOURIST TICKETS

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. Availability of 2 months or to 31 December continued, as did conditions T2a or T2b. The latter version, with "Forfeited if Transferred" in lower case, is probably later but some contemporaneous use has been assumed. Earliest date seen: 31 July 1885.



Conditions changed to T3. Availability of 2 months or to 31 December continued. Earliest date seen:



The audit snip reverted to its former shape, and included the names of both the issuing and destination stations. Availability of 2 months or to 31 December continued, as did conditions T3. Some tickets in this type have printed fares, but it is not known whether this was standard practice for a short time. Earliest date seen: 19 Aug 1892.



TOURIST TICKETS

From 15 July 1892 new tickets were printed with a small serial number at the left hand side. Availability of 2 months or to 31 December continued, as did conditions T3. Earliest issue date seen: 7 Jul 1894.



Tickets changed to a vertically printed format. Tickets printed with availability of 2 months or to 31 December continued, as did conditions T3. Earliest issue date seen: 1 Oct 1895.



Colours reversed in order to correspond to those used for ordinary return tickets. Availability of 2 months or to 31 December continued. There were some bookings for which tickets issued during the season were available to the end of the year and those issued during the winter for 2 months only, it is assumed that these were catered for by tickets marked "Available to return as per Advertisement." Conditions T3 continued. Earliest date seen: 31 Jul 1895.





TOURIST TICKETS

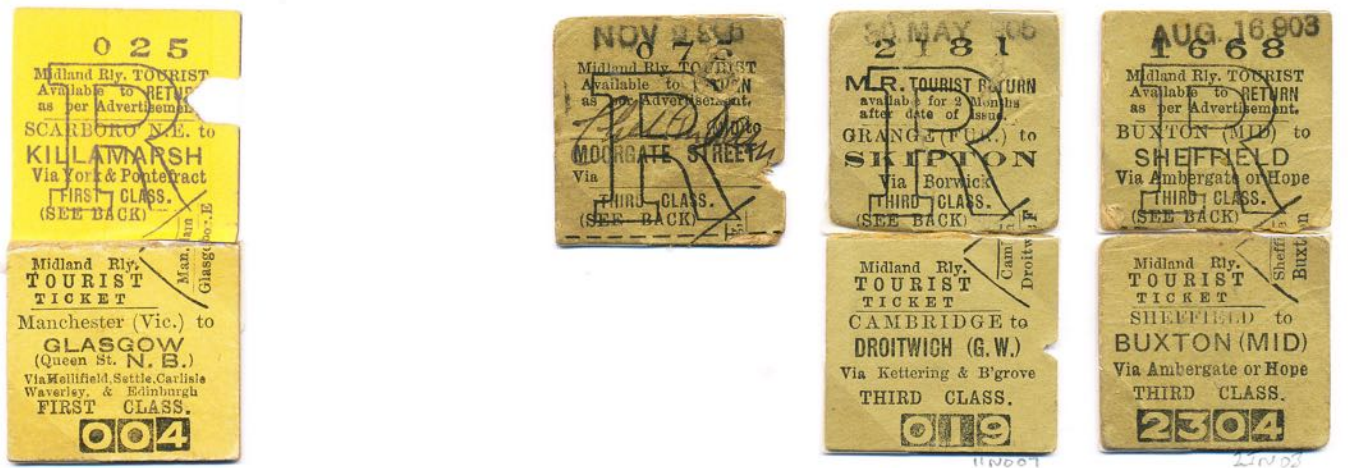
Legend over on the return half changed to *See back*, the corresponding change on ordinary returns had occurred by November 1896. Availabilities of 2 months, to 31 December or as per Advertisement continued. These tickets have conditions T4, the change from T3 may have occurred at the same time as the change from *over*. Earliest date seen: 26 Jun 1900.



Conditions changed to T5a or T5b, the two forms apparently being contemporary. Availabilities of 2 months, to 31 December or as per Advertisement continued. Earliest date seen: 15 Sep 1896.



Following the colour simplification of 1902 tourist tickets were printed on plain yellow or plain drab card for the two classes, with a skeleton 'R' overprint on the return half. It is assumed that the three return availabilities continued, as did conditions T5a or T5b. Earliest issue date seen: 27 Jun 1902.



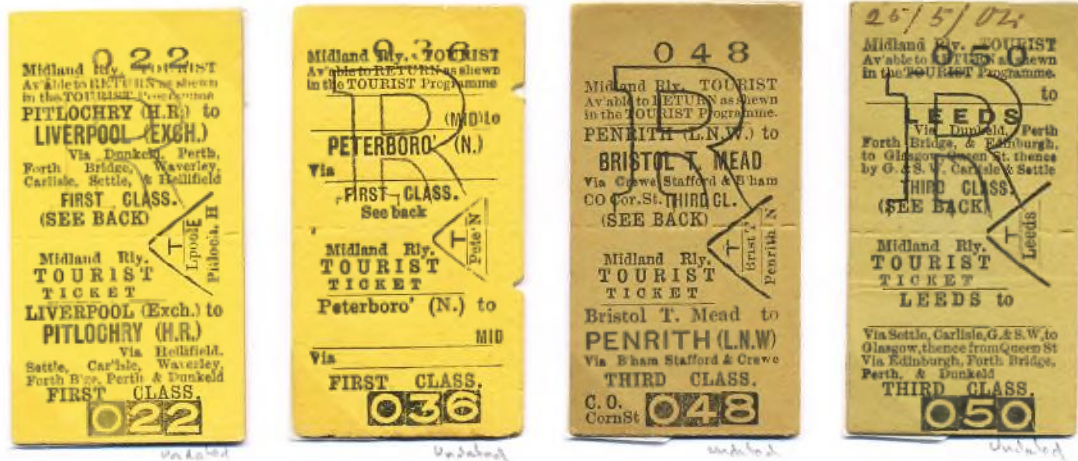


**TOURIST TICKETS**

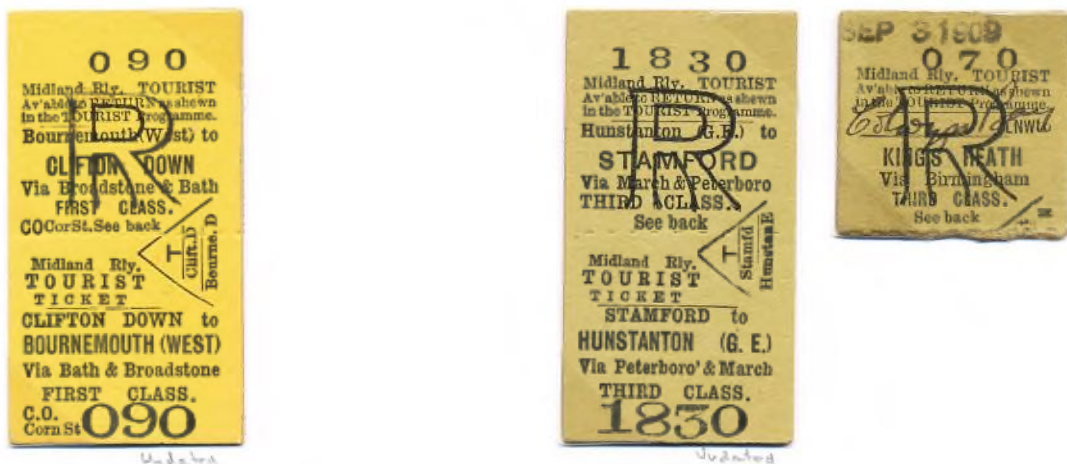
The initial 'T', for tourist was added in the audit snip. It is assumed that the three return availabilities continued, as did conditions T5a or T5b. Earliest issue date seen: 17 Aug 1904.



Availability notice standardised for all tourist tickets. Conditions T5a or T5b continued. Earliest issue date seen: 25 May 1904.



Change in style of the overprinted 'R' to a smaller and more pointed version. Conditions T5a or T5b continued. Earliest issue date seen:



TOURIST TICKETS

Conditions changed to T6, including the large reference number 1 or 2 according to class. These numbers were introduced in about 1912, their purpose is not yet known. This was the type in use when the issue of tourist tickets was suspended as from 1 May 1916. Earliest issue date seen:



Tickets printed after the resumption of tourist facilities on 1 May 1922, following their suspension during the First War. The conditions reverted to T5b. This is the last type used.



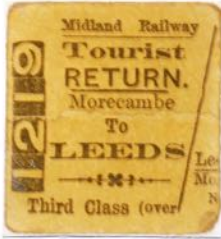
Tickets of all types including a station transfer exclusion notice. When a through journey required a change of stations tickets often carried a notice to the effect that the passenger was responsible for his own transfer between those stations. Probably the commonest notice was "But not including the cost of conveyance across London".





**TOURIST TICKETS**

Non-standard horizontally printed tickets.



4A089 20216

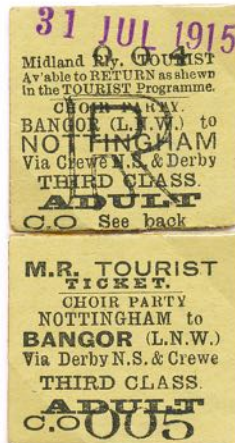
Non-standard vertically printed tickets.



T5b



T5b



16



T11

Circular tour tickets were available from at least 1872. They may initially have been catered for by paper tickets, but in later years edmondsons were used for many such tours. This page shows horizontally printed tickets.



T26

TOURIST TICKETS

Vertically printed circular tour tickets. During the period when initial letters were printed in the audit snips most of these tickets used the letter T, as did ordinary tourist tickets. Note, however, that in some (but not all) cases where there was a B version of a given tour then that letter was shown in the snip, and that in other cases the initials CT for circular tour were used.



T5a Untaped



T5a 127/19



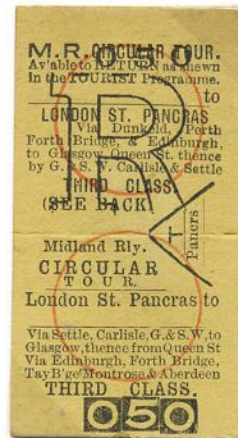
T5a 166 15709



T5a 1169



T5a Untaped



T5a Untaped



## PRIVILEGE TICKETS

Privilege tickets were introduced on 17 August 1889. They could originally be issued to all members of staff for themselves, their wives and their children under the age of 15 and were charged at one quarter of the ordinary fare with children under 12 travelling at half that rate. Initially only local 3rd class return tickets were available, but from 23 February 1891 availability was extended to certain foreign stations to which Midland trains ran, and to certain joint line journeys. Single tickets did not come into use until 8 September 1892, they were subject to the same restrictions as returns.

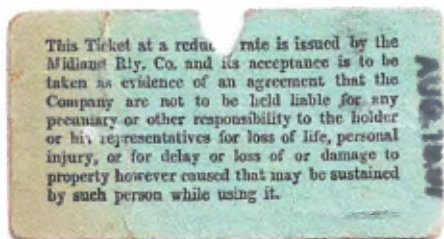
General Order 385/N.S.70 dated 20 December 1894 for implementation from 1 January 1895 announced that arrangements had been made for the interchange of third class return privilege tickets with the following companies:

<p>Brecon &amp; Merthyr Cambrian Cleator &amp; Workington Furness Great Eastern Great Northern Hull &amp; Barnsley</p>	<p>Lancashire &amp; Yorkshire London Brighton &amp; South Coast London Chatham &amp; Dover London &amp; North Western London &amp; South Western London Tilbury &amp; Southend Manchester Sheffield &amp; Lincs</p>	<p>Maryport &amp; Carlisle Midland &amp; South Western Junction North Eastern North London North Staffordshire West Lancashire</p>
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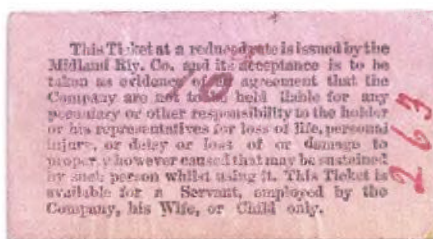
Distinct foreign tickets were then supplied and from that date the interchange of privilege tickets grew rapidly, fuelled by the activities of the Railway Employees Privilege Ticket Association. By 1905 the Midland had reciprocal arrangements with 53 other companies in England, Scotland, Ireland and Wales.

Local 1st class single and return privilege tickets were introduced from 2 November 1896, and 1st class foreign returns from January 1897.

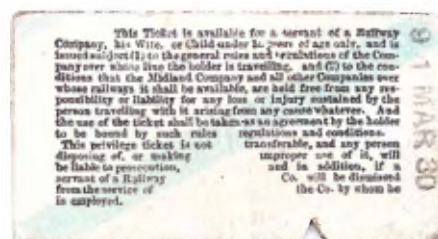
Conditions on the backs of privilege tickets are shown below.



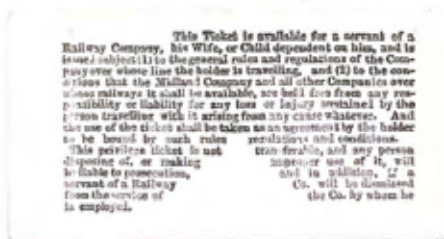
P1 (5-210)



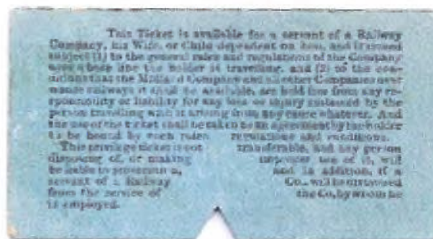
P2



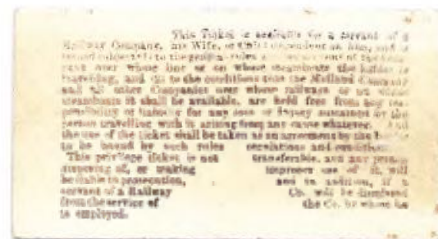
P4 (5-230)



P5a (5-235a)



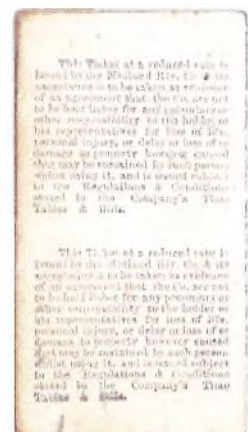
P5b (5-240)



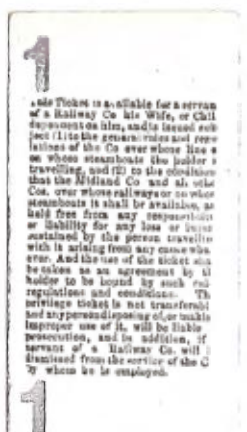
P6 (5-260)



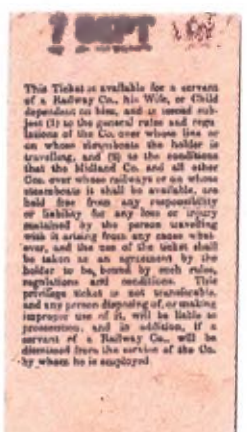
P3 (5-220)



P3a



P7 (5-270)



P8 (5-280)

PRIVILEGE TICKETS

General Order 359/N.S.44 dated 15 August 1889 announced the introduction of privilege tickets as from 17 August 1889. Only 3rd class return tickets were available, to Midland stations only where no foreign line intervened in the journey. Children under 12 were allowed to travel at half the adult fare. By General Order 364/N.S.49 dated 23 February 1891 availability was extended to certain foreign stations to which Midland trains ran, and to certain joint line journeys.

Although the tickets shown both date from after Order 364 it has been assumed that they are in the originally adopted horizontally printed format. Conditions P1 are on the backs.



From 15 July 1892 all new tickets printed had the left hand serial number shown in small numerals. Conditions P1 continued.

Single tickets did not come into use until 8 September 1892, when General Order 372/N.S.59 announced that a special series of blank card tickets will be supplied. As with returns, only 3rd class tickets were available, and only to Midland stations and those foreign and joint line stations to which return tickets were issued. Fully printed tickets will also have been used when demand so warranted. Conditions P1 continued.



Conditions changed to P2 on both single and return tickets. Earliest date seen: 22 Sep 1894



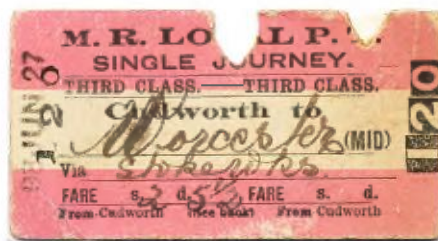


PRIVILEGE TICKETS

Circular 624 from the Superintendent of the Line, dated 31 May 1893, states that it has been decided in future to print return privilege tickets in return ticket form, tickets of the new pattern to be supplied as the old ones are exhausted. The first return style prints carried conditions P3.



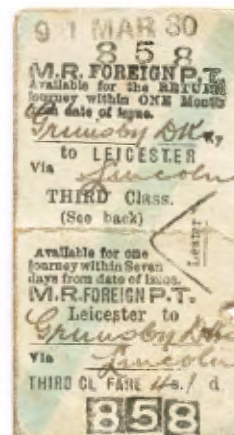
General Order 385/N.S.70 dated 20 December 1894 for implementation from 1 January 1895 announced the introduction of interchange foreign return tickets and stated that the outward halves of all returns were to be available for one week and the return halves for one month. This is thought to have caused a number of changes - the conditions on all singles and returns were altered to P4, the availability was printed on the newly supplied tickets and distinctively coloured card was introduced for foreign tickets. The Order made clear that existing stocks of fully printed singles and returns were to be used up, that blank cards held in stock were in future only to be issued for purely local journeys and that a new series of blank cards were to be supplied for foreign bookings. Some fully printed foreign returns also appeared and it appears that future supplies of printed singles for the previously agreed foreign and joint line stations were printed on card in the foreign colours.



271196



265196



13517

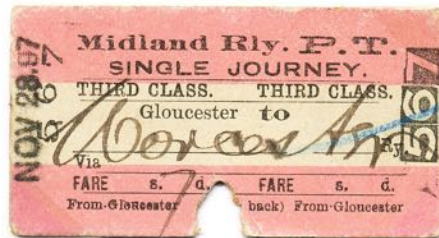
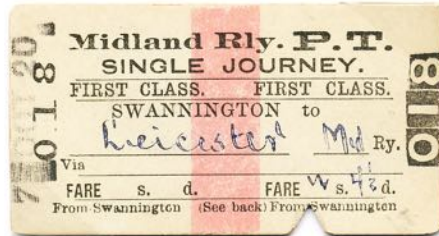
275098



PRIVILEGE TICKETS

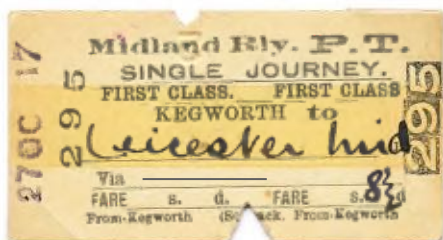
General Order 396/N.S.82 of 30 October 1896 stated that from 2 November 1896 local and joint line tickets could be issued to children without restriction as to age, provided they are living with and dependent upon their parents, thus removing the under 15 limit which had been imposed at the start of the privilege ticket scheme. This resulted in a change of conditions to P5a or P5b; the two forms were contemporary and both referred to dependent children in the second line. It would appear that with the introduction of the new conditions the use of distinctively coloured cards for foreign tickets was discontinued.

The same Order also announced the introduction of local 1st class single and return privilege tickets, indicating that series of blank cards would be supplied. From January 1897 the 1st class concession was extended to foreign tickets, return only, and a separate series of foreign 1st class blank returns was printed.



PRIVILEGE TICKETS

Tickets in new colours, following the colour simplification of 1902. To assist identification a large skeleton 'R' was added to return halves. Conditions P5a or P5b continued. Earliest date seen: 24 Dec 1903



14/32



17/200



2436 03



PRIVILEGE TICKETS

The initials 'P' or 'FP' were added in the audit snip of local and foreign returns respectively. Conditions P5a or P5b continued. General Order No 445 dated 3 January 1906 instructed that in future all privilege tickets issued by the Midland in favour of females must be stamped by the booking clerk with the letter "W" on the front of the ticket and in the case of return tickets both halves must be similarly marked. Earliest date seen: 6 Jan 1906.

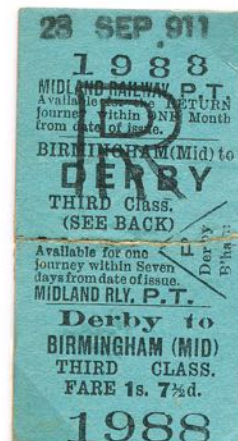
In this and all succeeding return types the skeleton 'R' overprint may be found in the original large version or in a smaller, more pointed format. The two forms are taken as having been contemporary.



16008



233609



The colours of 3rd class tickets only were changed again. Conditions P5a or P5b continued. Earliest date seen: 1 Feb 1913



16013

PRIVILEGE TICKETS

Conditions changed to P6, including reference to Steamboats in the fourth and seventh lines. General Order 443/N.S.129 dated 8 September 1905 stated that privilege tickets will now be issued on the Company's boats between Heysham and Belfast, between Heysham and Douglas and through to Midland Railway (Northern Counties Committee) stations in Ireland via the Heysham route. It was probably this additional facility that caused the change in conditions.



**PRIVILEGE TICKETS**

Conditions changed to P7, including with the large reference number 1 on 1st class or 2 on 3rd class tickets.  
 Earliest date seen: 25 Nov 1913

916486  
**Midland Rly. P. T.**  
**SINGLE JOURNEY.**  
 FIRST CLASS. FIRST CLASS.  
 London (St. Pancras) to  
*Gibham*  
 Via *Doncaster*  
 FARE s. d. FARE s. d.  
 From-Pancras (See back) From-Pancras

010.1010  
 094  
**Midland Rly. P. T.**  
**SINGLE JOURNEY.**  
 THIRD CLASS. THIRD CLASS.  
 Mansfield to  
*Derby* Rly  
 Via  
 FARE s. d. FARE s. d.  
 From-Mansfield (See back) From-Mansfield

MAY 12 1918  
**Midland Rly. P. T.**  
**SINGLE JOURNEY.**  
 THIRD CLASS. THIRD CLASS.  
 London St. Pancras to  
**LEEDS (MID)**  
 FARE 3s. 10½d. FARE 3s. 10½d.  
 Pancras Leeds See back Pancras-Leeds

140  
**M.R. LOCAL P.T.**  
 Available for one RETURN  
 journey within ONE Month  
 from date of issue.  
 to AVONMOUTH DOCK  
 Via  
 FIRST Class  
 (See back)  
 Available for one  
 journey within Seven  
 days from date of issue.  
**M.R. LOCAL P.T.**  
 Avonmouth Dock to  
 Via  
 FIRST CL FARE s. d.  
 140

18, SEP. 1917  
 432  
**M.R. FOREIGN P.T.**  
 Available for one RETURN  
 journey within ONE Month  
 from date of issue.  
*London*  
 to *INBLETON*  
 Via  
 THIRD Class.  
 (See back)

JAN 8 1918  
**MIDLAND RAILWAY**  
 Available for one RETURN  
 journey within ONE Month  
 from date of issue.  
 CRICKLEWOOD to  
 LONDON ST. PANCRAS  
 THIRD CLASS.  
 See back  
 Available for one  
 journey within Seven  
 days from date of issue.  
**MIDLAND RLY. P. T.**  
 London St. Pancras to  
**CRICKLEWOOD**  
 THIRD CLASS.  
 FARE 3d.  
 1987

Available for one  
 journey within Seven  
 days from date of issue.  
**M.R. LOCAL P.T.**  
 London St. Pancras to  
*North*  
 Via  
 THIRD CL FARE s. d.  
 8 187

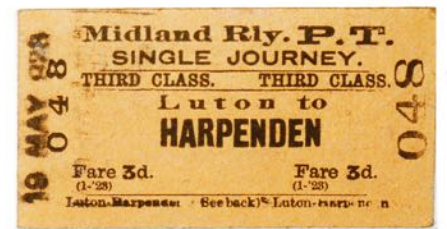


PRIVILEGE TICKETS

Use of the large reference numbers was discontinued in 1918/19 but the conditions continued to be vertically printed to give form P8.

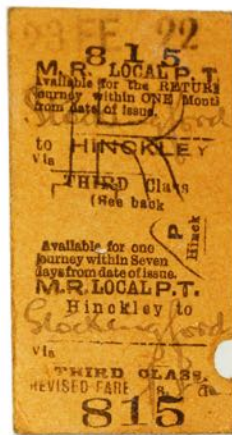
Some Actual Fare tickets may have been printed from 1 April 1920 but none have been seen. Revised Fare tickets were printed from 6 August 1920, followed by tickets with the notation '(1-'23)' for issue at the new fare scale effective from 1 January 1923. All of these had conditions P8.

This page shows single tickets from these later periods, returns are shown overleaf.

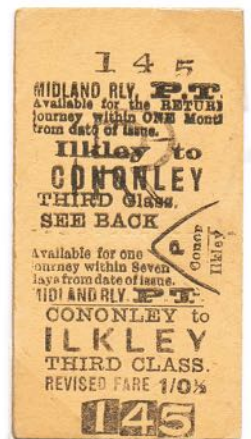


PRIVILEGE TICKETS

Return tickets from the later periods, with conditions P8.



13435



13022



PRIVILEGE TICKETS

Specially printed child tickets from all periods. The conditions are indicated, when known.



P2

11916



P56



P7



P7 2607-34 1165 1165

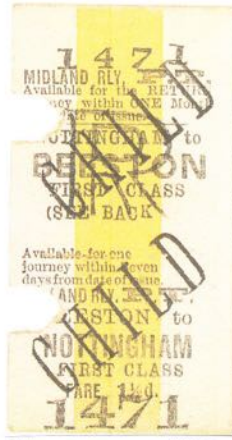


P8 Undated



P56

6AP07



P7

1165

Special tickets for issue to employees of those colonial railways with which the Midland had a reciprocal arrangement.



P6



P7

100020

PRIVILEGE TICKETS

There were booking offices for issuing privilege tickets within the works complex at Derby. Those known are identified by bracketed letters '(L)' for the Locomotive Works, '(C)' for the Carriage & Wagon Works and '(E)' for the Engineers Department.



PSa



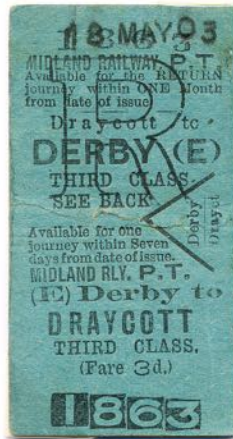
PSb

12508

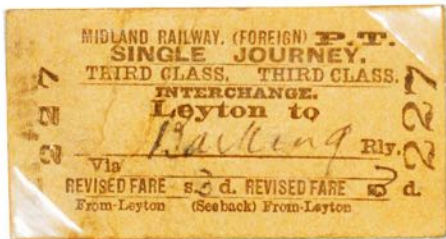


PSc

43114



Other tickets. Those marked 'Interchange' will have been issued in exchange for an order issued by another company but their use may have been limited to certain stations. Ticket 104 is anomalous in being on card of the original colour but having the letter 'P' in the audit slip, not introduced until after the 1902 colour change. It may have been a case of using up old stocks of card. Ticket 1123 is also anomalous in having conditions P4 on a blue card, the old conditions blocks should by then have been scrapped.



1197



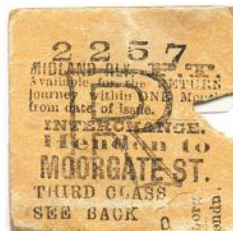
PSa

Undated



PSb

100013



P1

1005



PSb

1165



PRIVILEGE TICKETS

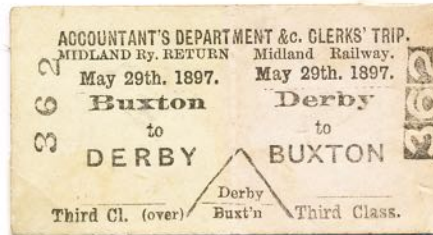
These tickets for Accountant's Department trips are grouped with privilege tickets as any conditions printed on the back are in the same terms as those on contemporary privilege tickets save for the restriction on availability to a servant, employed by the Company, his Wife, or Child. The supposition is that for this annual outing each (unmarried?) employee was allowed to take one or more friends who could also travel at the reduced rate.



01aw



P3a



P3a

**WEEKEND RETURNS**

The Midland had three forms of weekend ticket, Saturday to Monday introduced probably in 1907 and shown earlier in the collection (with ordinary conditions on the backs), short date and long date. Short date tickets had a maximum availability of five days, they could be issued on Friday or Saturday and the return journey had to be made on the following Sunday, Monday or Tuesday. Long date tickets were also for issue on Friday or Saturday, but these were available for the return journey on any day from Sunday to the Monday of the following week

Short date tickets were in use by the early 1880s, they were originally headed 'FRIDAY or SATURDAY EXCURSION (5)', then 'WEEK-END EXCURSION (5)'. Long date tickets are thought from Superintendent of the Line's Circulars to have come into use for the summer season only in one of the years 1887-1889 and were originally headed '10 or 11 DAYS EXC'N'. From about the turn of the century the headings were changed to 'WEEK-END TICKET' and 'LONG DATE WEEKEND' respectively. The list of available destinations for the long date tickets was much shorter than that for the short date, in 1889 they were limited to Morecambe, Ilkley, Harrogate, Scarborough, Whitby, Filey, Bridlington, Southport, Blackpool, Grimsby and Cleethorpes. The choice was gradually expanded but most destinations were always sea-side towns on foreign lines, indeed the only purely Midland destinations available from Leicester in the 1914 season were Matlock or Matlock Bath and Morecambe.

Issue of both categories was during the summer season only (May or June to the end of October) until 1891, some short date tickets were continued for the winters 1892-1894 and some long date for the winter of 1895. From 1896 onwards the summer programme was simply continued, with a few exceptions, for both categories of ticket.

As with excursion tickets, the issue of both short and long date tickets was suspended on and after 29 March 1915 due to the War; unlike excursion tickets, however, there is no record of them having been resumed at any time prior to the grouping.

Short date tickets were originally printed with standard excursion conditions on the backs, these were later amended to a form specific to short and long date tickets but from about 1899 excursion conditions were again adopted. Copies of the relevant conditions are shown below.

Notice This Ticket is not transferable and can only be used in accordance with the advertisements announcing the Train for which it is issued

Notice This Ticket is not transferable and can only be used in accordance with the advertisements announcing the Train for which it is issued

X1c

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

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

WE1

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

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

WE2a

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

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

WE2b

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 to the extent that they are varied subject to such variation), and can only be used in accordance therewith.

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

X3a

SEP. 25, 1900

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 to the extent that they are varied subject to such variation), and can only be used in accordance therewith.

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

X3b

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

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

3

X4a

3

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

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

3

X4b



SHORT DATE WEEKEND RETURNS

Early tickets with excursion conditions X1c on the backs. They are thought to have been introduced by or in the early 1880s, with the designation 'FRIDAY or SATURDAY EXCURSION (5)' on the outward half, changing by 1885 to 'WEEK-END EXCURSION(5)'. The elongated triangular shape of the audit snip was in use on ordinary returns by August 1882.

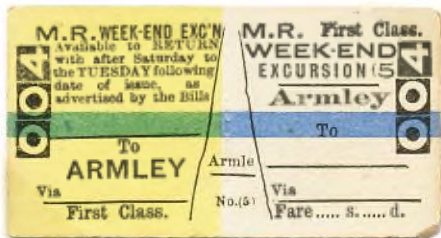


Undated



27/1885

Conditions changed to WE1, specific to weekend tickets. Earliest date seen:



Undated



31/83

From early 1884 some pre-dated excursion tickets were printed with a later form of audit snip in which was printed a numeral indicating the maximum number of days for which the ticket was valid and, below this, the station names abbreviated if necessary. This form of snip was not used for ordinary returns until about 1890 and may not have been adopted for short date tickets until that time. Tickets have been noted with and without a printed fare. Conditions WE1 continued. Earliest date seen:



290092

5/1894



Undated

From 15 July 1892 all new tickets supplied had the left hand serial number changed so as to appear in small numerals. Possibly at the same time the conditions were slightly changed to form WE2a or WE2b, the two being used contemporaneously.



41/8



SHORT DATE WEEKEND RETURNS

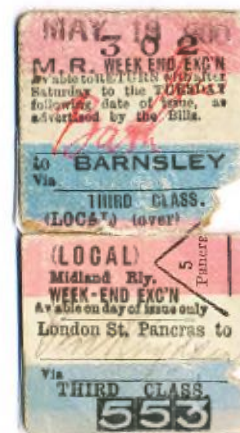
From some time in 1892/3 all excursion tickets that were to be dated on issue were printed in vertical format, with "over" on the return half. It is assumed that this also applied to short date tickets. During the currency of this type the colours of third class tickets were changed. Conditions WE2a or WE2b continued.

Earliest issue dates seen:  
Old colours: 24 Aug 1894  
New colours: 1 Oct 1898

Notice on the return half changed from "over" to "See back". Conditions WE2a or WE2b continued.

Earliest issue date seen: 16 Sep 1898

During the currency of this type it appears to have been decided to provide separate local and foreign blank cards. Printing of this distinction on the return half led to a reversion to the word "over" on the return halves of blank cards only. Conditions WE2a or WE2b continued.  
Earliest issue date seen: 18 May 1900



24 Aug 94

1 Oct 98

1 May

26 Sep

11 Feb 05



SHORT DATE WEEKEND RETURNS

Conditions changed to standard excursion conditions X3a or X3b, the two forms being contemporary. These conditions had been adopted for other categories of excursion by July 1899 and it is likely that the change for weekend tickets was made at the same time.

Earliest issue date seen: 7 Oct 1899



Title on the outward half changed to appear in initials. Conditions X3a or X3b continued.

Earliest issue date seen: 14 Apr 1900



Designation changed from 'WEEK-END EXC'N' to 'WEEK-END TICKET'. Conditions X3a or X3b continued.

Earliest issue date seen: 24 May 1901





SHORT DATE WEEKEND RETURNS

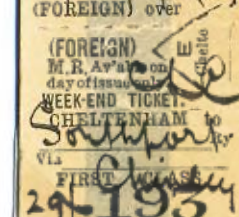
In 1902 the company undertook a major revision and simplification of their ticket colours. To assist identification a large skeleton R was added to the return half. Conditions X3a or X3b continued.

Earliest issue date seen: 24 Feb 1904

During the currency of this type some 3rd class tickets were printed on scarlet, chalk-surfaced card, rather than the normal brick-red

The number 5 in the audit snip was replaced by the initial 'E'. Conditions X3a or X3b continued.

Earliest issue date seen: 20 Apr 1905



12A906

10J2104

246E09

11F611



SHORT DATE WEEKEND RETURNS

Form of capital 'R' overprint changed to a smaller and more pointed version. Note, however, that some tickets may still have been printed with the larger overprint after the introduction of the smaller one. Conditions X3a or X3b continued.

Earliest issue date seen: 27 Aug 1910



Conditions changed to either X4a or X4b the two forms being contemporary. Note that the large reference numbers 1 and 2 were used respectively for 1st and 3rd class issues, unlike most other excursion tickets which used the number 3. This is the type in use when weekend returns were suspended on and from 29 March 1915; they do not appear to have resumed after the War.

Earliest date seen: 1 Mar 1913



27 Nov 09



1 Dec 09



1 Dec 09



SHORT DATE WEEKEND RETURNS - TO L.T. & S.R.

When the Tottenham & Forest Gate Joint Committee's line linking the Tottenham & Hampstead Joint and the London Tilbury & Southend Railways opened on 9 July 1894 the Midland worked one train each way per day from St. Pancras through to Southend. It was withdrawn (as planned) from 15 October and resumed with two trains each way on 1 June 1895, increased to four from 1 July that year. Stops were also made at the LT&S stations at Leigh and Westcliffe-on-Sea. Midland short date weekend excursion tickets to Southend (and possibly the other two LT&S stations) were issued at Midland stations at least as far north as Bedford and also at T&HJ and T&FG stations. Their date of introduction is not known.

The tickets followed the colours and general formats used for short date tickets but differed in that the availability notice on the return half was changed so as not to exclude a return journey on the Saturday.



Book X 3a 115g



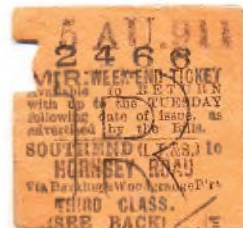
Book X 2 173N99



Book X 3a 19804



Book X 3a 116g



Book X 3a



Book X 3a 116g



Book X 3a 9N402



Book X 3a 25NR13



Book X 4d 2A412



SHORT DATE WEEKEND RETURNS - NON-STANDARD

Non-standard issues. These include blank cards specific to a given foreign company, tickets with cross-city conveyance notices and dual-titled tickets issued at off-system agencies.



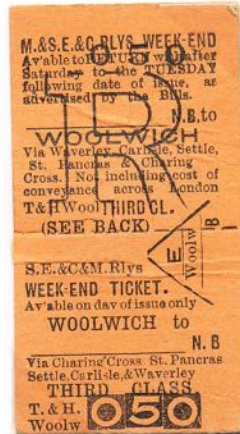
X3a 24FE05



X3a 107N05



X3a



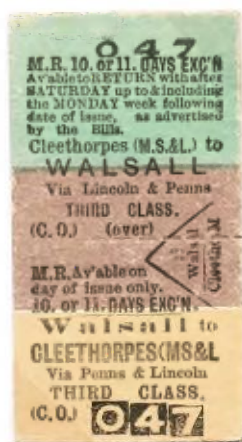
X3a unlabelled



X3a 300008

LONG DATE WEEKEND RETURNS

Long date tickets were known initially as 10 or 11 days excursion tickets, the first known are printed in vertical format although there could have been earlier horizontal prints. Conditions WE2a or WE2b are on the backs.  
 Earliest issue date seen: 15 Jul 1899



Notice on the return half changed from "over" to "See back". Conditions WE2a or WE2b continued.  
 Earliest issue date seen: 17 Sep 1898



During the currency of this type it appears to have been decided to provide separate local and foreign blank cards. Printing of this distinction on the return half led to a reversion to the word "over" on the return halves of blank cards only. Conditions WE2a or WE2b continued.

Earliest issue date seen: 28 Sep 1901







LONG DATE WEEKEND RETURNS

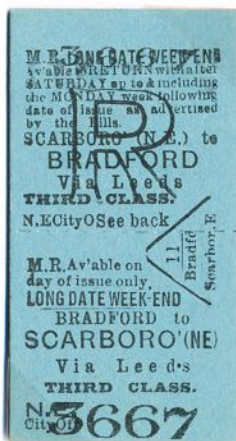
Form of capital 'R' overprint changed to a smaller and more pointed version. Note, however, that some tickets may still have been printed with the larger overprint after the introduction of the smaller one. Conditions X3a or X3b continued.

Earliest issue date seen:



Conditions changed to either X4a or X4b the two forms being contemporary. Note that the large reference numbers 1 and 2 were used respectively for 1st and 3rd class issues, unlike most other excursion tickets which used the number 3. This is the type in use when weekend returns were suspended on and from 29 March 1915; they do not appear to have resumed after the War.

Earliest date seen:



Non-standard tickets. These include blank cards specific to a given foreign company and therefore omitting the word 'FOREIGN' from the ticket. Ticket 422 is odd in having the notice 'See conditions on back'.



X4a Undated



WE2



WE26 1865



## WORKMEN'S DAILY TICKETS - LONDON

The Midland Railway was under no statutory obligation to run workmen's trains, other than that stipulated in the Cheap Trains Act of 1883. That Act provided exemption from passenger duty of all fares not exceeding 1d per mile and the reduction of duty from 5% to 2% on all other fares between stations within urban districts with a population of not less than 100,000. In return, railway companies were required to provide proper and sufficient workmen's trains at such fares and at such times between 6.00 p.m. and 8.00 a.m. as appeared to the Board of Trade to be reasonable. The Act did not impose workmen's trains, but any company not complying with any order by the Board of Trade to run such a train forfeited the benefits of exemption from, and reduction of, duty.

There is no record of any order to the Midland having been made by the BoT and all workmen's trains appear to have been provided on a voluntary basis. The Board sent out regular questionnaires to all railways with a London terminus and the 1897 response to these established that the Midland's first workmen's train ran on 2 March 1885, leaving South Tottenham & Stamford Hill at 4.55 a.m. and calling at all stations to Moorgate Street where it arrived at 5.33 a.m. A second train commenced to run on 12 June 1893, leaving Hendon at 5.40 a.m. and arriving at Moorgate Street at 6.13 a.m. The lowest return fare was 2d and the highest 4d., tickets were available to return by any Midland train leaving Moorgate Street after 12 noon on the day of issue. By May 1898 one train each day was working into St. Pancras rather than Moorgate Street.

At some date between October 1899 and May 1900 some of the South Tottenham trains were extended over the T&FG line to Woodgrange Park. The 1902 return to the Board of Trade showed that by 1899 the number of workmen's trains had risen from two to five, and it remained at that figure in 1902 and indeed in 1903 and 1904. The timetables for July in those years identify workmen's trains as the 4.55 a.m. from South Tottenham, 5.35 a.m. and 6.10 a.m. from Woodgrange Park and 5.28 a.m. and 6.55 a.m. from Hendon. All ran to Moorgate Street except for the 5.35 ex Woodgrange Park which terminated at St. Pancras. At some date between April and July 1906 cheap workmen's fares were also made available on early morning down trains from Moorgate Street and St. Pancras, returning by any train starting from the destination after 12 noon.

Workmen's trains continued to run on both lines throughout the War. Fares remained at pre-War levels until 1 September 1920, from which date a new workmen's fare scale according to mileage was introduced. *Railway Gazette* (Volume 33 page 162) gives this scale as follows: up to 2 miles - 3d; 2 to 2<sup>1</sup>/<sub>3</sub> miles - 3<sup>1</sup>/<sub>2</sub>d; 2<sup>1</sup>/<sub>3</sub> to 2<sup>2</sup>/<sub>3</sub> miles 4d; 2<sup>2</sup>/<sub>3</sub> to 3 miles - 4<sup>1</sup>/<sub>2</sub>d; 3 to 3<sup>1</sup>/<sub>3</sub> miles - 5d; 3<sup>1</sup>/<sub>3</sub> to 3<sup>2</sup>/<sub>3</sub> miles 5<sup>1</sup>/<sub>2</sub>d, 3<sup>2</sup>/<sub>3</sub> to 4 miles 6d; over 4 miles - 6d for the first 4 plus <sup>1</sup>/<sub>2</sub>d for every <sup>1</sup>/<sub>2</sub> mile thereafter. No increase to more than double the old fare was allowed, but this did little to soften the blow. For example, the old minimum fare of 2d rose to 3d and the old 4d fare between Hendon and the City rose from 4d to 8d, at which level it was capped.

No workmen's trains were identified in the May 1922 timetable, although early departures from the T&FG line and from Hendon will have qualified as such; all ran to St. Pancras.

There were also some longer distance workmen's bookings from stations on the main line; Mill Hill, Napsbury, St. Albans and Luton have all been noted on tickets. No background information for any service beyond Hendon has been found, and special arrangements may have been in place.

Conditions on London area daily workmen's tickets are shown below.





WORKMEN'S DAILY TICKETS - LONDON

**Below left:** This is thought to have been the first type used, with conditions R4a on the back. Earliest date seen: 20 Aug 1885

**Below centre:** Conditions changed to W1. Earliest date seen: 21 Mar 1892.

**Below right:** Tickets printed after 15 July 1892 had small serial numbers printed at the left hand side. Conditions W1 continued. This is probably the type that was in use when the Hendon service started on 12 June 1893. Earliest date seen: 7 Sep 1893.



**Below left:** Change to vertical print format, conditions W1 continued. By May 1898 one train from the T&FG line was running into St. Pancras, and that was named as the starting station for the limitation to a return journey after 12 noon. Earliest date seen: 23 Jun 1899.

**Below right:** The 1902 colour revision saw orange adopted as the standard colour for workmen's tickets, with the return half distinguished by a skeleton R overprint. It would appear that there were stocks of bi-coloured card to be used up and during a transitional period some tickets on such card carried the R overprint.



**Below left:** Tickets on the new orange card, conditions W1 continued. This is probably the first type in which tickets were issued for down outward journeys, the return time notice on these was modified to omit any station name. Earliest date seen: 10 Mar 1905.

**Below right:** The overprinted R was changed to a smaller, more pointed format. Conditions W1 continued. Earliest date seen:





WORKMEN'S DAILY TICKETS - LONDON

**Below left:** Conditions changed to W2. Earliest date seen: 29 Apr 1911.

**Below right:** Conditions changed to W3, including the reference number 2. Such reference numbers were used from about 1912 to 1919. Earliest date seen: 15 Mar 1913.



The sequence suggested now becomes speculative.

**Below left:** The report giving the new scale of workmen's fares, implemented from 1 September 1920, also recommended that the trains be designated as "cheap early trains". The Midland did not do this, but the evidence suggests that the first tickets printed at the new fares were designated "Worker's" tickets rather than "Workman's" tickets. Conditions W4, omitting the reference number, are on the back. Earliest date seen: 8 Dec 1920.

**Below right:** Surprisingly, despite the fare increases, tickets do not seem to have shown "Revised Fare" immediately. When they did the designation appears to have reverted to "Workman's" ticket. These have conditions W3, the only obvious explanation for this anomaly is that card stock with this pre-printed back was being used up. Earliest date seen: 2 Jan 1923.



**Below left:** The vast majority of Revised Fare tickets had, not surprisingly, conditions W4. Earliest date seen: 7 Feb 1922.

**Below right:** From May 1922 (*Railway Gazette* Vol 36 page 870) the return halves of workman's tickets were made available after 11.00 a.m. rather than noon on Saturdays only. Possibly at the same time the outward halves were amended to specify trains before 8.0 a.m. Earliest date seen: 2 Oct 1922.





WORKMEN'S DAILY TICKETS - LONDON

Specimen set, there is no evidence that these tickets were ever brought into use. The layout is the same as that of the standard workman's daily return of about 1910, but the colours do, of course, differ. It is possible that the idea was to issue different colours in different weeks to try and prevent fraud. The backs are blank, despite the notice on the return half.



Sets of six tickets, one for each day of the week, were used both on the Woodgrange Park and the Hendon services. It would appear that a different colour was used each week on a four weekly rotation. This may have been a short-lived facility, the earliest ticket seen is dated 3 March 1911 and the latest 26 September 1911. Despite the "week ending" notice the date actually stamped on the ticket may be any day of the week! Conditions W2 are on the back.



Other tickets. (a) The terminus of the T&FG service at Woodgrange Park was in fact a LT&SR station and that company supplied the tickets for the Midland workmen's trains, mimicking Midland style and colour and with conditions W1 on the backs. Services to Moorgate St. and St. Pancras are shown in the LT&SR timetable for June 1904, tickets to St. Pancras have been seen dated from June 1907 (Series 4) to September 1923. (b) Longer distance main line tickets, some may have been standard but, particularly in view of the return availability on 9926, all may have been non-standard.





## WORKMEN'S TICKETS - PROVINCIAL

Shown below and continued overleaf is the Midland Railway's section of Command Paper No. 186 of 1900 insofar as it deals with workmen's tickets in the provinces. The paper was prepared by the Board of Trade (Railway Department) in response to an Order of the House of Commons made on 8 June 1899. Information was requested from all the British railway companies and that supplied by the Midland is shown on pages 246 to 249.

It is divided into two sections, that shown below deals with the specific workmen's trains that were run and that shown overleaf covers workmen's tickets that were issued by ordinary trains. Basically it is a snapshot of the position in 1899 and the 20th century saw many enhancements and additional services, those that have been noted are described on the following pages.

The report is deficient in that it does not deal with private arrangements made with colliery and other companies for the transport of their workmen. Presumably these could be excluded on the basis that they were not public services.

### PROVINCIAL DISTRICTS.

The Company is running the following workmen's trains, viz. :—

#### *From Birmingham to Bournville.*

At 5.25 a.m. from Birmingham arriving at Selly Oak at 5.38, Bournville 5.44.  
Calls at Five Ways.

The tickets are also available on the outward journey by trains arriving at the destination station at or before 8.0 a.m.

On the return journey the tickets are available by any train after 4.0 p.m., Saturdays after 12.0 noon.

The fares, distances, and number of passengers conveyed during 1899 are given below :—

—	Fare.	Distance.	Number of Passengers.
	<i>s. d.</i>	<i>M. C.</i>	
Birmingham to Selly Oak - - -	1 3 weekly	3 26	11,220
Birmingham to Bournville - - -	1 6 "	4 33	3,291
Five Ways to Selly Oak - - -	1 0 "	2 31	2,710
Five Ways to Bournville - - -	1 3 "	3 38	7,306

#### *Between Mangotsfield and Bristol.*

1. At 5.23 a.m. from Mangotsfield, arriving at Bristol at 5.38.

2. At 6.30 a.m. from Mangotsfield, arriving at Bristol at 6.45.

These trains call at intermediate stations.

The tickets are also available on the outward journey by trains arriving at the destination station at or before 8.0 a.m.

On the return journey the tickets are available by any train after 4.0 p.m., Saturdays after 12.0 noon.

The fares, distances, and number of passengers conveyed during 1899 are given below :—

—	Fare.	Distance.	Number of Passengers.
	<i>s. d.</i>	<i>M. C.</i>	
Mangotsfield to Bristol - - -	0 4½ daily	4 57	736
Staple Hill " - - -	0 3 "	3 29	20,013
Fish Ponds " - - -	0 2 "	2 54	30,837
Bristol to Mangotsfield - - -	0 4½ "	4 57	287
" Staple Hill - - -	0 3 "	3 29	16,480
" Fish Ponds - - -	0 2 "	2 54	213

(TNA - MT 6(949)8)

Workmen's tickets are issued by ordinary trains as under :—

To and from Wakefield, Leeds, Shipley, Bradford, and Keighley, and stations not more than 12 miles distant, at a single fare for the double journey, by trains arriving at the destination station at or before 8.0 a.m., and returning by any train after 4.0 p.m., Saturdays after 12.0 noon, and the number of passengers conveyed during 1899 was 588,573.

From Skipton to stations not more than 12 miles distant at weekly fares of six times the single journey fare, by trains arriving at the destination station at or before 8.0 a.m., and returning by any train after 4.0 p.m., Saturdays after 12.0 noon.

The issue commenced in November 1898, and the number issued during that month and December was 64, and in 1899, 829.

From and to stations between Sheffield and Rotherham and Chapeltown at weekly fares of six times the single journey fare, by trains arriving at the destination station at or before 8.0 a.m., Mondays before 9.0 a.m., returning by trains after 4.0 p.m., Saturdays after 12.0 noon. Number of tickets issued during 1899 was 26,453.

Between Manchester and Stockport at a single fare for the double journey, by trains leaving Manchester and Stockport at or before 8.0 a.m., and on Mondays by trains arriving at the destination station at or before 9.0 a.m., returning by trains after 4.0 p.m., Saturdays after 12.0 noon. Number of tickets issued during 1899 was 17,780.

From Manchester to Withington, Didsbury, and Heaton Mersey, and from Stockport to Chorlton and Withington at weekly fares of five times the single fare, available by same trains as Manchester and Stockport. Number of tickets issued during 1899 was 3,066.

From Nottingham to stations within a distance of 12 miles at weekly fares, available by trains arriving at the destination station at or before 8.0 a.m., returning by any train after 4.0 p.m., Saturdays after 12.0 noon. Number of tickets issued during 1899 was 19,054.

Fares from Nottingham :—

	<i>s.</i>	<i>d.</i>		<i>s.</i>	<i>d.</i>
Attenboro - - -	2	0	Lenton - - -	0	9
Annesley - - -	3	3	Linby - - -	2	9
Basford - - -	1	6	Long Eaton - - -	2	6
Beeston - - -	1	6	Lowdham - - -	3	0
Bulwell - - -	1	9	Newstead - - -	3	0
Burton Joyce - - -	2	0	Pinxton viâ Kirkby - - -	3	6
Carlton and Netherfield - - -	1	0	Pye Bridge - - -	3	6
Codnor Park - - -	3	6	Radford - - -	1	0
Draycott - - -	3	6	Shipley Gate - - -	3	3
Edwalton - - -	1	3	Stanton Gate - - -	2	9
Hacknall - - -	2	6	Stapleford and Sandiacre - - -	2	6
Ilkeston - - -	3	0	Trent - - -	2	6
Kimberley - - -	2	6	Trowell - - -	3	0
Kirkby - - -	3	6	Watnall - - -	2	6
Langley Mill - - -	3	6			

Also between the following stations :—

	Fare	No. of Tickets issued during 1899.
	<i>s.</i>	
	<i>d.</i>	
Lancaster to Morecambe - - -	1 6 weekly.	5,648
"    Halton - - -	1 3 "	150
"    Caton - - -	2 0 "	7
Addingham to Ilkley - - -	1 6 "	3,704
"    to Bolton Abbey - - -	1 3 "	1,304
Embsay to Bolton Abbey - - -	1 9 "	35
Normanton to Barnsley - - -	6 3 "	114
Walsall to Wolverhampton - - -	3 3 "	226
"    to Aldridge - - -	1 6 "	545
Birmingham to Sutton Coldfield - - -	3 9 "	40
Gloucester to Sharpness - - -	1 0 single.	8,032
"    to Berkeley Road - - -	1 0 "	709
Leicester to Wigston - - -	2 0 weekly.	2,311



WORKMEN'S DAILY TICKETS - PROVINCIAL

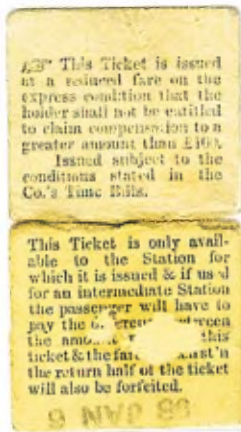
Workmen's daily returns were also issued in some provincial districts, although these were usually by ordinary trains rather than specific workmen's trains. The latter seem rarely to be shown in public timetables. The districts and workmen's trains noted are:

- Barnsley to Elsecar (and possibly beyond).
- Birmingham the line to Walsall.  
to King's Norton via Bournville (5.25 ex-Birmingham in July 1903 timetable).
- Bristol from and to Staple Hill (and possibly beyond).  
to Avonmouth Dock (5.05 ex-Temple Mead in July 1903 timetable).
- Derby from Draycott 5.22 in July 1903 timetable.
- Lancaster Halton.
- Yorkshire over an area bounded by Skipton, Guiseley, Bradford and Leeds.

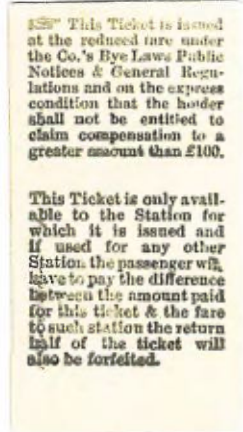
These facilities were all introduced later than those in London and probably came into operation at different times. Those in Yorkshire appear to have been the earliest. The availability differed from that applicable in London, tickets being valid to return by any train after 4.00 p.m. or after 12 noon if used on Saturday.

Two-coupon tickets were usually used, but for some special arrangements single coupon tickets were issued.

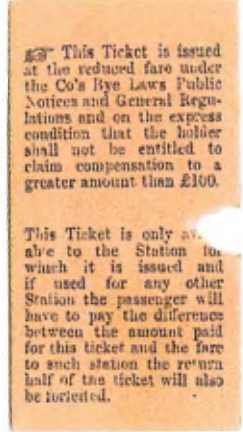
Conditions on provincial daily workmen's tickets are shown below.



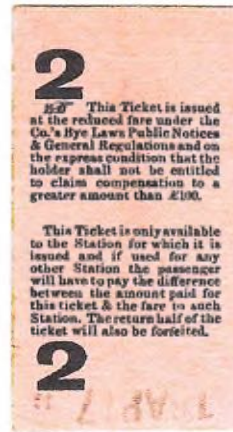
w11



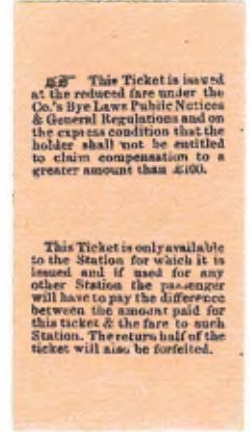
w12a



w12b



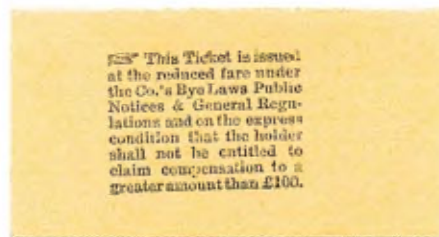
w13



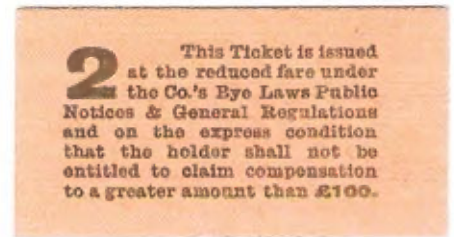
w14



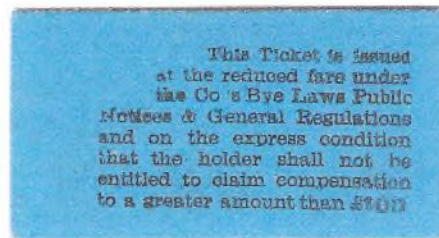
w1



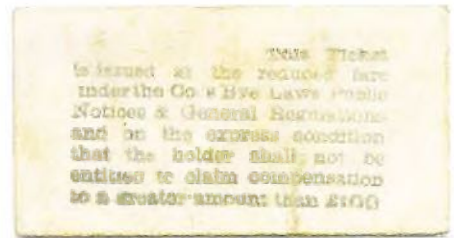
w21



w22



w23



w24

WORKMEN'S DAILY TICKETS - PROVINCIAL

Early tickets from the Yorkshire district, with conditions W11 on the backs. The first known tickets are on the same bi-coloured card used in London, this being replaced by plain orange card with a skeleton R on the return half in the 1902 colour simplification. As noted, the return availability differs from that applicable in London.



Conditions changed to W12a on Yorkshire district tickets. Earlier prints carried the large R overprint and later ones the smaller, more pointed version. Earliest date seen:



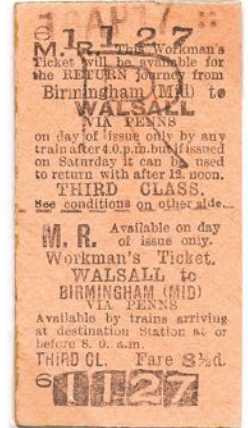
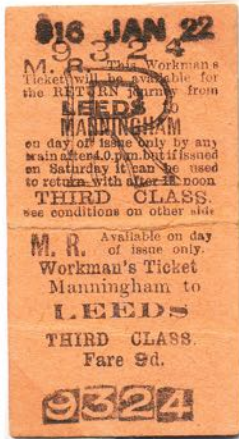
Although tickets in other districts may have been printed with conditions W11 or W12a none have been seen and the earliest noted have conditions W1, as used on pre-1911 London tickets. These have been seen with either the large or the smaller R overprint.





WORKMEN'S DAILY TICKETS - PROVINCIAL

The use of different conditions in different districts was discontinued and all daily two-coupon returns were printed with conditions W13, including the reference number 2. There is uncertainty over the correct sequence from here on, but it is possible that later tickets with conditions W13 were described as "Worker's" rather than "Workman's" tickets.



Conditions changed to W14. The first prints may have shown "Worker's" ticket but this then reverted to "Workman's". Later tickets showed "Revised Fare", although not until some time after the fare increase imposed from 1 September 1920.



# MIDLAND

## CHEAP FARES BY WORKMEN'S TRAINS

to St. Pancras, King's Cross,  
Farringdon Street, Aldersgate Street, and  
Moorgate Street.

WORKMEN'S TRAINS are now running from

### WOODGRANGE PARK

To ST. PANCRAS and MOORGATE STREET, calling at  
intermediate stations as under:—

The trains will run daily (Sundays and Bank Holidays excepted),  
and the following fares will be charged for the double journey:—

Stations.	Times of Trains.								FARES—THIRD CLASS.		
	B		B		C	D		D	B	To St. Pancras and King's Cross and back.	To Farringdon St. Aldersgate St., & Moorgate St. and back.
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.		
Woodgrange Pk. dep.	...	...	5 35	6 10	6 35	...	...	...	7 12	6d.	—
Wanstead Park ..	4 40	...	5 38	6 13	6 38	...	...	...	7 15	4½d.	4½d.
Leytonstone ..	4 44	...	5 42	6 17	6 42	...	...	...	7 19		
Leyton ..	4 47	5 15	5 45	6 20	6 45	7 8	7 16	7 22	7 22	4d.	4d.
Walthamstow ..	4 50	5 19	5 49	6 23	6 48	7 11	7 19	7 25	7 25		
Black Horse Rd. ..	4 53	5 22	5 52	6 26	6 51	7 14	7 22	7 28	7 28		
South Tottenham ..	4 59	5 26	5 56	6 30	6 55	7 18	7 26	7 32	7 32		
St. Ann's Road ..	5 15	28	5 58	6 32	6 57	7 20	7 28	E	E	3d.	3d.
Harringay Park ..	5 35	30	6 0	6 34	7 0	7 22	7 30	7 35	7 35	2½d.	3d.
Crouch Hill ..	5 65	33	6 3	6 37	7 4	7 25	7 33	7 38	7 38		
Hornsey Road ..	5 85	35	6 5	6 39	7 6	7 27	7 35	E	E		
Upper Holloway ..	5 105	37	6 7	6 41	7 8	7 29	7 37	7 41	7 41	2d.	3d.
Junction Road ..	5 125	39	6 9	6 43	7 10	7 31	7 39	E	E		
Highgate Road ..	5 145	41	6 11	6 45	7 13	7 33	7 41	E	E		
Kentish Town ..	5 175	45	6 14	6 48	7 17	7 37	7 44	7 46	7 46	2d.	2½d.
Camden Road ..	5 205	48	6 16	6 51	7 20	7 41	7 48	7 48	7 48	2d.	2½d.
St. Pancras .. arr.	...	5 53	...	6 55	7 24	...	7 50	...	...		
King's Cross ..	5 25	...	6 21	7A 0	7A32	7 47	7A53	7 53	7 53		
Farringdon St. ..	5 29	...	6 25	7A 4	7A36	7 51	7A57	7 57	7 57		
Aldersgate St. ..	5 31	...	6 27	7A 6	7A38	7 53	7A59	7 59	7 59		
Moorgate St. ..	5 33	...	6 29	7A 8	7A40	7 55	8A 1	8 1	8 1		

A—Passengers for these stations change at Kentish Town.

B Bank Holidays excepted.

C Bank Holidays excepted, Kentish Town to Moorgate Street.

D Bank Holidays and March 22nd excepted.

E Will stop at these stations on

March 22nd only.

The tickets will be issued daily (Sundays and Bank Holidays excepted), and will be available for the return journey, in third class carriages, by any train starting from MOORGATE STREET or ST. PANCRAS after 12.0 noon on the day of issue only.

The holders of return halves of tickets to St. Pancras will be allowed to travel from King's Cross, and the holders of return halves of tickets to King's Cross will be allowed to travel from St. Pancras.

Derby, Oct., 1912.

W. GUY GRANET, General Manager.

500012-3-10

Bemrose & Sons Limited, Printers to the Com.



WORKMEN'S DAILY TICKETS - PROVINCIAL

Special single coupon returns for employees of Nottingham Corporation.

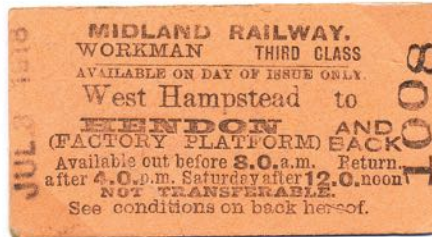


Back: w1

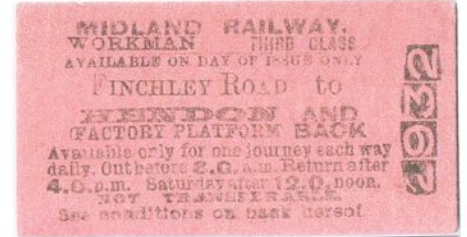


Back: w126

Hendon Factory Platform opened on 19 May 1918, on a branch to the west of the main line about a mile north of Hendon station. The branch served the factories of two aircraft companies, Grahame-White Aviation Co. and the Aircraft Manufacturing Co., the former being significantly closer to the workmen's platform. It would appear that Midland trains did not proceed beyond the platform as the 22 June 1918 traffic notice states "...the Fireman will perform the duty of uncoupling engines from and coupling them to workmens trains at Hendon Factory Platform, and also work the loop line points to enable the engine to run round the trains." The Platform is thought to have closed some time in 1919.



Back: w22



The First World War obviously created a high demand for munitions and this was satisfied not only by paid employees, but also by voluntary labour. A statement of 8 March 1918, giving the mileage run for the conveyance of workers to and from munition etc. factories, showed the following services:

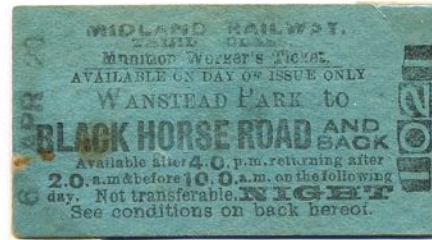
Birmingham, King's Norton & Longbridge.  
Hereford & Creden Hill.  
Birmingham Metal & Munitions - Walsall, Streetley & S.  
Bedford & Cardington.  
Derby & Spondon.

Gloucester & Quedgeley.  
Nottingham, Attenboro & Trent.  
Langley Mill, Long Eaton & Trent.  
Lancaster Factory & Torrisholme & Morecambe.  
Newlay & Leeds.

Shown below are daily tickets for munition workers, weekly tickets are shown on a later page.



Back: w22



Back: w22

Volunteer munition workers enjoyed the use of special weekend tickets, suggesting that many of them came from far afield in order to help the War effort. The weekly notices for 13 July 1915 stated that "It has been decided that 3rd class tickets shall be issued to Volunteer Muniton Workers without payment on surrender of warrants." The 16 November 1915 notices include the entry: "Commencing forthwith Muniton Worker's Week-end Tickets will be available on the outward journey by any train on Saturdays, returning by any train on the following Sunday or Monday".



Back: w13



Back: w13 Unsubsta



## WORKMEN'S WEEKLY TICKETS

This is a very complex subject. Weekly tickets were used in many districts, in some of these daily tickets were also available but in others only the weekly tickets were in use. This was particularly so in coal mining areas and weekly tickets for colliers are dealt with in a separate, later section.

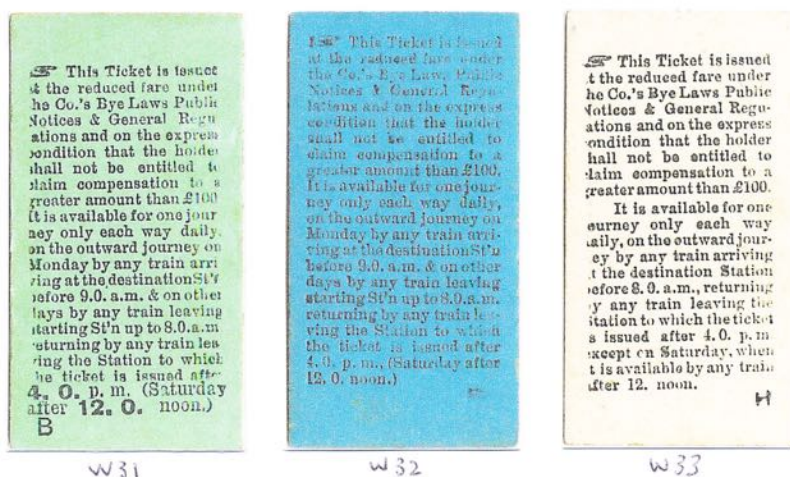
For other categories of workmen the tickets can be divided into three groups:

**Group 1.** No particular train is specified on the ticket, travel being restricted by the normal time limitations of outward before 8.00 a.m. (extended to 9.00 a.m. on Mondays only for some journeys) and return after 4.00 p.m. or 12 noon on Saturdays. From May 1922 the Saturday return time limit was eased to 11.00 a.m. The group includes some tickets for munition workers and some catering for particular local employment.

Tickets in this group have conditions drawn from W12a (probably in the Leeds & Bradford districts only) and from the sequence W21 to W24, all of which are shown on the introductory page to daily provincial tickets.

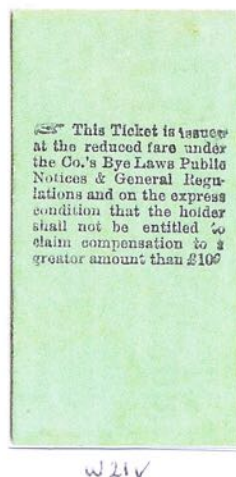
**Group 2.** As for Group 1 above, the tickets additionally being printed as valid for a specific week shown by the starting and finishing dates and by the week number printed in large numerals. In the Birmingham district these include tickets specific to the Austin Motor Co., King's Norton Metal Co. and Cycle Components Manufacturing Co. (used anachronistically after 17 January 1902 when restructured as Components Ltd); other employers in this and other districts may also have had tickets printed for them.

The group includes some munition workers tickets which (unusually) have conditions in the W21 to W24 sequence. Most tickets in the group, however, have the time limitations printed on the back as part of the conditions, the different versions being shown below.



**Group 3.** The ticket is printed as being valid for a specific week and also specifies the times of those trains that can be used for the outward journey and, in some cases, the return journey. Tickets in this group date back at least to the 1890s and in later years the week number was printed on the large ticket in large numerals. In the Birmingham district these include tickets specific to the King's Norton Metal Co. (possibly replaced by those mentioned in Group 2 above), Austin Motor Co. (seen for night shift workers only) and Cadbury's. Again, there may have been other employers who had tickets printed for them.

Tickets in this group have conditions drawn from the W21 to W24 sequence, with one variation of W21 in which the words are printed vertically rather horizontally on the ticket. An example is shown to the right. No ticket with conditions W22 (including the large reference number 2) has been seen and it is thought that conditions W21 continued throughout the 1912-1918 period to prevent possible confusion between the 2 and the week number.





# MIDLAND RAILWAY.

Commencing on  
MONDAY, JULY 19th, 1909,

## A Workmen's Train

Will run as under:

	Mondays only.	Tuesdays to Saturdays inclusive.		Daily. p.m.
Swansea <sup>St.</sup> <sub>Thomas</sub> dep.	6.0 a.m.	5.25 a.m.	Brynamman dep.	3.45
Upper Bank ..	6.4	5.29	Cwmllynfell ..	3.55
Morrison ..	6.8	5.33	Gwys ... ..	4.2
Clydach ... ..	6.12	5.37	Ystalyfera... ..	4.12
Glais ... ..	6.16	5.41	Pontardawe arr.	4.21
Pontardawe ..	6.21	5.46	Glais ... ..	4.29
Ystalyfera... arr.	6.31	5.56	Clydach ... ..	4.32
Gwys ... ..	6.40	6.8	Morrison ... ..	4.36
Cwmllynfell ..	6.48	6.16	Upper Bank ..	4.40
Brynamman ..	6.53	6.21	Swansea <sup>St.</sup> <sub>Thomas</sub> ..	4.46

Weekly Tickets at Reduced Fares will be issued to Workmen from Swansea and Stations to Pontardawe inclusive, to Ystalyfera, Gwys, Cwmllynfell, and Brynamman, available by the above trains only.

The promoters hope that the Workmen's Trains will be patronized to the fullest extent by everyone possible now it has been decided to run them.

Any further information can be obtained from the Stations; the District Traffic Superintendent, 44 Wind Street, Swansea; Mr. C. B. Griffiths, Bonymaen; or Mr. Benjamin Jenkins, Llangoch, Bonymaen.

WORKMEN'S WEEKLY TICKETS - GROUP 1

Tickets for munition workers. Most known tickets to Quedgeley are for a full week and fall into group 2, the half week ticket shown here was date stamped on issue and can thus not have a printed week number.



Back: W23

Unstamped



Back: W23



Back: W22

Tickets for Salt Union workmen. In 1853 John Corbett purchased the then disused salt works at Stoke Prior that was owned by the British Alkali Company, by 1857 he also had the lease of the former Imperial Salt and Alkali Company's works. Salt had been mined in the Droitwich area since before the Romans came to England, but it was Corbett who transformed a basically a cottage industry into a major industrial business. He owned the Stoke Prior Salt Works until 1888 when he sold the whole complex to the Salt Union Ltd.



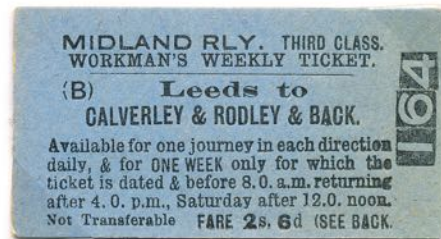
Back: W22

Unstamped

Tickets from the Leeds and Bradford district, with conditions W12a on the backs. These may have continued in use during the War but, if not, they were re-instated some time afterwards. The weekly notices from 17 July to 9 October 1921 and again from 6 January 1922 to 30 April 1923 refer to "Leeds & Bradford Weekly Tickets", stating that they were to be issued in a random colour rotation chosen from red, white and blue.



Unstamped



Unstamped



WORKMEN'S WEEKLY TICKETS - GROUP 1

Tickets between Sheffield and Treeton. It is likely that these were introduced when the Sheffield district weekly season ticket scheme was discontinued on 31 October 1921. Conditions W23 or W24 are on the backs.



1165

Later tickets were not printed as valid for one specific week. They are referred to as "Workman's Tickets - Sheffield Area" in weekly notices from 6 January 1922 to 30 April 1923 and were at that time to be issued in a random colour rotation chosen from red, white and blue. Conditions W23 or W24 are on the backs.



1013



1165

From May 1922 the Saturday return time limit was eased to 11.00 a.m. Surprisingly, the ticket printers did not think to change "noon" as well, resulting in the "11.0 noon" error. These tickets have conditions W23 or W24 on the backs.



1013



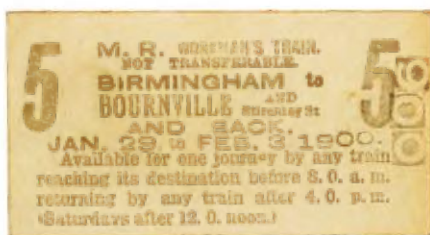
3513

Other tickets falling into Group 1.

**WORKMEN'S WEEKLY TICKETS - GROUP 2**

Tickets without conditions but with the week number repeated on the back in the same two positions as on the front. Note that the outward availability limitation differs slightly from district to district.

Birmingham district. These tickets are headed "WORKMAN'S TRAIN", presumably because a train so marked was shown in the public timetables, leaving Birmingham at 5.25 a.m. Later trains were not marked as such but the tickets were presumably valid thereon. It appears that the ticket colour was changed each week.



101/2

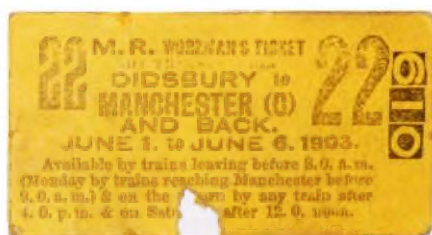


101/2

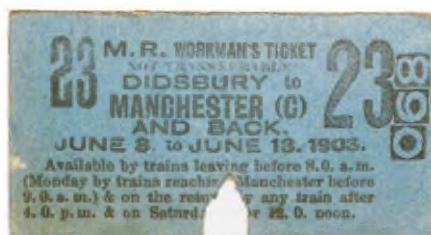


101/1

Manchester district, the heading is "WORKMAN'S TICKET". It appears that the ticket colour was changed each week.



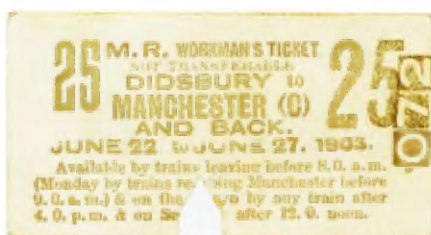
129/21



129/21



129/21

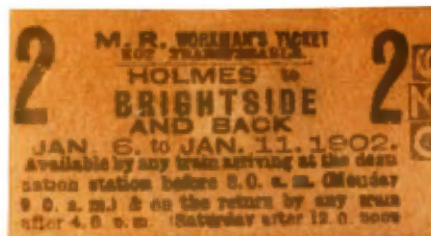


129/21



101/1

Sheffield district, the heading is "WORKMAN'S TICKET".



35/22

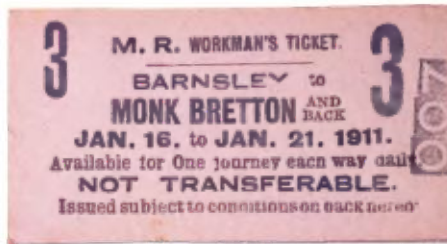


119/8



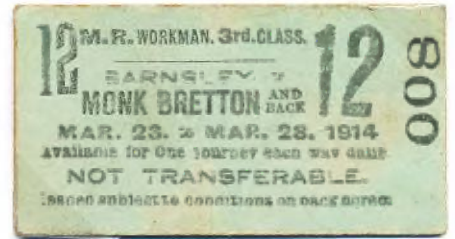
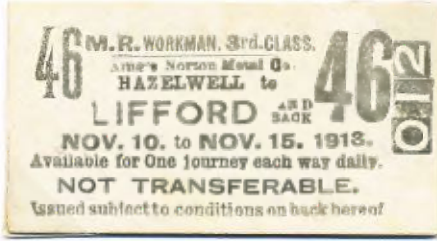
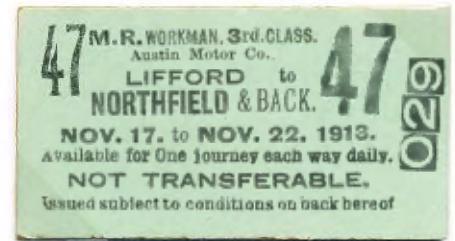
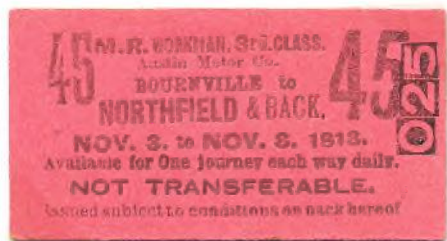
WORKMEN'S WEEKLY TICKETS - GROUP 2

By mid-1909 conditions, but not the week numbers, were being printed on the backs of the tickets and the week number at the left hand side on the front was being shown in smaller numerals. All tickets seen have conditions W31 or W32, the two apparently being contemporary, but there may also have been prints with conditions W33 for travel in other districts.



3620

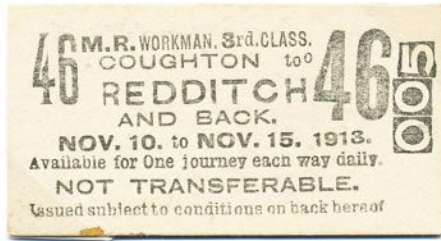
By late 1913 the heading had been shortened to "WORKMAN" in order to provide space for the class to be added to the ticket. It is possible that for some journeys the ticket colour was changed each week but that for others (the King's Norton Metal Co prints) the colour may have distinguished the issuing station. In most districts the conditions continued as W31, as on the tickets on this page.



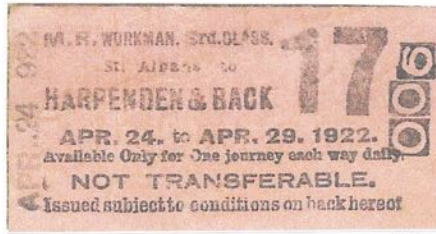
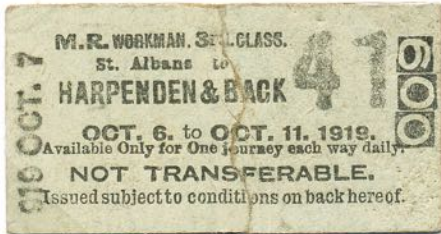
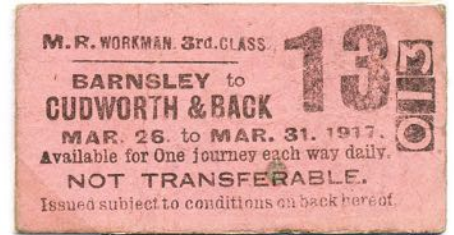
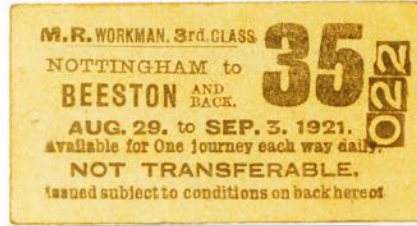
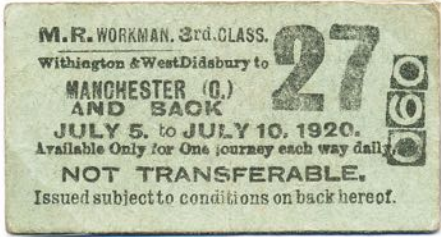


WORKMEN'S WEEKLY TICKETS - GROUP 2

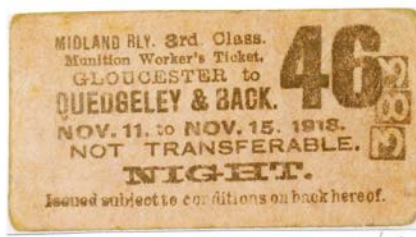
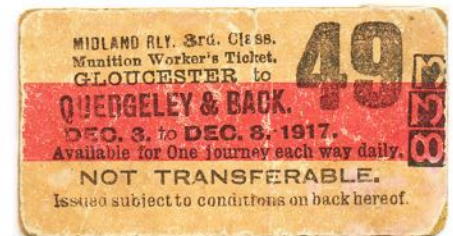
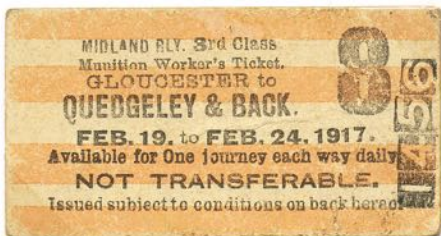
In some areas tickets with the "WORKMAN" heading were printed with conditions W33, from which the later Monday availability was omitted.



By November 1916 the week number was shown at the right hand side only. Again, most tickets had conditions W31 but in some districts conditions W33 were used.



Quedgeley was the location for National Shell Filling Factory No. 5. A worker's (many of the often volunteer staff were female) service from Gloucester to a platform just inside the factory on the west of the main line commenced on 13 December 1915 (from the weekly notice of that date). There was no public service to Quedgeley so train times did not need to be included in the conditions, which were in the W21 series as indicated.





**WORKMEN'S WEEKLY TICKETS - GROUP 3**

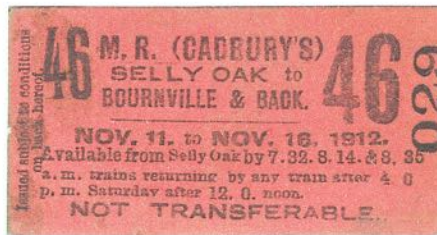
Early tickets without a week number. The backs are blank.



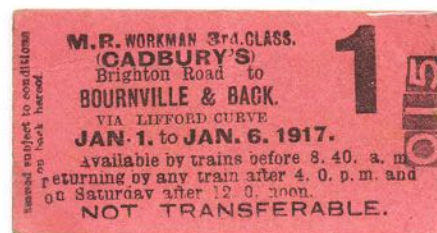
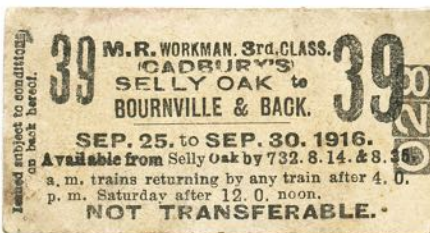
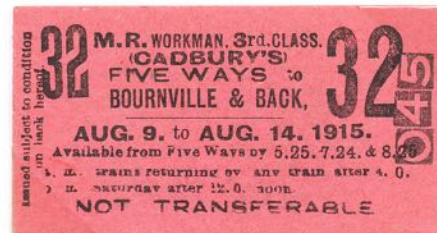
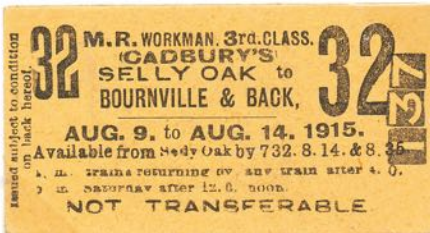
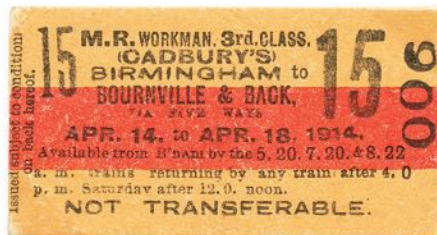
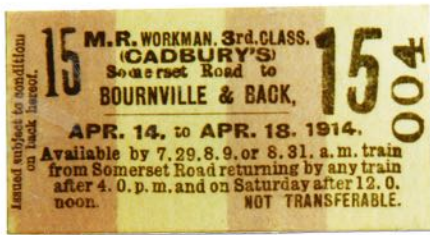
Tickets with the week number at each side on the front and with train information on the back.



Tickets with the front showing the week number at each side and the train information below the dates. The length of this meant that the conditions notice had to be printed vertically at the left hand side. Conditions W21 are on the backs.



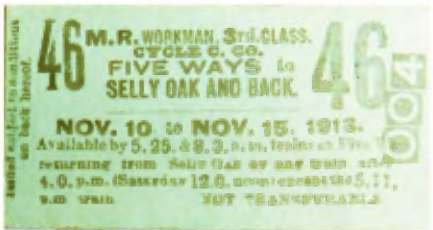
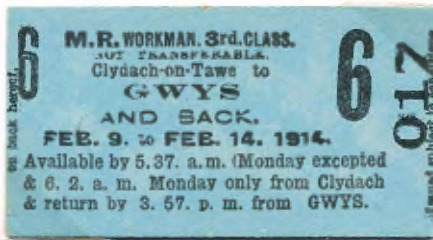
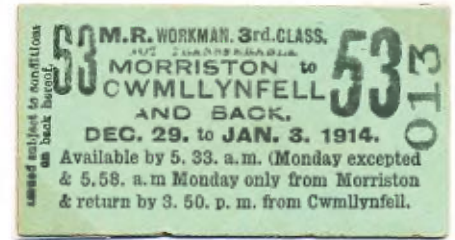
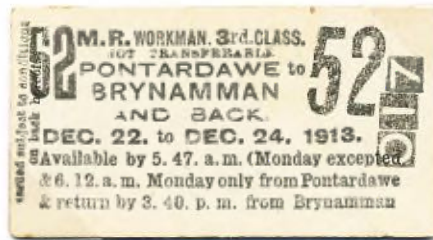
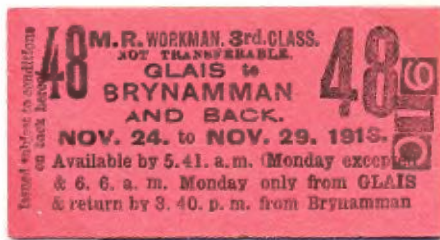
Tickets with the "WORKMAN" heading and with the class shown on the ticket. Those shown below are specific to Cadbury's. It is possible that in each week a different colour was used for each issuing station and that for each station the colour was changed every week. Conditions W21 are on the backs.



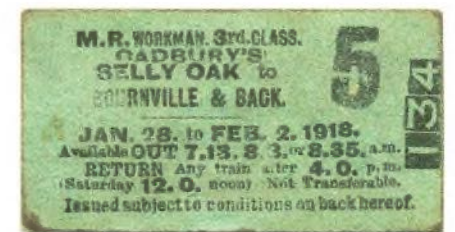
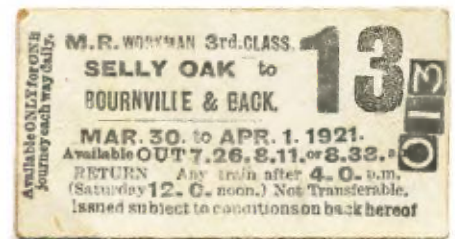


WORKMEN'S WEEKLY TICKETS - GROUP 3

Continued from previous page; tickets with the "WORKMAN" heading and with the class shown on the ticket. Most of the tickets shown have conditions W21 on the backs but some (indicated) have conditions W21v.



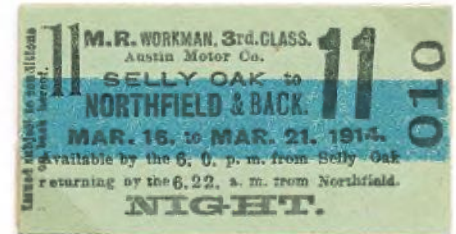
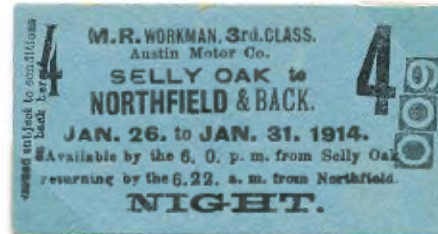
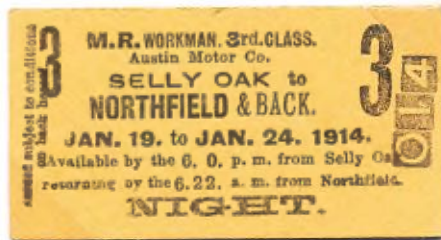
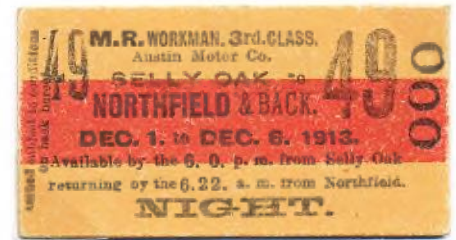
By November 1916 the week number was shown at the right hand side only. Conditions are as indicated.





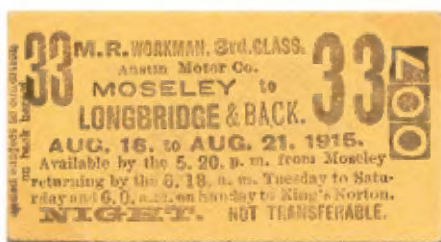
WORKMEN'S WEEKLY TICKETS - AUSTIN MOTOR CO - GROUP 3

Weekly tickets from Birmingham suburban stations for Austin Motor Co night shift workers, specifying the trains that could be used. Contemporary day shift tickets in Group 2 are shown on an earlier page. Conditions W21 are on the backs.



*Minutes of Officers' Conferences - GW & Midland Joint Rlys* record that following representations made by Austin to the Midland and the GWR it was agreed that a platform should be constructed at Longbridge, on the Rubery side of a footbridge over the jointly owned Halesowen branch about half way between Northfield and Rubery. Construction was to be at the cost of the motor company, who were also required to provide a guarantee to ensure that any trains run for them would be remunerative. The platform (or halt) was opened on 5 July 1915, from which date it may be assumed that the workmen's trains from Birmingham ran through to Longbridge rather than terminating at Northfield. [The halt is not to be confused with platforms built at Government expense alongside the up and down main lines at Halesowen Junction for Munition Factories at Longbridge, served by Midland workmen's trains from Worcester.]

It is possible that with the opening of Longbridge morning shift tickets were changed from Group 2 to Group 3, with train times specified in the same way as for night shift tickets. Conditions W21 continued on the backs.





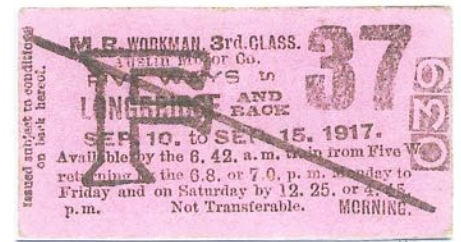
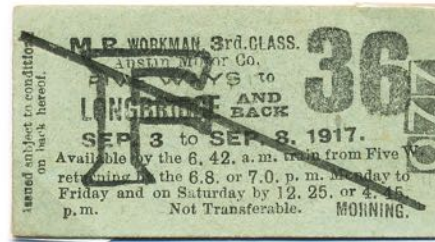
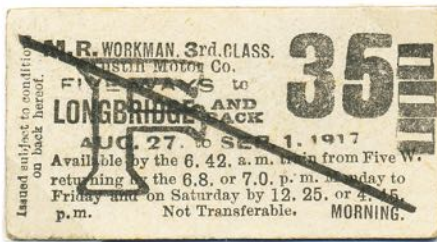
WORKMEN'S WEEKLY TICKETS - AUSTIN MOTOR CO - GROUP 3

By May 1916 tickets distinguished by a black diagonal stripe had been adopted for the Northfield service, for both morning and night shift travel. Colours were changed on a three weekly rotation of white, green and pink, with the night shift one step behind the morning shift so that colours for the two shifts were different in any given week. Tickets issued at Five Ways also carried a skeleton letter F indicative of the issuing station. Conditions W21 continued.

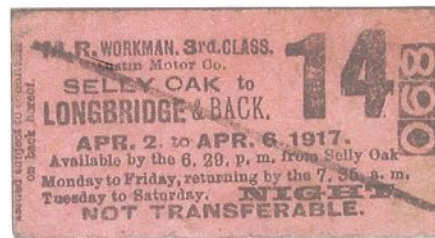


1165

By November 1916 the week number was shown at the right hand side only. Conditions W21 continued.



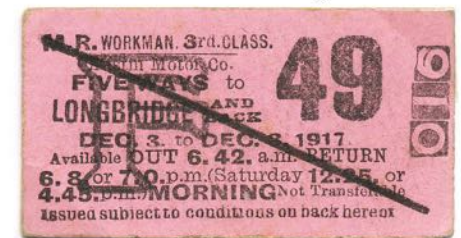
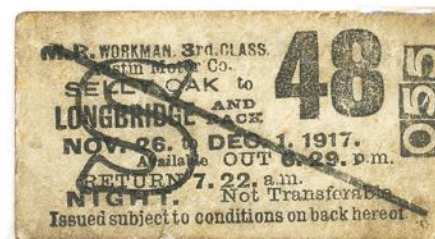
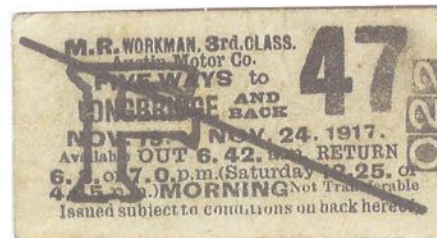
1165



1165

1165

By the end of 1917 the conditions notice had been moved from the left hand end to the foot of the ticket. While this type was current a skeleton S was added to tickets issued at Selly Oak, possibly B for Birmingham issues was introduced at the same time and letters indicative of other issuing stations may also have been used. Conditions W21 continued.



1165

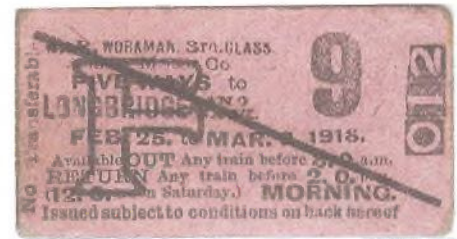
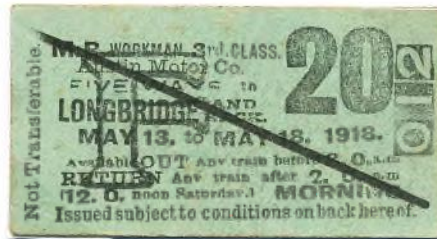
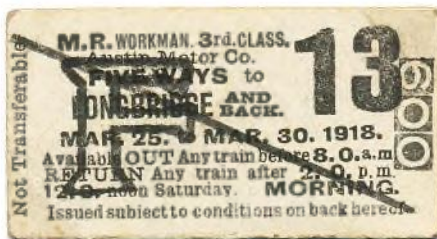


WORKMEN'S WEEKLY TICKETS - AUSTIN MOTOR CO - GROUP 3/2

From 1918 onwards the format of morning shift Longbridge tickets were changed back from Group 3 to Group 2 indicating that travel was allowed by any train before 8.00 a.m. At the same time the words "Not transferable" were moved to the left hand end of the ticket. Night shift tickets may have remained in Group 3 format, showing specific train times. Conditions W21 continued.



By February 1918 the conditions had been changed to W23 or W24.



By January 1921 the "Not transferable" notice at the left hand side had been replaced by a notice emphasising that the ticket was available only for one journey each way daily. Conditions W23 or W24 continued.

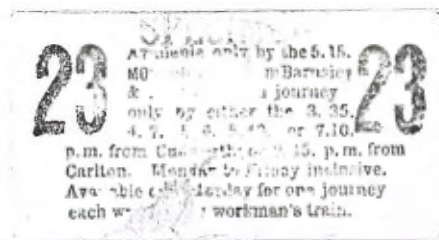


**WORKMEN'S WEEKLY TICKETS - COLLIERS**

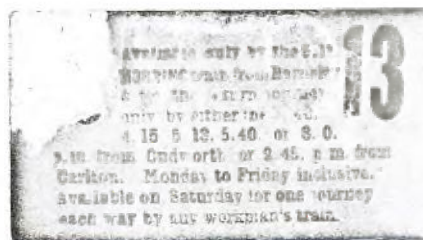
Colliers' tickets were issued under conditions of carriage that differed from those for other workmen. For the latter, compensation could be claimed up to a limit of £100 but for colliers the Midland had no liability whatsoever unless it could be proved that any accident, delay or non-running of trains was due to wilful misconduct of the company or its servants.

Most, if not all, colliers' trains were operated on the basis of a contract with the colliery company; this waiving of liability will also have been included in that contract, often with a guarantee that the Midland would at least receive sufficient income to cover the cost of providing the service. Such agreements are known to have dated back to 1864 and earlier ones may have existed. For example from 1864 a special morning train from Chesterfield and a return afternoon working conveyed workmen for the Staveley Coal & Iron Co to and from Staveley Works and Markham, being extended to and from Glapwell Colliery from 1 September 1886 for men of the Sheepbridge Coal & Iron Co. Until about 1917/18 it was customary for the name of the colliery company concerned to be printed on tickets for the trains that served its workers, but this practice was then discontinued.

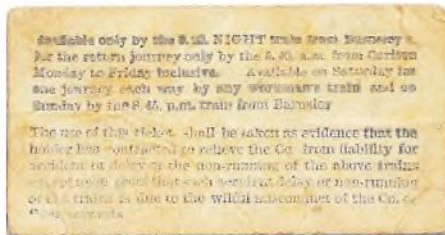
Colliers' tickets were printed as valid for a specific week shown by starting and finishing dates and, from the late 1890s, by the week number printed in large numerals. From shortly before the turn of the century they can be divided into two groups; in the first the times of the trains to be used are printed on the back and in the second they are printed on the front. The backs of tickets in the first group are shown below, there will have been many different forms but from the early 1900s the liability waiver will have been included on them all.



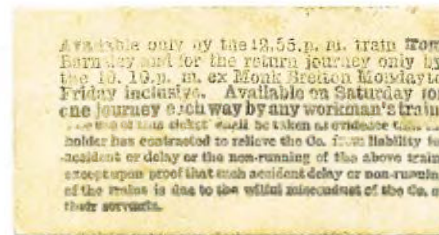
W41



W42

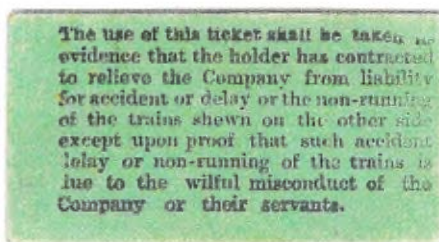


W51

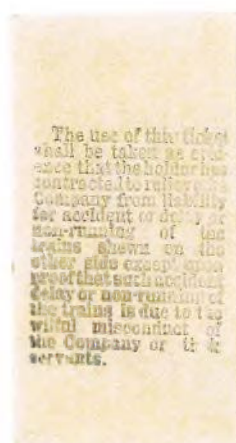


W52

Tickets in the second group had much simpler backs, with only the liability waiver shown, this being printed horizontally on earlier tickets and vertically on later ones as shown below.



W61

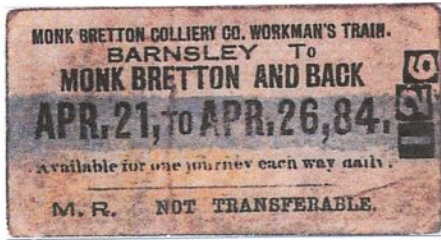


W62

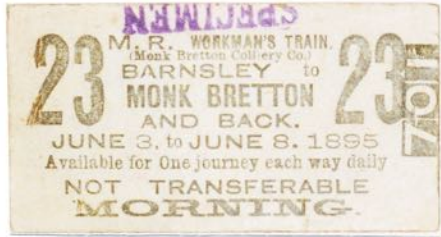


**WORKMEN'S WEEKLY TICKETS - COLLIERS**

Collier's tickets with no train times shown on the front. On the earliest tickets they may have been printed on the back but the back of the only example known (126 below) has not been seen.



Tickets with the train times shown on the back, with the heading "WORKMAN'S TRAIN" and with the week number shown in large numerals at each side on the front and back of the ticket. The conditions are as indicated.



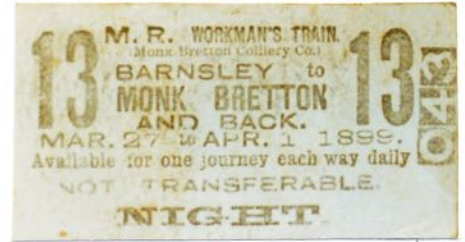
W41

129/30



W42

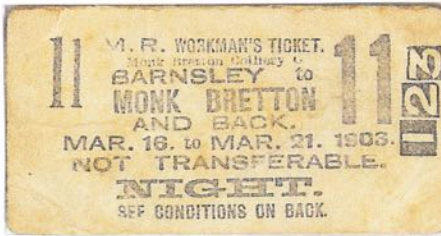
195/16



7

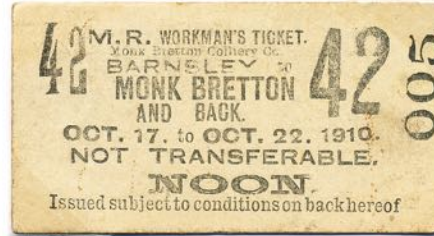
74/32

Later prints used the heading "WORKMAN'S TICKET". The conditions are as indicated.



W51

H65



W52



W51



FH

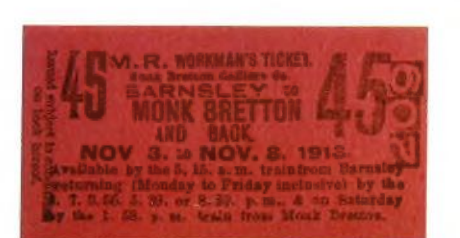
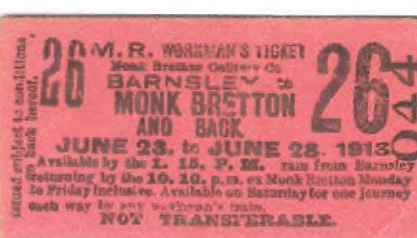
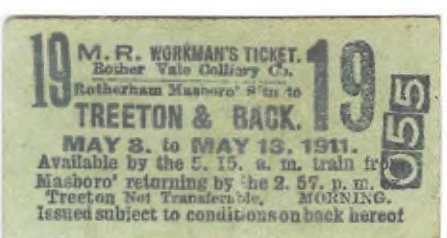
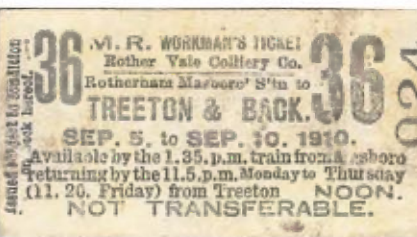


**WORKMEN'S WEEKLY TICKETS - COLLIERIES**

Colliers' tickets with train times shown on the front. Conditions W61 are on the backs, to which attention is drawn by the notice "See conditions on back" printed on the front of the ticket.



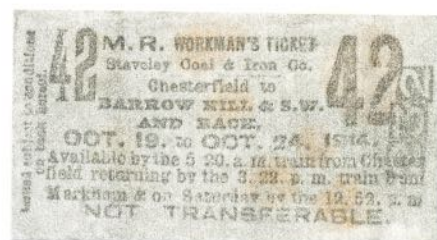
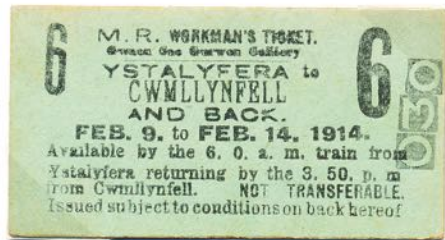
Conditions notice on the front changed to "Issued subject to conditions on back hereof", printed either at the left hand side or at the foot of the ticket. Conditions W61 continued.



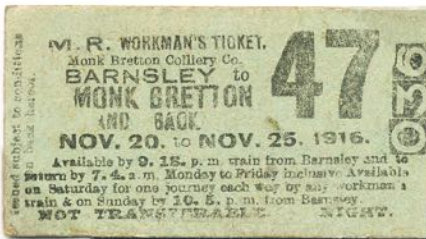
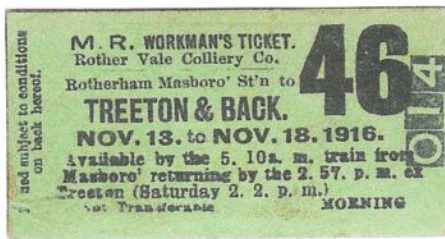


**WORKMEN'S WEEKLY TICKETS - COLLIERS**

Colliers' tickets with train times shown on the front. Later tickets had conditions W62 on the backs.

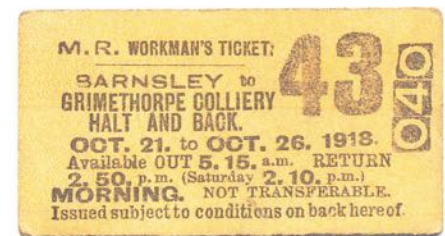


By November 1916 the week number was shown at the right hand side only. Conditions W62 continued.

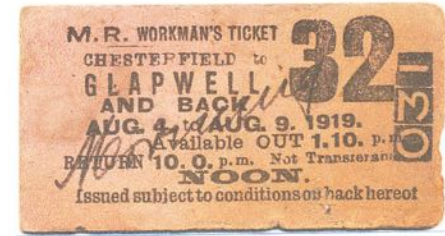
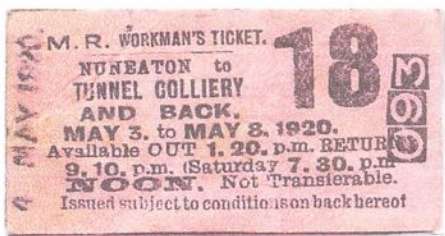


**WORKMEN'S WEEKLY TICKETS - COLLIERS**

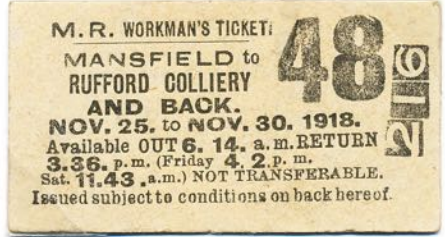
Colliers' tickets with train times shown on the front and without a colliery name. Some specify either the Morning or the Noon shift, others do not state the shift. Conditions W62 continued.



*Grimethorpe trains started 21 FEB 16*



*Wollaton Coll. Plat. op 31 MAR 14*



*Rufford Coll. siding op 16 FEB 18*

Occasional twentieth century tickets appeared without train times altogether. Conditions are as indicated.





## WORKMEN'S TICKETS

It is interesting to note just how sparse is the workmen's tickets section of the collection. With a view to rationalising workmen's tickets nationwide the Passenger Train Rates and Fares Conference of the Railway Clearing House settled, on 10 November 1919, a report for submission to the Superintendents' Meeting and onward transmission to the Railway Executive Committee. That report contained a number of appendices giving particulars of the workmen's facilities provided by all the principal railway companies and the following details for the Midland are abstracted from these appendices.

534 daily workmen's fares are in operation on the following fare bases:-

- 284 Standard single.
- 26 Slightly lower than standard single.
- 224 Slightly higher than standard single.

430 six-days workmen's fares and 14 seven-day workmen's fares are in operation, compiled as shown below:-

- 10 three times standard single.
- 47 four times standard single.
- 269 five times standard single.
- 89 six times standard single.
- 7 seven times standard single.
- 3 eight times standard single.
- 1 twelve times standard single.
- 18 quarter of the monthly season ticket rate.

The availability of the tickets varies as follows:

- Out by fixed trains, returning by any train after 12.0 noon (London District).
- Out by any train arriving at destination before 8.0 a.m., returning by any train after 4.0 p.m. (Saturdays after 12.0 noon).
- Out Mondays by any train arriving at destination before 9.0 a.m., other days leaving starting station up to 8.0 a.m., returning by any train after 4.0 p.m. (Saturdays after 12.0 noon).
- Out by any train leaving before 8.0 a.m., returning by any train after 4.0 p.m. (Saturdays after 12.0 noon).
- Out by any train before 8.0 a.m., returning by any train after 2.0 p.m. (Saturdays after 12.0 noon).
- Out by any train before 2.0 p.m., returning before 10.0 p.m.
- Out by any train after 4.0 p.m., returning by any train after 10.0 p.m. and before 2.0 a.m. the following day.
- Out by any train after 6.0 p.m., return up to 8.0 a.m. the following morning.
- Out by any train after 5.0 p.m., return up to 9.0 a.m. the following morning.
- Out by fixed trains, returning after 4.0 p.m. (Saturday after 12.0 noon).
- By fixed trains in each direction.

Compensation: limited to a sum not exceeding £100.

Issued where there is a demand for workmen's tickets.

No fixed limit on mileage. In practice the maximum distance is 20 miles.

No statutory obligations to run workmen's trains apply.

A minimum number of 12 passengers is required.