

# 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 8:

**FREE PASSES (EDMONDSON); DOG AND ARTICLE TICKETS;  
NON-TRAVEL TICKETS; PAPER AND LARGE CARD TICKETS**



David G Geldard

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

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

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

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

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

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

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

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

## USING THE PDFs

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

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

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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.

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

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

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

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

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

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

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

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

916 SEP 30  
30 SEP 917  
SEP 30 918

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

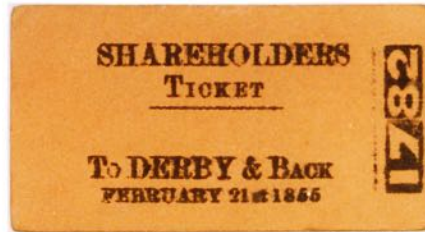
919 SEP 30  
30 SEP 920  
SEP 30 921  
922 SEP 30

30 SEP 923  
SEP 30 924  
925 SEP 30

FREE PASSES

At the commencement of 1846 an arrangement was made allowing shareholders to travel without charge to ordinary meetings of the company on showing their statement of accounts, this was later altered to a right to obtain free passes for such travel. At the General Meeting in 1851 attention was called to the fact that many proprietors holding small numbers of shares applied for the passes, with many of them not attending the meeting. It was resolved that no proprietor holding less than £100 worth of stock be entitled to travel to and from the meeting free of charge. The date of first use of edmondsons for these free passes is not known, the earliest example seen is for the February 1855 meeting. By the 1880s the passes carried conditions indicating that they were only available for the return journey if appropriately stamped at the meeting.

This page shows tickets for meetings up to and including February 1891. The backs are blank.



248/12



67/19



FREE PASSES - SHAREHOLDERS

Shareholders' free passes for ordinary meetings from August 1891 to August 1901. The backs are blank.



34/25



123/13



123/13



123/13



123/11



FREE PASSES - SHAREHOLDERS

Shareholders' free passes for ordinary meetings from February 1902 to February 1912. The backs are blank.



123/11



123/4



3425



3425



124/11



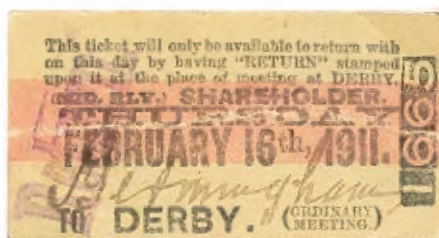
125/14



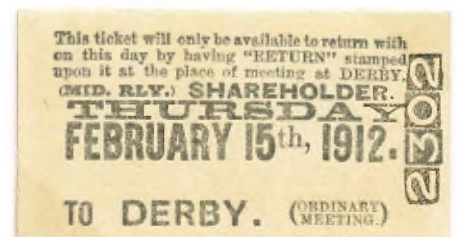
125/15



125/15

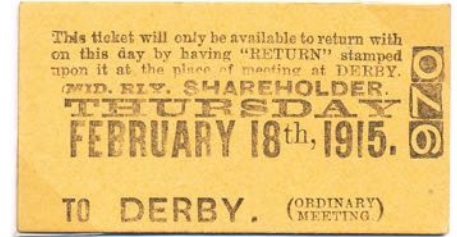


127/2



FREE PASSES - SHAREHOLDERS

Shareholder's free passes for ordinary meetings from August 1912 to the last meeting in August 1922. On or before the February 1916 meeting the notice on the front was changed, by the February 1920 meeting the conditions were moved to the back, as shown overleaf.





FREE PASSES - SHAREHOLDERS

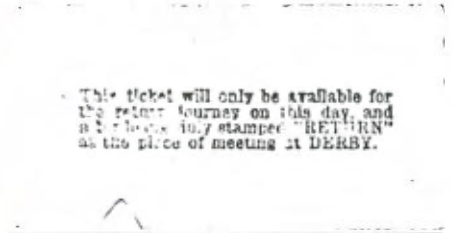
Shareholders' tickets were also allocated for attendance at some special meetings of the company, and those known are shown below. The 24 November 1922 meeting was presumably the final one before the Midland became part of the London Midland & Scottish Railway. Shown to its right are conditions F1, in use on shareholders' tickets by February 1920 as noted on the preceding page.



10/27



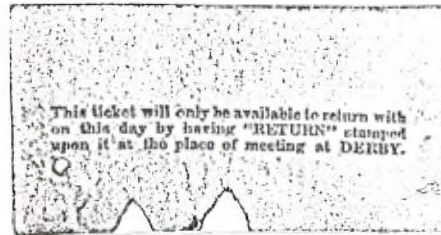
22/3



The preceding pages show the standard pattern of shareholders' tickets as used over the period. In some special cases, however, tickets of different format were required, with the conditions shown on the back.



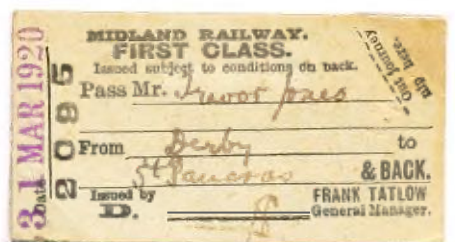
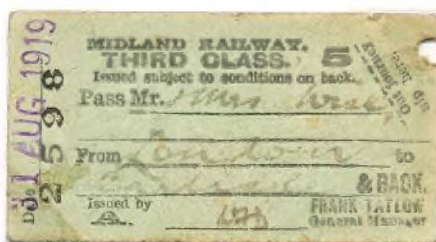
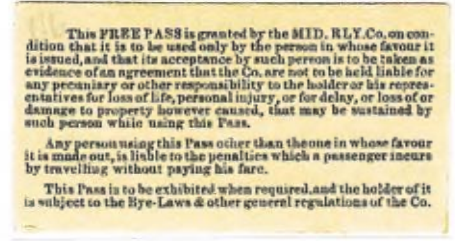
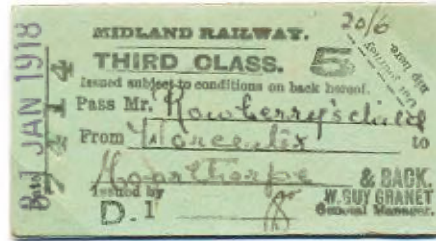
18/1



FREE PASSES - OTHERS

By the end of September 1915 paper passes for travel on duty had been superseded by edmondsons. From about August 1912 until 1919 the Midland printed large reference numbers on passenger tickets, the purpose of which is still unknown. Except for excursion tickets, all charged 1st class tickets carried the number 1 and all 3rd class the number 3; all excursion tickets had the number 3. Free passes were differently numbered, 4 for 1st class and 5 for 3rd class.

W Guy Granet was General Manager from 1906 to 1918, followed by Frank Tatlow from 1918 to the end of 1922, when he retired from railway service. The tickets have the conditions shown.



## DOG TICKETS

Dogs were carried by the Midland Railway from its early days, being booked by paper Horse, Carriage & Dog tickets. Use of edmondsons probably commenced in the late 1880s, but these were only used for dogs valued at no more than £2 accompanied by (i.e. travelling on the same train as) passengers and only if the combined weight of the dog and any container for it was less than 1 Cwt. In all other cases paper HC&D tickets continued in use.

A scale of charges according to distance was laid down some time in the nineteenth century by the Railway Clearing House for use by all companies and is shown as the base charge in the table below. The maximum band for Midland local traffic is assumed to have been 300-350 miles, the distance from Bristol to Carlisle was 318¼ miles. The rates applied (a) to dogs conveyed with chain and collar (and provided with wire cage regulation muzzles) and (b) to dogs conveyed in cases, crates and hampers the combined weight being less than 1 Cwt. Dogs were not allowed to be taken into the passenger carriages, but were tied up in the van. Charges were the same whether or not the dog was accompanied by a passenger, although the minimum charge for an unaccompanied dog was 6d.

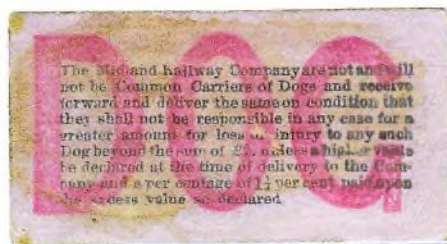
The base charge continued in force throughout the First World War despite the increase in ordinary passenger fares from 1 January 1917. It remained unchanged until 15 January 1920, from which date a 50% increase was applied followed by a further 20% increase effective from 1 September 1920. The charges were as set out in the table.

Maximum Mileage	Base Charge	From 15 Jan 1920	From 1 Sep 1920
10	3d	5d	5d
20	6d	9d	11d
30	9d	1/2d	1/4d
40	1/-	1/6d	1/9d
80	1/6d	2/3d	2/8d
100	2/-	3/-	3/6d
130	2/6	3/9d	4/5d
150	3/-	4/6d	5/3d
200	4/-	6/-	7/-
250	5/-	7/6d	8/9d
300	6/-	9/-	10/6d
350	6/6d	9/9d	11/5d

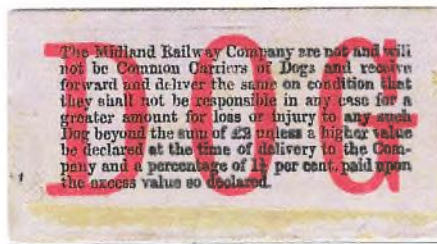
**NOTE:**

- The 10 mile rate applied only to accompanied dogs between local stations, otherwise the 20 mile rate applied.

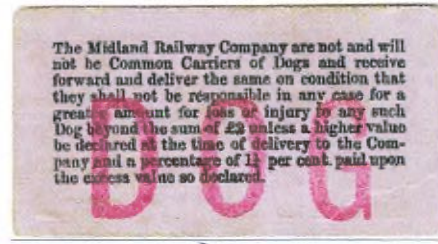
Conditions on the backs of dog tickets are shown below, conditions D1 to D6 all have the same wording.



D1



D2



D3



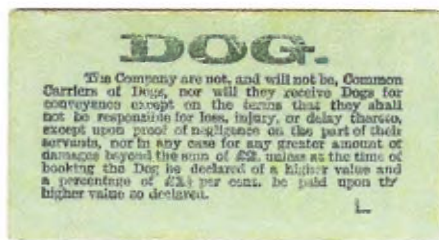
D4



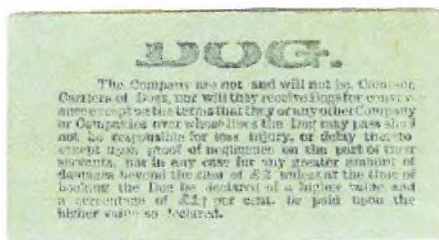
D5



D6



D11



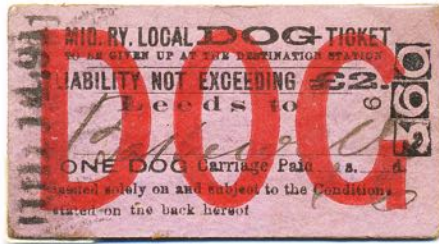
D21

DOG TICKETS

This is probably the earliest form of edmondson dog ticket. It may only have appeared in blank card form, and only have been used for local journeys. Conditions D1 are on the back. Earliest date seen: 1 Oct 1887.



LOCAL specified on the front of the ticket. Conditions D1 continued. Earliest date seen: 14 Jul 1891.



Layout changed to incorporate the charge, stations will probably have stocked a series of blank cards each printed with the charge for a different distance. Possibly at the same time a finer form of overprint was adopted, both on the front and back to give conditions D2. Earliest date seen: 25 Jul 1892.



The charge was moved into greater prominence to the right of the heading. Conditions D2 continued. The earliest date seen is 11 Sep 1893.



A smaller version of the overprint came into use, on both front and back to give conditions D3. The earliest date seen is 18 Jun 1897.

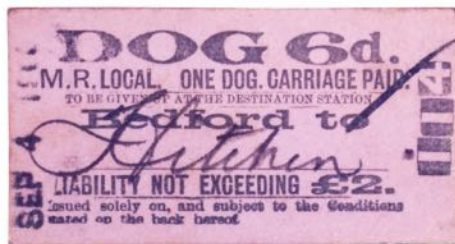


DOG TICKETS

Card colour changed to grey; the smaller overprint continued as did conditions D3. Earliest date seen: 25 Oct 1897.



Overprint omitted, resulting in a change of format of the top of the ticket. The card colour again changed, almost to that originally used. Conditions changed to D4. Earliest date seen: 4 Sep 1900.



38/19

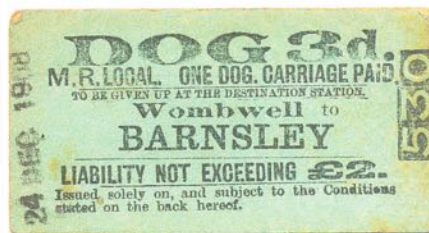
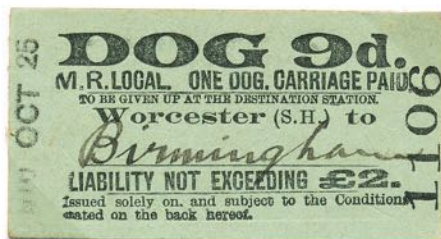
Typeface used for the word DOG heading the conditions changed, to give form D5. Earliest date seen: 24 Aug 1901.



Further colour change, possibly as part of the general ticket colour simplification of 1902. The conditions changed to D6. Earliest date seen: 22 Nov 1904.



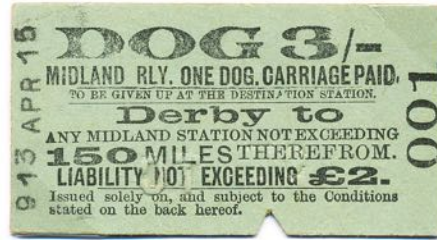
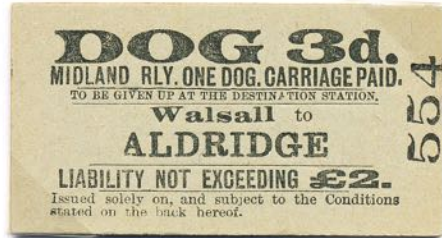
Conditions changed to D11, the letter L on these indicating that they were specific to local bookings. Earliest date seen: 25 Aug 1905.



DOG TICKETS

The word "LOCAL" was omitted, allowing the company title to be shown in full below "DOG". Conditions D11 continued. Earliest date seen: 16 Jun 1911.

Zone tickets were introduced while the type was current. They probably replaced blank cards with the charge printed thereon although it is possible that smaller stations were provided with tickets with both a blank charge space and destination.

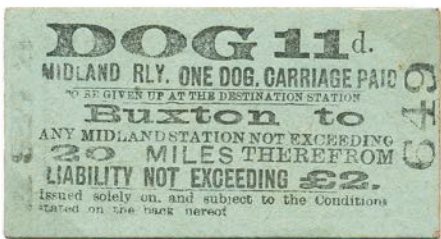


**DOG TICKETS**

Local zone tickets at the rates effective from 15 January 1920. Conditions D11 continued.



Local zone tickets at the rates effective from 1 September 1920. Conditions D11 continued.



107/35



Tickets with conditions D21, used for foreign bookings only.



12 J 7 27



## ARTICLE TICKETS - BICYCLES

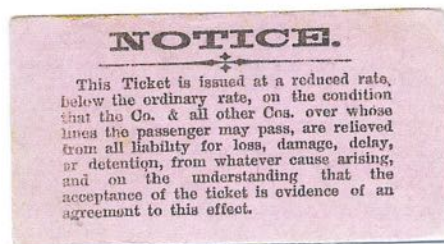
By 1873 Railway Clearing House Regulations contained scales of charges for bicycles and perambulators when conveyed as passengers' luggage, these were based on distance and are shown as the base charge in the table below. The articles were carried at owner's risk and their conveyance was regulated by the use of waybills.

Use of edmondsons for accompanied bicycle traffic probably commenced in the early 1890s. The earliest known tickets refer only to bicycles, but by the end of the decade tickets printed for "Bicycles, Perambulators &c in charge of Passenger" were in use. In 1903 it was decided that accompanied bicycles with one seat, but not other articles, should be carried at the limited risk of the railway company which would bear liability for loss or damage exceeding 10/- but not for any lesser amount unless an extra insurance fee of 1d was paid. This applied from 1 May; from the same date the 6d charge zone for bicycles only was extended from 12 to 25 miles, no alteration being made in the rates for longer distances. This change resulted in the printing of new tickets specific to bicycles, one series at owner's risk (OR) and one at company's risk (CR).

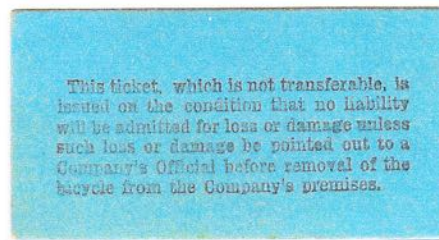
The new scale of charges then continued in force throughout the First World War despite the increase in ordinary passenger fares from 1 January 1917. It remained unchanged until 1 March 1919, when the 6d charge for up to 25 miles was replaced by a charge of 9d for distances up to 30 miles and the 50 mile charge was increased from 1/- to 1/3d and the longer distance structure was modified. Two more changes quickly followed, from 15 January 1920 and from 1 September 1920; the latter again modified the zone structure and both effected increases in the rates. All the charge scales are as set out in the table.

Maximum Mileage	Base Charge	From 1 May 1903		From 1 Mar 1919	From 15 Jan 1920	From 1 Sep 1920
	OR	OR	CR	CLR	CLR	CLR
12	6d					1/-
25	9d	6d	7d			1/3d
30				9d	1/2d	
50	1/-	1/-	1/1d	1/3d	1/11d	2/-
75	1/6d	1/6d	1/7d			
100	2/-	2/-	2/1d	2/-	3/-	3/6d
150	2/6d	2/6d	2/7d			
200	3/-	3/-	3/1d	3/-	4/6d	5/3d
250	3/6d	3/6d	3/7d			6/-
300	4/-	4/-	4/1d	4/-	6/-	6/9d
350	4/6d	4/6d	4/7d	4/6d	6/9d	7/6d

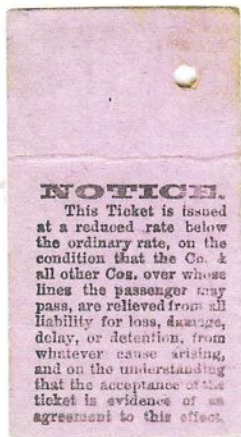
Conditions on the backs of article tickets are shown below.



A1



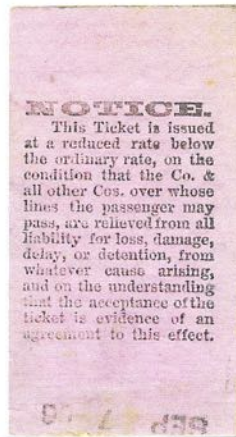
A31



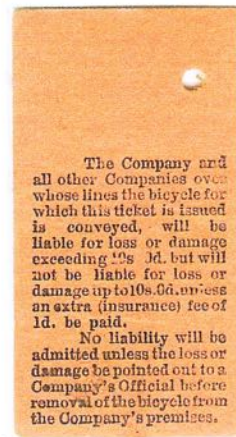
A2



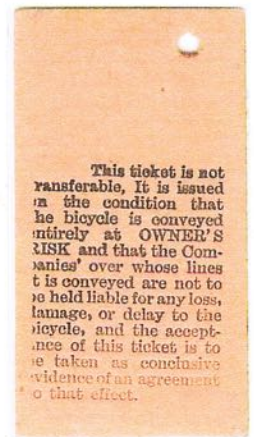
A2a



A3



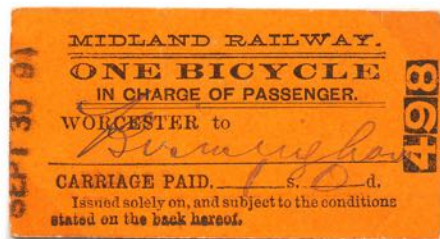
A11



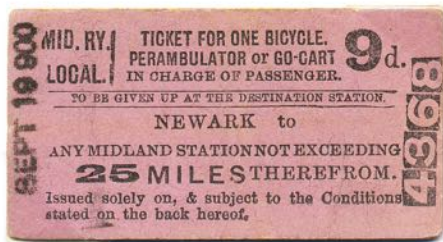
A21

BICYCLE TICKETS

The earliest article tickets so far known are printed as for bicycles only, on scarlet cards with conditions A1 on the backs. Printed destination tickets, as well as blank cards, may have been used. Earliest date seen: 31 Jul 1894.



By the turn of the century zone tickets had been introduced for local bookings, issuable not only for bicycles but also for perambulators or go-carts. These were printed on lilac cards, again with conditions A1 on the backs. Printed destination tickets were also in use for frequently made journeys. Earliest date seen: 21 Oct 1897.





BICYCLE TICKETS

The zone tickets shown on the previous page could not be used for destinations off the Midland system. There was therefore contemporary use of blank card and fully printed tickets for foreign destinations. These were printed in vertical format, initially on scarlet card as originally used, this being replaced by a duller brick-red by August 1901 at the latest. Conditions A1 are on the backs. Earliest date seen: 29 Jun 1897.



Bicycles were carried in the guard's vans and each had to be labelled with the passenger's identity and destination station. Early in the twentieth century the Midland commenced issuing tickets with a label portion which had to be detached and tied with string on to the bicycle, this portion did not satisfy the labelling requirement but as it was serial numbered it did provide the guard with a useful additional check. The conditions were changed to A2. It is odd that contemporary foreign tickets (which continued with conditions A1) had a check ticket section (not numbered) rather than a label and their use is obscure. Some appeared on brick-red card but this was then changed to lilac. Earliest date seen: 11 Sep 1902.



**BICYCLE TICKETS**

From 1 May 1903 the 6d charge zone for carriage as luggage at owner's risk was extended from 12 to 25 miles, ticket 771 reflects this new rate but the indication "&c" after "BICYCLE" should have been omitted. Some lilac tickets showing bicycle only appeared, as on ticket 965 although in this case the amendment could perhaps be considered unnecessary as the 1/6d charge for up to 75 miles continued to apply for perambulators and go-carts as well as bicycles. Conditions A2 continued on the backs.

The company also introduced a series of edmondsons for carriage wholly at the company's risk, the rate for each zone being 1d higher than the owner's risk rate. This practice may have been unique, other companies simply used tickets that excluded loss or damage up to ten shillings, together with an optional 1d insurance ticket if protection for the lesser amount was required. These company's risk tickets are printed on green card and carry conditions A2a.

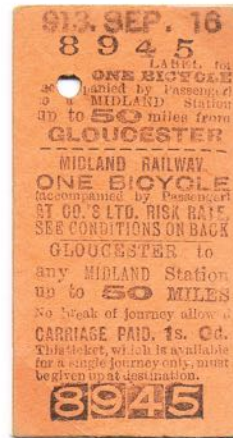
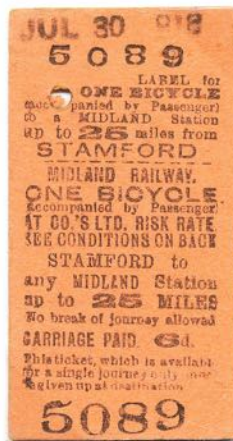


On or before 1 September 1903 the Midland did decide to adopt the insurance ticket procedure, probably to facilitate the issue of tickets to other companies, and a new design of bicycle ticket came into use. The new tickets were on orange card, with a label section. Zone tickets were used for local stations only, blank card and fully printed tickets were provided to cover foreign (and possibly some local) journeys. The conditions were changed to A11, setting out the limited risk borne by the railway company. Loss or damage below 10/- in value could be covered by an insurance fee of 1d irrespective of distance, tickets for this are shown later in the volume. Earliest date seen: 3 Oct 1903.



BICYCLE TICKETS

Notice relating to break of journey added below the destination or the zone line. Conditions A11 continued.  
Earliest date seen: 9 Aug 1913.

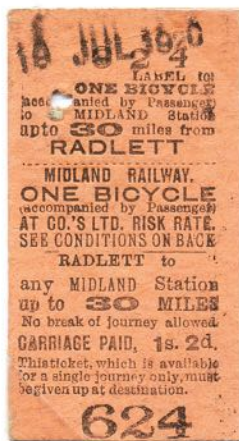


The rates for carriage of bicycles up to 50 miles were revised on 1 March 1919. Tickets printed with the two new rates continued in the same format, with conditions A11.



BICYCLE TICKETS

Tickets at the new rates effective from 15 January 1920, again in the same format with conditions A11.



Tickets at the new rates effective from 1 September 1920, still in the same format with conditions A11.



Extract from  
 Midland Railway Passenger Department  
 Rates & Instructions as to Conveyance of Parcels  
 and Miscellaneous Traffic.  
 c June 1915.

**TICKETS FOR CYCLES, PERAMBULATORS, ETC. ACCOMPANYING PASSENGERS.**

(92) Tickets for cycles, perambulators, etc., accompanying passengers must be collected on completion of the journey, and the charges must be prepaid. When charges have not been paid at the starting point they must be collected at the receiving station, and recovered excess ticket (not card ticket) issued and enclosed to the starting station. Intermediate stations recovering excess luggage, etc., charges must issue tickets to the destination stations at the throughout charge between local stations; but, in the case of passengers travelling to foreign stations, the throughout charge must be collected, a temporary bill marked "Paid ex—" issued, and the matter at once taken up with the station from which the passenger travelled for a through recovered waybill to be passed to the destination station, and a debit authorised of the amount paid at the collecting station. A copy of the through entry issued must be obtained and attached to the recharge waybill accepted at the intermediate station.

Combined bicycle and check tickets are available as follows:—

- (1) Between any two Midland stations.
- (2) Between any Midland station and any station on the following lines:—
- |                                |                                      |
|--------------------------------|--------------------------------------|
| Brecon and Merthyr             | Mid. & G.N. Joint                    |
| Cambrian                       | Mid. & G.W. Joint (Severn & Wye)     |
| Cheshire Lines Committee       | Midland & South Western Junction     |
| Cockermouth, Keswick & Penrith | M.S.J. & A.                          |
| Furness                        | North British                        |
| Glasgow & South Western        | North Eastern                        |
| Great Central                  | Portpatrick & Wigtownshire Joint     |
| Great Eastern                  | Somerset & Dorset Joint              |
| Great Northern                 | South Eastern & Chatham              |
| Hull & Barnsley                | Stratford-on-Avon & Midland Junction |
| London, Brighton & South Coast | Taff Vale                            |
| London & South Western         |                                      |

A portion of the ticket printed, "Label for bicycle, &c.," and called the "check" ticket, is detachable. This portion has a hole punched in it. The booking clerk must attach a piece of string through this hole, and request the passenger to tie this portion of the ticket to the machine before it is placed in the guard's van. The other portion of the ticket, called the "bicycle" ticket, must be retained by the passenger and given up to the railway official when the machine is claimed. Booking clerks must keep a supply of tickets with string attached. On arrival at destination, the "bicycle" ticket held by the passenger must be shown to the Guard, who will deliver the bicycle having the ticket with the corresponding number attached to it. The "check" ticket must be removed by the Company's servant who collects the "bicycle" ticket, and both tickets must be sent to the Audit Office. The date must be stamped on the passenger portion of the ticket.

Break of journey is not allowed with these tickets.

Bicycles accompanying passengers may be booked through to the destination of the passenger by the route the passenger travels, whether there are through fares in operation or not.

**BICYCLE TICKETS**

Bicycle return tickets at company's limited risk rate were issued for distances up to 12 miles only. The charge was originally 9d, it was increased to 1/- (probably from 15 January 1920) and again to 1/6d from 1 September 1920. The tickets have conditions A11.

For other distances return tickets at owner's risk were available, only a blank card is known and this has conditions A21.



Insurance tickets to cover the first 10/- of any loss of, or damage to, a bicycle. Conditions A31 are on the back. Blue card was adopted as standard for bicycle insurance by all British railway companies from 1 September 1903, there may have been an earlier Midland version on different card as was the case for some lines.



Other bicycle tickets. Tickets specifying the carrier were used if the journey could be made either by a Midland train or by a train of another company. A summary of the routes involved is given elsewhere in the collection. Special bicycle tickets could be obtained by those passengers booking walking and cycling tour tickets. Conditions are as indicated.



A1 129/20



A1

## ARTICLE TICKETS - OTHER

### PERAMBULATORS

Following the 1903 revision introducing new arrangements for bicycles the old rates continued in force for accompanied perambulators and children's mail carts (not capable of being folded) and tickets limited to this group came into use during the year. Prior to 1 March 1917 the rates were applicable to Owner's Risk carriage only, and timetables included the notice that Company's Risk carriage was available at a 25% surcharge. From that date this was codified and lists of specific charges (OR unchanged but some higher CR possibly altered) were given for both rates, these were subject to later increases at the same time as those to charges for bicycles. The charge scales are as in the table below. OR indicates at Owner's Risk and CR at Company's Risk.

Maximum Mileage	Base Charge	From 1 Mar 1917		From 1 Mar 1919		From 15 Jan 1920		From 1 Sep 1920	
		OR	CR	OR	CR	OR	CR	OR	CR
12	6d	6d	8d					1/-	1/4d
25	9d	9d	1/-					1/8d	2/-
30				9d	1/-	1/2d	1/6d		
50	1/-	1/-	1/3d	1/3d	1/6d	1/11d	2/3d	2/-	2/8d
75	1/6d	1/6d	1/11d					3/-	4/-
100	2/-	2/-	2/6d	2/-	2/6d	3/-	3/9d	4/-	5/-
150	2/6d	2/6d	3/2d					5/-	6/4d
200	3/-	3/-	3/9d	3/-	3/9d	4/6d	5/8d	6/-	7/8d
250	3/6d	3/6d	4/5d					7/-	9/-
300	4/-	4/-	5/1d	4/-	5/-	6/-	7/6d	8/-	10/4d
350	4/6d	4/6d	5/9d	4/6d	5/9d	6/9d	8/8d	9/-	11/8d

### FOLDING MAIL CARTS

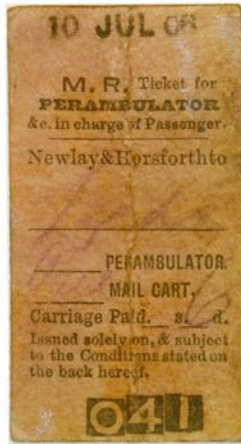
Prior to the 1903 revision folding mail carts were charged at parcels rates. From 1 October 1905 an exception was made for folding carts (including Gamage carts) weighing not more than 20 lbs and taken as passengers' luggage. A new scale of charges at Owner's Risk scale was introduced (the Base Charge in the table below) based on half the charge for an accompanied bicycle. Carriage at Company's Risk carriage was available at a 25% surcharge. As with perambulators, specific scales for both Owner's Risk and Company's Risk carriage were given from 1 March 1917 and charges were increased in 1919 and 1920. The charge scales are as in the table below.

Maximum Mileage	Base Charge	From 1 Mar 1917		From 1 Mar 1919		From 15 Jan 1920		From 1 Sep 1920	
		OR	CR	OR	CR	OR	CR	OR	CR
12		3d	4d					6d	8d
25	3d	5d	6d					10d	1/-
30				4d	6d	6d	9d		
50	6d	6d	8d	6d	9d	9d	1/2d	1/-	1/4d
75	9d	9d	1/-					1/6d	2/-
100	1/-	1/-	1/3d	1/-	1/3d	1/6d	1/11d	2/-	2/6d
150	1/3d	1/3d	1/7d					2/6d	3/2d
200	1/6d	1/6d	1/11d	1/6d	2/-	2/3d	3/-	3/-	3/10d
250	1/9d	1/9d	2/3d					3/6d	4/6d
300	2/-	2/-	2/7d	2/-	2/6d	3/-	3/9d	4/-	5/2d
350	2/3d	2/3d	2/11d	2/4d	3/-	3/6d	4/6d	4/6d	5/10d

Conditions on the backs of perambulator and folding mail cart tickets are illustrated on the introductory page for bicycle tickets.

PERAMBULATOR TICKETS

New tickets, following the 1903 revision, for accompanied perambulators and children's mail carts (not capable of being folded). Blank card tickets were re-designed without a check label but zone tickets followed the original article ticket format, simply with "BICYCLE" removed from the printing block. The original lilac colour continued in use. Some blank cards appeared with conditions A1 on the back, but version A3 was used as standard. Both made it clear that carriage was at Owner's Risk and the zones were charged accordingly.



A1 195/16

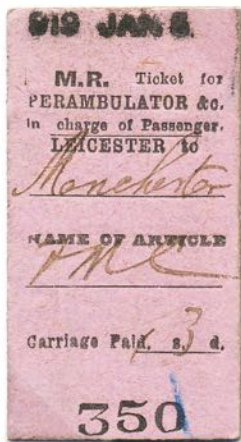


A3



26/19

From 1 March 1917 the use of edmondsons was changed from Owner's Risk to Company's Risk traffic, probably due to the new requirement that for the former rate to apply the passenger was required to sign the Owner's Risk conditions and it would thus be more logical to use paper tickets or waybills. The new CR tickets were printed without conditions, and the opportunity was taken to replace the term "Go-Cart" by the more commonly used "Child's Mail Cart (Non-folding)". As will have been seen from the introductory page the CR scale of charges was increased once in 1919 and twice in 1920.

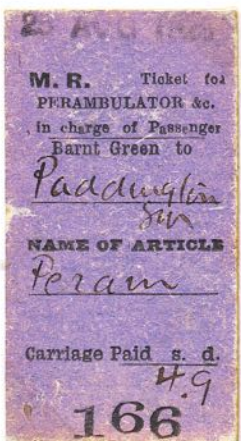


11/3/17 scale

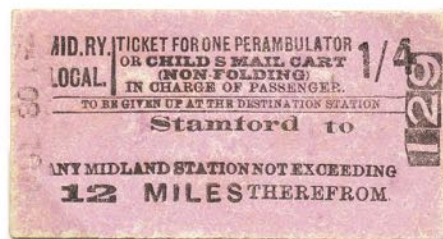


11/3/17 scale

147/32



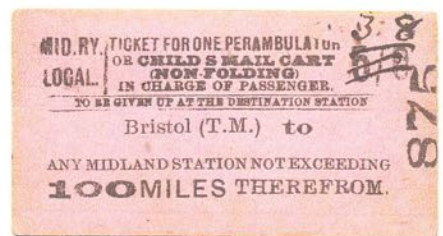
Card colour



11/9/20 scale



11/9/20 scale



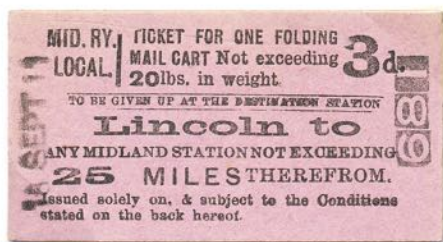
11/9/20 scale

n66

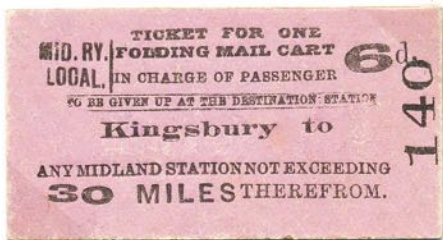
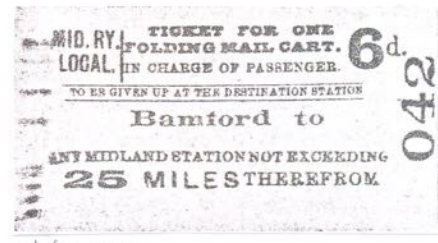


FOLDING MAIL CART TICKETS

Edmondson tickets for folding mail carts came into use from 1 October 1905. Carriage was at Owner's Risk, the zone charges were made accordingly and the appropriate conditions A3 were printed on the backs of the tickets.



As with perambulators, the use of edmondsons was changed from Owner's Risk to Company's Risk traffic from 1 March 1917 and the new CR tickets were printed without conditions. The CR scale of charges was increased once in 1919 and twice in 1920.



## SLEEPING CAR TICKETS

The following notes are extracted from an article entitled "The Sleeping Car: Sixty Years' Development" by C Hamilton Ellis that appeared in *Railway Magazine* for September 1933:

The first Pullman sleeping car appeared on the Midland Rly on 1 June 1874 and, according to Stretton, ran on the midnight train from St Pancras to Bradford, returning on the following morning train at 8.30 a.m. The Pullman sleeper service from St Pancras to Liverpool was not inaugurated until 1 April 1875. When the Settle & Carlisle line opened on 1 May 1876 Pullman sleepers at once appeared on the Scotch expresses over the new route. In 1875 the MR had some special coaches built for the night expresses to the north, 50 were built in a style to harmonise with the Pullman sleepers, having much longer bodies than usual and mounted on six-wheel bogies. The MR already having purchased all the Pullman day cars, added the sleeping cars to its own stock in February 1888, the supplement being fixed at five shillings per berth. Gradually the open type of sleeper fell into disfavour and in 1900 the Midland built some semi-open cars in which four single-berth compartments were provided in addition to the open Pullman-type saloon. Rev. Clement Brewin of Kettering provided notes on the working of early Pullman cars on the Midland: "With regards to the Pullman sleepers, they were run on the night expresses to Edinburgh and Glasgow in 1876. At the same date there were sleeping cars on the midnight expresses to Leeds and back. *St. George* and *Transit I* saw in that year at Leeds - both eight-wheelers - and I believe that the same train carried a sleeping car to Manchester."

In the 1900s the charge between stations in England and Scotland was increased to 7/6d. *Railway Gazette* Vol 25 page 246 stated that from 1 September 1917 sleeping berth charges are to be increased from 7/6d to 10/- between stations south of Berwick and Carlisle and from 10/- to 15/- between England and Scotland. A further increase in or before 1920 took the latter charge up to £1.

Of the tickets shown, those from Scottish stations but with the Midland title are worthy of comment. Newton Stewart was on the Portpatrick & Wigtownshire Joint line to Stranraer, the Midland was one of the owners and supply of its own sleeping car tickets (050) to that station is not too surprising. That the Midland should supply tickets to Inverness (095) is unexpected, the N prefix to the date confirms actual issue at that station. Both the Highland and the GNoS Railway adopted the practice of prefixing the letter N to the date when tickets were issued for trains after the authorised time of closing the Daily Passenger Account. Ticket 3560 issued at Dumfries is an Edmondson print that appears to have been supplied by the Glasgow & South Western Rly despite the Midland title.

The backs of all tickets are blank.



**PLATFORM TICKETS - FREE**

The Midland's earliest use of platform tickets in the conventional sense (excluding admission tickets for special visits or events) appears to have been at Trent. The station operated on the so-called "Crewe System", i.e. tickets were handed out at the entrances to persons who either (a) exchanged them for travel tickets at a booking office on the platform or (b) surrendered them on leaving the station after completing their visit or business.

The tickets were issued free of charge and described as 'Check Tickets'. The earliest known reference to them is in the *Derby Mercury* dated 14 June 1882, reporting a case in Derby County Police Court concerning a passenger travelling without having paid his fare and with intent to avoid payment. It includes the sentence 'At Trent anyone booking was called upon to produce either the ticket by which he had come there or a "platform ticket" which was given him when he came into the station.' Another case reported in the *Leicester Chronicle* on 31 December 1892 refers to the prisoner not having 'the check ticket which is given to all persons entering the station except by train'.

The check tickets carry Midland Form number P.F.51, later ones also carry the quantity and date of printing. They are found in two sizes and it is possible that they were re-used several times.



RFB 11854

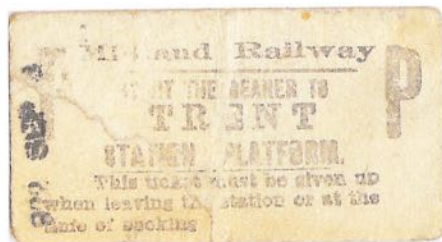


674

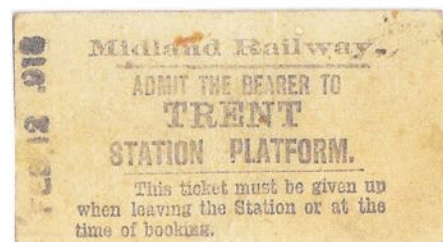


1,000-1/02 also seen

At a later date the check tickets were replaced by un-numbered edmondsons, still issued free. The earliest of these are printed in bold with a large 'P' at the right-hand side (probably denoting Platform) but this was later discontinued. The use of edmondsons continued into LMS days.



H65



H65

**PLATFORM TICKETS - FREE**

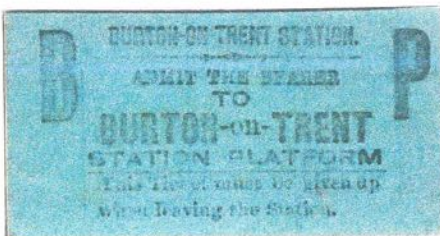
**Burton-on-Trent** Burton was made a closed station on 1 October 1899 (Gough's *Chronology*) and free platform tickets, all edmondsons, were then issued. What are thought to be earlier prints are titled with the station name rather than that of the company, possibly because the station was also used by the Great Northern, London & North Western and North Staffordshire Railways. (A similar practice was followed at Normanton although this was a true joint station - see the Normanton Station Joint Committee pages in the Midland Railway Joint Lines album).

In addition to the capital 'P' in the top right-hand corner the tickets have a large capital letter in the top left-hand corner and are found in several different colours. There are two theories, either the left-hand letter indicated the period of the day during which the ticket was issued and the colour was changed daily, or the letter indicated the day of the week on which issue occurred and the colour was changed weekly. Across the range of stations that issued free tickets the letters A, B, C, D and G have been seen, with C and D predominating; this may favour the first of the alternatives.

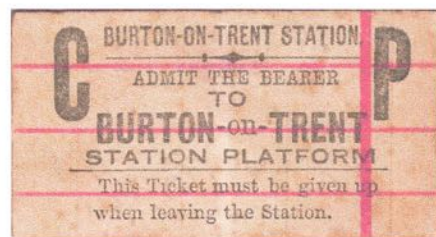
The backs of all free platform tickets are blank.



1165



62C



1165



1165



1165



1165



SPECIMEN



1165

One ticket, thought to be later, is known with the Midland Railway title. All free tickets will have been withdrawn when 1d platform tickets were introduced on 5 January 1920 (*Burton Observer & Chronicle* 10 January 1920).



125/10

## PLATFORM TICKETS - FREE

**Chesterfield** Chesterfield station was made closed on 1 July 1903 (Gough's *Chronology*). All known tickets follow the Burton example in using the station name as the title even though the station was used wholly by the Midland. The free tickets were withdrawn when 1d platform tickets were introduced on 5 January 1920 (*Sheffield Daily Telegraph* 6 January 1920).



**Cheltenham** A defendant charged with travelling without a ticket on 22 November 1913 booked from Birmingham to Bromsgrove and went on to Cheltenham where he 'gave up a ticket and walked up the stairs without making any statement'. He was called back and his name and address were taken. In evidence he stated that 'he knew Cheltenham was a "closed" station' (*Cheltenham Chronicle* 27 December 1913). This is far from establishing that free platform tickets were in use but is nevertheless worth recording.

**Gloucester** The down side of the station was made closed on 23 November 1914 and the whole station on 17 April 1919 (Gough's *Chronology*). Closure of the down side probably resulted in the introduction of free platform tickets, likely to have been issued at the sole booking office on the up side of the station and subject to checks at the footbridge joining the up and down platforms. Tickets with the letter P repeated on the left-hand side may have been the first to be issued, this is the only station where this repeat is known to have been used.



The up platform was linked to the down platform of the nearby GWR station by a 190 yards long footbridge. Closure of the Midland down side did not affect open public access to this as the up side remained open and the whole of the GW station was without barriers. As Gough also records, the Midland station became fully closed on 17 April 1919. A few days later, on 26 April, the *Gloucestershire Echo* stated that 'Alterations at Cheltenham (GW) to make it a closed place to others than passengers except with a penny platform ticket are approaching completion, and those at Gloucester, the more difficult place to deal with, will follow as soon as possible.' On 27 September the same year, the *Gloucester Journal* reported the following item from a meeting of Gloucester City Council three days earlier: 'The renewed discussion on the closed stations question affords fresh evidence of very real grievance against the Railway Companies not merely by the citizens as such, but the actual travellers and users of the railways in question. Mr. Colwell carried the memories of the older Councillors back to the time when the opportunity of a joint station at Gloucester was so disastrously missed. He is substantially right in his description of the footbridge as a sort of compromise for the larger and more expensive scheme, and the present action of the Midland Railway Company would seem to be a total abrogation of the more generous policy which prompted its provision nearly a quarter of a century ago. Except for the use of the bridge as a luggage corridor it might as well almost be abolished, for residents on the Northern side appear to be threatened with denial of this access to Midland trains, and citizens in the Barton and Southern districts are equally debarred from access to GW trains. Broadly, however, the complaint is that under the present system citizens with legitimate business to transact are treated as trespassers and interlopers. Station property is "private" property, although railways can only justify themselves as public systems established under Acts of Parliament, and actually, at the present time, under Government control.'

## PLATFORM TICKETS - FREE

**Gloucester (continued)** The Corporation, under the leadership of Sir James Bruton as Mayor and Member, should certainly do all that is possible to remedy or mitigate a real grievance. If general access is a thing of the past, there should at least be a rational system of platform tickets, so that citizens having legitimate business to transact can be assured their right of way and freedom from excessive annoyance.'

At the next Council meeting, on 29 October, the same issue was raised, resulting three days later in another report in the same paper reading 'With regard to the closing of the footbridge between the two stations to all except those holding through railway tickets, Mr. Colwell instanced his own experience in arriving at the Midland Station from Bristol on a soaking wet day and being denied the cover of the footbridge, although he was a passenger, in order to reach his car to Hucclecote. The closing of the stations and the footbridge had in fact virtually destroyed the value of tramcars as station services.'

How should this material be interpreted? The suggestions are that in late September 1919 free platform tickets were still used at the Midland station, regulating access at the main entrance barrier to both up and down platforms and obviating the need for the former check point; and that access from the footbridge to the GW station (or vice versa) was denied to all but passengers holding through tickets, either at the Midland end of the bridge or at the foot of the steps descending to the GW down platform or both. Shown below are what are thought to be examples of these later free tickets, the right-hand letter 'P' no longer appears and the letter on the left-hand side is one of those early in the alphabet.



It is somewhat strange that the local press did not remark on the introduction of charged platform tickets at either station, but this is likely to have been in late 1919 or early 1920. The free tickets will then have been withdrawn.

**Nottingham** Nottingham station was made closed on 12 February 1917 (Gough's *Chronology*) and free platform tickets, also without the bold 'P', were initially issued. Closure precipitated a long-running battle for access as described on a later page dealing with charged tickets but all that can be established is that these had been introduced and the free tickets withdrawn by March 1920.



**Leicester** Leicester station was made closed on 1 February 1918 (Gough's *Chronology*) and free platform tickets (again without the bold 'P') were initially issued, but only for the purpose of accompanying departing passengers (*Leicester Evening Mail* 29 January 1918). This caused much annoyance and later developments are described on a following page dealing with the 1d tickets that had replaced the free ones by July 1920.

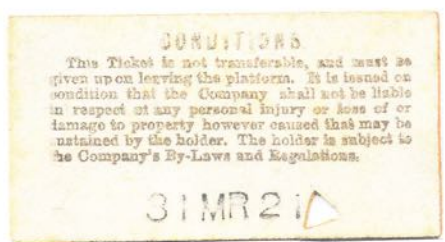


**PLATFORM TICKETS - CHARGED**

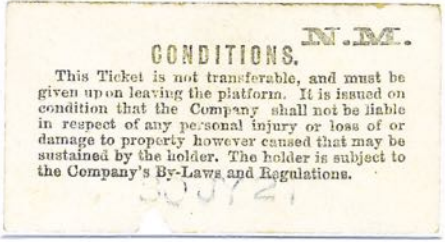
Tracing all stations that issued charged platform tickets is not easy. At the 16 February 1922 A.G.M. of the company the Chairman's report included a statement that there are 30 stations on the Railway which are 'closed', and in connection with which a charge of 1d is made to persons not being intending passengers who desire to go on to the platforms. The number of tickets purchased at these stations last year was 1,610,000. The figure of 30 may not have been entirely accurate; giving evidence later in the year (see Nottingham on a following page) Frank Tatlow, the Midland's General Manager, said that the Midland had made 29 stations closed (one less than the AGM figure) and did not say that a charge was made at all of them.

Twenty-two stations are known to have issued edmondsons at a charge of 1d, but it seems reasonable to include in the total the joint stations known to have issued such tickets, Avonmouth Dock, Market Harborough and Worcester Shrub Hill, so bringing the total to 25. Both Trent and Normanton (Joint) are known to have continued issuing free platform tickets into LMS days and their inclusion would increase this to 27, still two short of Tatlow's figure. Two obvious candidates can be ruled out, Sheffield was not closed until 1 January 1924 (*Sheffield Daily Telegraph* of that date) and Derby not until 1928 (*Derby Daily Telegraph* 22 February 1928 - 'we hear the station is shortly to be closed'). One possibility is Rotherham (Masboro) which is known to have issued 1d tickets in the 1920s, but no firm evidence has been found.

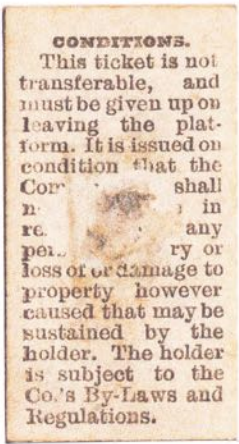
Charged edmondsons were printed on white card with a standard print format on the front and the serial number shown in either negative or positive print. This may be preceded by a small numeral indicating the Series number. All have identically worded conditions on the backs, usually set in horizontal format. The commonest form is P11 but some tickets have conditions P12 denoting the presence of a station identifying code at the top right-hand corner. Codes are known for Leeds (L.S.), Leicester (L.R.) and Nottingham (N.M.); it can be speculated that there was also a code for Northampton. Uniquely, the earliest prints for Gloucester have the conditions set vertically in form P13.



Conditions P11



Conditions P12



Conditions P13

Platform tickets have long been a specialist interest for collectors and have generated extensive research. The advent of the digitised British Newspaper Library revolutionised the searching of local newspapers and in 2021 a methodical search was made of these to locate all reports relevant to Midland Railway platform tickets. To show these results, the following pages deviate from the object of this collection (illustrating only one ticket of each 'type') to deal in alphabetical order with the known stations that issued 1d edmondsons. Most of the copies are of tickets in the *Michael Stewart* collection.

Each entry is headed with the station name and details of introduction. The next line indicates, for the illustrated ticket, the conditions and the point and date of issue. If other tickets are known their brief details are given in brackets on following lines. Many of the machine issues have a bracketed initial printed in bold before the station name. This identifies a specific machine and indicates that at the date the ticket was printed more than one machine may well have been in, or intended for, use at that station.

The Chairman's 1922 AGM report gave rise to a question as to why platform tickets were not issued at St. Pancras. It may have been this that resulted in the installation there of an AA machine issuing small blue tickets as shown below.



**PLATFORM TICKETS - CHARGED**

**BEDFORD** – In use by 21 May 1921  
Conditions P11. Machine (A) issue 25 AP 23.



The *Bedfordshire Times & Independent*, in reporting an alleged fraud case on 7 April 1922, stated that Bedford station had been closed since 21 May 1921.

**BRADFORD** – In use by 16 September 1920  
Conditions P11. Machine (A) issue 16 SE 20.



No information found.

**BURTON-ON-TRENT** – Introduced 5 January 1920  
Conditions P11. Machine issue 7 FE 21.



The *Burton Observer & Chronicle* for Saturday 10 January 1920 stated that 'Over 600 penny admittance tickets were issued on Monday, the first day on which the fee was charged'. These will have replaced the free tickets that were previously used.

**CHELTENHAM**  
Conditions P11. Machine (A) issue, date illegible.



No information found, although the example of the GWR may have been followed. The *Gloucestershire Echo* on 26 April 1919 reported that GW work to introduce 1d platform tickets was 'approaching completion'.

**CHESTERFIELD** - Introduced 5 January 1920  
Conditions P11. Machine (A) issue 26 AP 23.



The *Sheffield Daily Telegraph* for Tuesday 6 January 1920 stated that 'Chesterfield Midland yesterday became a closed station, to obtain a platform ticket one penny may be paid.' The new tickets replaced the free issues that had been used since 1 July 1903. The *Derbyshire Courier* for 10 January carried a similar report but added that 'The ticket machine has not yet been installed, but tickets from now on will have to be purchased and produced to secure admission to the platform.'

**GLOUCESTER** – Introduced early 1920?  
Conditions P13. Booking Office issue 7FEB920.  
(Conditions P11. Machine (A) issue 26 MY 20.)



No clear introduction date can be established, a report in the *Gloucester Journal* for 1 November 1919 suggests that 1d tickets were not then in use. Ticket 4280 is likely to be from the first print run, issued at the booking office to replace the free tickets previously used; more detail of these is given on an earlier page. Machine installation was probably a few months later. Gloucester's Midland station also issued jointly titled free tickets for certain uses of the footbridge linking it to that of the GWR.

**KEIGHLEY** – Introduced 1 May 1921

Not seen

The *Yorkshire Post* for 30 April 1921 states that 'Commencing tomorrow, Keighley Midland Railway Station will be a closed station, and non-passengers will not be admitted to the platforms without a platform ticket.'



**PLATFORM TICKETS - CHARGED**

**KENTISH TOWN - In use by 21 August 1921**  
Conditions P11. Booking office issue AUG 21 1921.



No information found.

**KETTERING - by 12 January 1920**  
Conditions P11. Machine (A) issue 31 MR 21.



The *Northampton Chronicle & Echo* for Monday 12 January 1920 reported that 'The system of platform tickets has been introduced at Kettering station.' It is possible that the actual date was the previous Monday, the 5th, to coincide with Burton and Chesterfield.

**LEEDS - Introduced 30 March 1919**  
Conditions P11. Machine (A) issue 16 SE 20.  
(Conditions P11. Machine issue 24 MR 20.)  
(Conditions P12. Machine (B) issue, date illegible.)  
(Conditions P12. Machine (B) issue 3 AP 23.)



The *Yorkshire Post & Leeds Intelligencer* for Saturday 29 March 1919 stated that 'On Sunday night and thereafter the Midland Railway station will be a closed station'.

**LEICESTER - by July 1920**  
Conditions P11. Machine (A) issue 23 MAR 21.  
(Conditions P11. Machine (B) issue 14 JY 20.)  
(Conditions P11. Machine (A) issue 4 JU 21.)  
(Conditions P12. Machine (B) issue 1 NO 21.)



Leicester became a closed station on 1 February 1918 (Gough's *Chronology*) and free platform tickets were initially issued but only to accompany departing passengers (*Leicester Evening Mail* 29 January 1918). This caused many complaints and on 29 May 1918 the *Leicester Evening Mail* stated 'It is expected that very shortly a platform ticket system will be inaugurated at Leicester Midland station which will enable those who have business there to obtain entrance to the arrival platform.' A letter published in that paper on 24 July 1918 suggests that access for meeting passengers was still not possible. On 18 October 1920 the *Leicester Evening Mail* carried a report of the booking office still not being open ten minutes before a train departure to Derby and Manchester and of an intending passenger deciding to 'get a platform ticket and pay at the other end' precipitating 'an immediate stampede for the automatic machines, which did a roaring trade for some minutes.'. But the absence of any earlier press report on the installation of these machines and consequent withdrawal of the free tickets is surprising.

**LOUGHBOROUGH - by 11 August 1922**  
Conditions P11. Booking office issue 922 AUG 11.



No information found.

**PLATFORM TICKETS - CHARGED**

**MANSFIELD - August 1918**

Conditions P11. Booking office issue 19 SE 34.



On 25 July 1918 the *Mansfield Reporter* stated that the Midland station is to be what is known as a closed station. Offices are being built at three entrances, the subway, the booking-hall, and the one at the top of the hill. This will mean that no-one will be allowed on the platform without a ticket, and all tickets of passengers coming into Mansfield will be collected there, and not at Sutton or Woodhouse. On 23 August the same paper stated that the station is now closed and those who have business at the station other than travelling must obtain a ticket to get on the platform, adding that the question of closing the station has been under consideration for several years. The move was not welcomed. On 25 July 1919 came a further statement from the *Mansfield Reporter*:- 'In the House of Commons last week Mr. William Carter asked the President of the Board of Trade whether the Railway Executive Committee will withdraw the restrictions in the arrangements of the Mansfield railway station which causes inconvenience to the general public. Mr. Bridgeman said the restriction of the use of railway platforms to ticketholders was a practice which was now commonly adopted by railway companies in the interest of travellers, and he was not prepared to ask the companies to discontinue arrangements of this kind which they had made.' Nowhere was there a specific mention of a penny charge, but such has been assumed.

**MATLOCK - by 4 August 1921**

Conditions P11. Machine issue 4 AU 21.  
(Conditions P11. Machine (A) issue 13 AP 23.)



The *Derby Daily Telegraph* for 18 May 1922 carries a letter enquiring 'why is it that Derby is so much behind even a small station as Matlock, which can have its platform tickets?'.

**MATLOCK BATH - by 4 August 1921**

Conditions P11. Booking office issue AUG 4. 921.



It would seem logical for both the Matlock stations to have been dealt with at the same time but no exact date is established.

**MORECAMBE - by 24 July 1920**

Conditions P11. Machine issue 24 JY 20.



No information found.

**NEWARK - by 16 July 1921?**

Not seen

An unattributed 'notice' of some sort with that date and mentioning platform tickets here has been accepted for some time but has not been located in recent research. Some credence is given by the note that Keighley is also mentioned, as are Northampton and Redditch. Research is ongoing.

**NORTHAMPTON - by 16 July 1921?**

Not seen

See the note under Newark.

## PLATFORM TICKETS - CHARGED

### **NOTTINGHAM - by March 1920**

Conditions P12. Machine (B) issue 30 JY 21.  
(Conditions P12. Machine (A) issue 1 NO 22.)



Nottingham became a closed station on 12 February 1917 (Gough) and free platform tickets were initially issued. Closure entailed the closure of two entrances to the station and precipitated a long-running battle with passengers living on the wrong side of the tracks, supported by the Town Council and Mr. Atkey, the local M.P. who made a persistent nuisance of himself in the Commons. Finally the re-opening of one of the entrances came before the Railway and Canal Commissioners in November 1922. Frank Tatlow, the Midland's General Manager, said that the case raised a general principle, stating that the Midland had made 29 stations 'closed' and in every case had had to close doors. The system of 'closed stations' had reduced thieving on the big stations; but it had involved additional cost. On 5 December 1922 the *Nottingham Journal* reported that judgment was in favour of the Midland and that the entrance would remain closed.

It is somewhat odd that amongst all the hot air the abolition of free tickets and introduction of the 1d charge seems to have gone unreported. The 'by March 1920' date is derived from the *Nottingham Journal* for 23 March 1920 which reported that 'Replying to further questions by Mr Atkey the Minister for Transport said that he was not aware of the date on which the system of charging for admission to the platform of the Midland Railway Station at Nottingham was first adopted, nor of the amount received by the company for platform tickets.'

It seems that by installing automatic machines the Midland was following the example of the GN and GC as the joint owners of Victoria station. The *Nottingham Journal* for 10 July 1919 carries a letter complaining that nowadays you are compelled to put a penny in the slot for a platform ticket at the Victoria station. The idea is quite an innovation so far as Nottingham is concerned and not a few people are resentful. The railway company said some method had to be adopted to prevent frivolous requests for platform tickets and argue that from the presence of very few pennies in the automatic machine at the weekend the fact that it has been effective. Prior to the installation of the ticket machines fully 2,000 platform permits were issued every Saturday alone.

The 'innovation' reference suggests that the Midland's machines came later.

### **REDDITCH - by 16 July 1921?**

Not seen.

See the note under Newark.

### **SKIPTON**

Conditions P11. Machine issue 17 AU 23



No information found.

### **WELLINGBOROUGH**

Conditions P11. Machine issue 15 MA 23.



No information found.

## PLATFORM TICKETS - SEASON

The company also made some use of season tickets for admission to certain stations, clearly these were provided for the convenience of regular users with business on the platforms. The Burton example show below has "Mr. F. Green, Worthington & Co." pencilled on the back.



The ticket has Passenger Department form number P.F.485 in the top right-hand corner. Below the form number is a print reference indicating that 100 copies were printed in November 1903.

A similar LMS platform season ticket for Kettering station is known, this carries form number P.F.1296 which indicates that the facility will have been introduced in the days of the Midland Railway, and probably at some date between April 1916 and March 1917.

It is not impossible that platform season tickets were also in use at other stations.

## CAB TOLL TICKETS

Cab toll tickets were in general use from 1908 to mid-1917 by those railway companies with main line termini in London. They were used as a means of controlling the cabs using the station, and it is interesting to consider at some length the history of how they came to be used.

In 1839 the "privilege cab system" was started by the London & Birmingham Railway at their Euston station. This was a system whereby a contract was made between the railway company and a number of cab-owners to the effect that the cabs of those owners only should be allowed to ply for hire on the station premises, on the conditions that the owners pay a weekly or annual fee to the railway company, and guarantee to have cabs in attendance at all times of the day and night. The system was found to be very successful, and was gradually adopted by all the other railway companies at their London termini, until in 1895 it was in force at all stations with the exception of one side of Waterloo (LSWR.). At Waterloo any well-appointed cab and respectable driver was admitted to the station to ply for hire at a charge of 1d. for each entry. Cabs that were not privileged were of course allowed to enter any station to set down intending rail passengers but once there could not pick up another fare, and had to return to ply for hire in the streets, often having a very long return journey to their usual rank without any passenger. Quite naturally this led to the drivers of the unprivileged cabs becoming unhappy about the arrangement, and the upshot of this was that in 1895 the cabmen came out on strike.

However they soon found that they had no real case for the abolition of the system, and as public opinion was very much against them the strike was called off having effected only the improvement that a cab privileged with one railway company was now able to enter the station of any other company to pick up passengers. The privileged cabs were required by law to be available for hire when on the streets, and the policy of the privileged drivers was therefore to make for the nearest main line terminus whenever they dropped a passenger, rather than pick up a fare from the street. The interchange arrangement made this practice much easier, so that in fact the privileged drivers were now even better off than they had been before. Another outcome of the strike, however, was that a Departmental Committee of Parliament was set up to inquire into the system and make recommendations to the House of Commons.

This was duly done, and the Committee presented its report, in which some strange arguments were used in favour of the privilege cab system, and which finished by reporting very much against the system. The system was then considered by a Select Committee of the House of Commons (the Cabs & Omnibuses (Metropolis) Committee) who recommended the abolition of the system for a trial period of one year, and the use at all stations of the Waterloo system. Thus it was that in 1907 the Home Secretary started negotiations with the railway companies to persuade them to carry out such a trial. He found, however, a great deal of opposition to this, and finally found that he could not get the railways' agreement, so promptly introduced into Parliament the Cabs & Stage Carriages (London) Bill. Amongst other provisions not concerned with the privilege system the Bill contained the following clauses:

2 (1) In the admission of cabs to a railway station, or in the treatment of cabs while in a railway station, the Company having control of the station shall not show any preference to any cab, or give any cab a privilege, which is not given to other cabs; and where any charge is made in respect of the admission of any cab to a railway station for the purpose of plying for hire therein, the charge made shall not exceed such sum as may be allowed by the Secretary of State.

2 (3) If it is proved to the satisfaction of the Secretary of State that it will not be possible to obtain a sufficient supply of cabs at a railway station for the proper accommodation of the public, unless the operation of this section is suspended or modified as respects that station, the Secretary of State may by order so modify or suspend the operation of this section with respect to that station subject to such conditions as may be specified in the Order.

2 (5) Nothing in this section shall affect any power of the company, having the control of the railway station, to regulate the number of cabs which may be admitted to the station at anyone time, or the liability of any cab admitted to the station to comply with any regulations the company may make for the purpose of maintaining order or dealing with the traffic at their station.

2 (6) This section shall come into operation on 1st. January 1908.

During the Commons debate on the Bill, Sir Frederick Banbury, a Director of the Great Northern Railway, moved the rejection of section 2 of the Bill, but the Bill was passed complete to the Lords by an overwhelming majority of 174 to 26.

It was in the Lords that the real fight began, and it is interesting to consider some of the speeches and evidence given there for and against the Bill. Earl Beauchamp was the principal supporter of the bill, and the Duke of Northumberland, Lord Stalbridge (Chairman of the London & North Western Railway Board) and Lord Balfour of Burleigh (a Great Northern Railway director) were the chief speakers against the Bill

Opening the second reading of the Bill, and referring particularly to section 2, Earl Beauchamp said that the system of open

access had been tried in the past, but not fairly tried. It was only tried at one single station, Waterloo, and it is obvious that an experiment must be tried widely to make sure of its effect. The section was desired by the cabmen but not by the railways.

The Duke of Northumberland then stated that there was considerable opposition to the Bill. Lord Beauchamp was not quite right in saying that the system had only been tried at Waterloo; it had not only been tried, but at one part of the station had always been in operation. It was also tried for a considerable time at Charing Cross, and there it failed most hopelessly.

Lord Stalbridge said that there is absolute unanimity among the railway companies having large termini in the Metropolis that anything so destructive to the convenience of the public as the doing away with the privilege system, which had been found to answer so admirably for so many years past, could not be found.

'I may perhaps mention,' he said, 'one instance in order to show your Lordships what can be done - what is done now, and what cannot be done in the future under the proposed new system. A large transatlantic steamer lands two to three hundred passengers in Liverpool. She may be four or five hours late, or she may be half a day late. We (the LNW) get notice of the arrival of that steamer some four hours beforehand and then we send to the cab-owners whom we know, and whom we have arrangements with, and so secure that there shall be a sufficient number of cabs to meet the train. In future what is to happen? Are we to send a crier round to all the cabstands to say "Cabs wanted at three o'clock in the morning?" If we did that how many would attend? This is only one instance in which the system would inevitably fail.'

As there was obviously considerable opposition to the Bill, and time was needed to discuss this, the Bill was referred to a Committee of the whole House.

In Committee the Duke of Northumberland commented that the "privilege system of cabs" was not a very fortunate phrase, because a good deal of prejudice which existed against the system was owing to the use of that particular term. This was a matter affecting the travelling public much more than the railways; the demand for cabs at stations was very variable and occurred at all times of the day and night. Thus it was only by some arrangement that the companies could depend on having cabs at stations no matter what the circumstances or the hour. He again referred to the experiment that had been tried at Charing Cross, stating that this had continued for two to three years and had proved such a complete failure, and resulted in so many complaints, that the South Eastern Railway again reverted to the privilege system (unfortunately no dates are given for this Charing Cross trial). If that occurred at Charing Cross, in the centre of the area where cabs were most frequently required, what would happen at stations like Paddington, Kings Cross and London Bridge on the outskirts of the Metropolis? Referring to the open station system at Waterloo the Duke then drew attention to letters which had been appearing in the newspapers complaining of the very great difficulty that was experienced in obtaining cabs without the privilege system in force. He then concluded that the railway companies were in grave doubt about what type of cab would go to the stations, as no cabman was particularly keen to have his cab knocked about by portmanteaux and other articles, and so probably only the worst cabs would turn up.

After Lord Stalbridge had spoken further against the section of the Bill, Earl Beauchamp stated that as the railway companies made a considerable sum of money from the privilege system, obviously Directors of railway companies could not be able to forget this when considering the Bill. When challenged by Lord Balfour, Earl Beauchamp said that he did not know any exact sums but they were certainly higher than was paid at the open station, i.e. Waterloo. The Cabmen's Union had undertaken to organise and maintain a supply of cabs at the stations at all times, and this should be sufficient. At present there were only 1,600 privileged drivers whereas if the system was abolished there would be a possible 12,400 cabs plying for hire at stations. He was willing to amend the Bill to give the railway companies power over the state of the cabs and men admitted.

Lord Balfour then expressed regret that Earl Beauchamp should have charged the railway companies with a sordid motive by implying it was in their interests that the system should continue because of the money they got from it. The gross sum taken by the Great Northern Railway was about £560 p.a. The charge each week was 1/6d. per cab and 2d. for each man working the cab (all the companies charges were between 1/- and 3/- per week), but the men got a place for meals, and with this, and the cleaning that they had to do, the company made a loss on the transaction. If the new system was brought in, with a charge of 1d. each time a cab entered the station, then the revenue would be considerably greater than it was at present. Enquiries made of the other companies showed similar results. All this however was a side issue and the main consideration in passing or rejecting the section was the convenience of the public.

It was then moved that the Bill be amended by deleting section 2 and this resolution was passed, the Bill then going back to the House of Commons. The Lower House, however, disagreed with the Lords, the Home Secretary maintaining that the promise of the Cabmen's Union to guarantee a proper supply of cabs was sufficient, and that the public was also protected by the proviso that the Secretary of State might modify or suspend the operation of the section at a particular station if satisfied that it was not possible otherwise to obtain a proper supply of cabs at that station. The Lords did not then insist on the exclusion of the section, and the Bill was subjected to certain amendments and then passed into law as the London Cab &

Stage Carriage Act 1907.

After the amendments, subsection 2(3) became 2(2) and 2(5) became 2(4) and was altered to read:

2 (4) Nothing in this section shall affect the liability of cabs or the drivers thereof to comply with. any regulations or conditions which may be made by the company having control of a railway station for the purpose of maintaining order or dealing with the traffic at such station, including regulations as to:

- (i) the number of cabs to be admitted at anyone time;
- (ii) the rejection of cabs and drivers unfit for admission; and
- (iii) the expulsion of any cabman who has been guilty of misconduct, or of a breach of the company's bye-laws or regulations.

Subsection 2(6) was renumbered 2(5) and was amended to read: "This section shall come into operation on 1st. January 1908 and shall remain in force up to 1st. January 1910."

The Secretary of State fixed the charge at 1d. per cab per entry, and before the Act came into force issued an order exempting from the operation of the section:

All GC stations except Marylebone; all GE stations except Liverpool St. & Fenchurch St.; all GN stations except Kings Cross; all GW stations except Paddington; all LBSC stations except Victoria & London Bridge; all LNW stations except Euston; all LSW stations except Waterloo, Vauxhall & Clapham Junction; all Midland stations except St Pancras; all SEC stations except Victoria, Charing Cross, London Bridge, Cannon Street, Holborn Viaduct & Ludgate Hill.

From the beginning of 1908 the privilege system was thus abolished at all the London termini, and was permitted at the less important stations, where its usefulness was not so apparent.

In August of 1908 a question was asked in the House of Commons as to whether any complaints had been received about a shortage of cabs, and the Home Secretary was able to say that there had been none. It will have been noted that the Act as passed only abolished the privilege system for a period of two years, but in fact the system was never restarted. This is not to say, however, that the 1d. charge continued indefinitely, and it is interesting to see that, although it was the railway companies who protested at its inception, it was the cab drivers who eventually objected to it and caused it to cease.

Apparently by 1917 there had been a long-standing difference of opinion between the cab drivers and the railways as to the fairness of the 1d. entry charge, notwithstanding the fact that this had been set by the Home Secretary under the 1907 Act (although the charge had subsequently ceased to be law on 1st. January 1910). Matters finally came to a head in mid-1917, when from 1st. August the London & Provincial Union of Licensed Vehicle Workers issued a notice to all drivers instructing them to refuse to pay the 1d. toll on entering stations, at the same time describing the toll as "iniquitous blackmail". The railways retaliated by refusing to allow the cabs on their premises, and as a result the travelling public were the ones to suffer. This obviously reflected on the railways as well as the cab drivers, and shortly after the start of the dispute the L.B.S.C. signed a contract with Carter Paterson's, the haulage company, for them to deliver passengers' luggage anywhere in the London area!

When the dispute was unresolved by the end of September a question was asked in the House of Commons to the effect that as the railways were Government owned could not Parliament intervene to end the strike. It was of course pointed out to the questioner that the railways were not Government owned, only Government controlled - it was still some 30 years to nationalisation.

Finally the railways gave in and announced on 28th. December 1917 that they had agreed not to enforce the toll for the present. It is believed that some consideration was given to reintroducing the toll following the cessation of Government control after the First World War, but that nothing was done as it was felt that the cost of collecting the toll would then be more than the money collected.

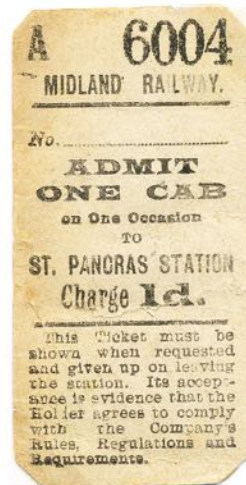
A toll on cabs was thus levied by the main line railway companies from the beginning of 1908 to mid-1917 when the "strike" began. Throughout this period it was the practice of the companies to issue tickets to the cabs (as they entered the station) as a receipt for the toll.

Given above is the historical background section of my paper entitled *Cab Toll Tickets*, published by The Transport Ticket Society in February 1966 as their Special Publication No. 2. The bibliography is as follows:

House of Lords Record Office: Cabs & Stage Carriages (London) Bill (7 Edw 7); London Cab & Stage Carriage Act 1907 - Minutes of Debate in the House of Lords, and of that House sitting in Committee. Railway Gazette 1907, 1908, 1917. Great Western Railway Magazine 1908.

CAB TOLL TICKETS

Cab toll tickets were used at St. Pancras only, from 1 January 1908 to 1 August 1917. What were probably the earliest issues were printed by Williamson and had that company's imprint at the foot of the ticket. These appeared with a serial number of up to six figures at the top of the ticket, changing later to a series letter and number with a four figure serial number. Williamson's supply seems to have been later supplemented or superseded by tickets from a different printer. All tickets have a space above "ADMIT", presumably for the number of the cab to be entered when the ticket was issued, so giving a check that the ticket had not been transferred. The backs are blank.





## REFRESHMENT TICKETS

A clear understanding of the purpose of refreshment tickets is given by posters issued by the London, Brighton & South Coast Railway (*The National Archives* - RAIL 1017/1) and the North Eastern Railway (RAIL 1021/43). That of the Brighton company reads:

L.B.&S.C.R.

### SPECIAL REFRESHMENT TICKETS

for

### SOLDIERS AND SAILORS

In compliance with a request from the Secretary of State for War, arrangements have been made to issue tickets at the price of 6d each, for the supply of non-alcoholic refreshments and tobacco to Soldiers and Sailors in uniform at the Company's Station Refreshment Rooms.

These tickets are intended for sale to the public for presentation to Soldiers and Sailors, and may be obtained at the Booking Offices at the principal stations.

London Bridge Terminus June 1901

WILLIAM FORBES, General Manager

The NER poster is in similar terms but with the second paragraph commencing "These tickets (which cover refreshments on a tariff specially arranged) are intended ...". It is also dated June 1901 and George S. Gibb's name as General Manager appears at the foot.

The second Boer War was fought from 11 October 1899 to 31 May 1902. Government initiatives to support the troops included the request (presumably to all the UK railway companies) that not only should they encourage the public to make gifts of refreshments to the forces but that they should also themselves subsidise those refreshments. The arrangement came into effect from 9 July 1901.

The backs are blank.

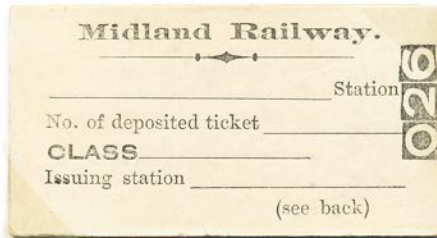
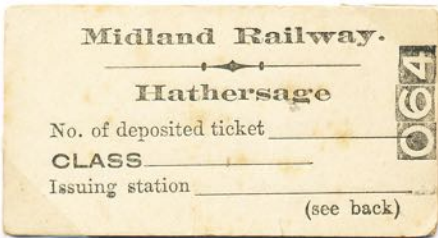


**OTHER NON-TRAVEL TICKETS**

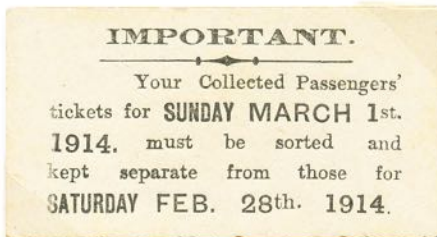
Recreational admission tickets. The backs are blank unless indicated otherwise.



Midland Railway tourist (and some other) tickets allowed the passenger to break the journey at certain stations. These receipt tickets, as will be seen from the conditions on the backs, suggest that there was a period during which the travel ticket was actually taken from the passenger to be held at the booking office, a receipt ticket being given in exchange to enable the travel ticket to be reclaimed when the journey recommenced.



On presentation of this ticket at the Booking office at the station named on the other side, the Railway ticket deposited on breaking the journey will be returned to the passenger.  
 The Railway ticket is not available beyond the time for which it was originally issued.  
 This ticket is not transferable.



*Back R5*



## Her Majesty the Queen.

THE QUEEN WILL ARRIVE AT BROMSGROVE ON SATURDAY  
THE 29<sup>TH</sup> INSTANT,  
AT TEN O'CLOCK A.M.

Admit 2 persons to the Platform at the  
Railway Station.

*A. Peyton*

September 26, 1849.

In 1849 Queen Victoria travelled from Balmoral to Osborne House on the Isle of Wight, pausing to receive greetings at various places *en route*. Bromsgrove was one of these.



VISIT OF  
THEIR MAJESTIES THE KING & QUEEN  
TO  
CHATSWORTH.

ADMIT BEARER TO ROWSLEY STATION,  
Monday, January 4th, 1904.

JOHN MATHIESON,  
GENERAL MANAGER.

original 15.1 x 11.4 cm

67/1

**Midland Railway.**

**FREE TICKET.—FIRST CLASS.**

DEPARTMENT.

No. \_\_\_\_\_ Train \_\_\_\_\_ 1847

From \_\_\_\_\_ to \_\_\_\_\_

Name \_\_\_\_\_

Why granted \_\_\_\_\_

To be in force \_\_\_\_\_

Head of Department.

ISSUED BY \_\_\_\_\_

N.B.—Free Tickets are granted to Persons employed on the Company's Business only, and must be given up when demanded.

**Midland Railway.**

**FREE TICKET.—SECOND CLASS.**

SECRETARY'S DEPARTMENT.

No. 1 Train February 21<sup>st</sup> 1847

From Derby to Birmingham

Name W. Butler

Why granted Special

ISSUED BY Woodcock

N.B.—Free Tickets are granted to persons employed on the Company's Business only, and must be given up when demanded.

Blank

**Midland Railway.**

**FREE TICKET.—FIRST CLASS.**

**ENGINEERING DEPARTMENT.**

No. 13 Any Train Jan 26<sup>th</sup> 1847  
From Any Part. to Any Part.  
Name Anthony Puyton: W. Man  
Why granted Company's Business  
To be in force 16 months  
W. Barlow Head of Department.

N.B.—Free Tickets are granted to Persons employed on the Company's Business only, and must be given up when demanded.

**Midland Railway.**

**FREE TICKET.—SECOND CLASS.**

**ENGINEERING DEPARTMENT**

No. \_\_\_\_\_ Train \_\_\_\_\_ 184  
From \_\_\_\_\_ to \_\_\_\_\_  
Name \_\_\_\_\_  
Why granted \_\_\_\_\_  
To be in force \_\_\_\_\_  
\_\_\_\_\_  
Head of Department.

ISSUED BY \_\_\_\_\_

N.B.—Free Tickets are granted to Persons employed on the Company's Business only, and must be given up when demanded.

6102

RAIL 1015/2

18 Midland Railway.

No. 4241

FREE PASS.—THIRD CLASS.

Hemrose & Sons, London, and Derby.

Pass Mr. *Margison*  
From *Manchester* to *Leeds*  
On *27 February* 187*6*  
Issued by *H. H. B. Johnston*

*Inspector's* Department.

This Pass to be shown to the Clerk or Station-Master of the Station the holder starts from, and again on being required at any place on the journey, and on leaving the Train. It must not be used to the exclusion of any Passenger from the Class of Carriage he is booked for. The holder of this Pass is subject to the same Rules and Regulations as other Passengers. [over.]

NOT VALID BY PULLMAN TRAIN

FOR ONE JOURNEY ONLY

I, the undersigned, the person to whom this FREE PASS is issued, accept the same for my personal use only, and engage to abide by the conditions therein stated; and further, to make no claim whatever upon the Company in the event of accident or injury to me or damage to my property, whilst travelling on the MIDLAND RAILWAY by means of this Pass.

Signed.....

N.B.—You are expected to sign the above before using this Pass.

NOT TRANSFERABLE.

194 Midland Railway.  
No. 9482

FREE PASS.—THIRD CLASS.

Pass Mr. *Butterfield*

From *Derby* to *Moorgate St*

on *Sept.* 189*5*, subject to the

Conditions set forth on the other side.

Issued by *[Signature]* *[Signature]*

ENGINEERS DEPARTMENT.

FOR ONE JOURNEY ONLY:

NOT AVAILABLE BY SCOTCH EXPRESS TRAINS

FOR ONE JOURNEY ONLY:

Benrose & Sons, Limited, Printers, Derby, and London.

CONDITIONS UPON WHICH THIS FREE  
PASS IS GRANTED.

—

This FREE PASS is granted by the MIDLAND RAILWAY COMPANY on condition that it is to be used only by the person in whose favour it is issued, and that its acceptance by such person is to be taken as evidence of an agreement that the Company are not to be held liable for any pecuniary or other responsibility to the holder or his representatives for loss of life, personal injury, or for delay, or loss of or damage to property however caused, that may be sustained by such person while using this Pass.

Any person using this Pass other than the one in whose favour it is made out, is liable to the penalties which a passenger incurs by travelling without paying his fare.

This Pass is to be exhibited when required, and the holder of it is subject to the Bye Laws and other general regulations of the Company.

NOT TRANSFERABLE.

41  
No. ~~6788~~ Midland Railway.

**FREE PASS.—FIRST CLASS.**

Pass Mr. Denny & child

From Derby to Notlock Bridge

on July 26<sup>th</sup> 1898, subject to the  
conditions set forth on the other side.

Issued by [Signature]

[Signature]

DEPARTMENT.

FOR ONE JOURNEY ONLY.

Bemrose & Sons, Limited, Printers, Derby and London.

NOT TRANSFERABLE.

323  
No. ~~5071~~ Midland Railway.

**FREE PASS.—THIRD CLASS.**

From Derby to learn Sigl Rose Brownhills 12 hour pass

Pass Mr. Wainwright

From Derby to Brownhills

on Mar 27<sup>th</sup> 1900, subject to the  
conditions set forth on the other side.

Issued by [Signature]

[Signature]

DEPARTMENT.

FOR ONE JOURNEY ONLY.

Bemrose & Sons, Limited, Printers, Derby and London.

Both have conditions as on  
preceding page.





Remrose & Sons, Limited, Printers, Derby, London and Watford.

No. **63** / **1945** Midland Railway.

NOT TRANSFERABLE.

**FREE PASS.—FIRST CLASS.**

Pass Mr. Sutton

From Derby to St. Pancras

on Sept. 1904, subject to the

conditions set forth on the other side.

JOHN MATHIESON,  
General Manager.

Issued by JJ

LINE SUPERINTENDENT OFFICE.

FOR ONE JOURNEY ONLY.



Remrose & Sons, Limited, Printers, Derby and London.

No. **354** / **2704** Midland Railway.

NOT TRANSFERABLE.

**FREE PASS.—THIRD CLASS.**

Pass Mr. Shutter

From Port Harbore to St. Pancras

on July 1901, subject to the

conditions set forth on the other side.

Issued by W. H. Adie

GOODS MANAGER'S DEPARTMENT.

FOR ONE JOURNEY ONLY.

Both have conditions as before

NOT TRANSFERABLE.

81 Midland Railway.

No. 2504

FREE PASS.—FIRST CLASS.

Pass Mr. *P. B. B. B.*

From *Liverpool*

To *London* } and RETURN.

Date of Outward Journey *26 November* 190*8*

Date of Return Journey *28* 190*8*

*This pass is issued subject to the conditions set forth on the other side.*

Issued by *[Signature]*

W. GUY GRANET,  
General Manager.

GENERAL MANAGER'S OFFICE.

NOT TRANSFERABLE.

12 Midland Railway.

No. 5158

SERVICE PASS.—THIRD CLASS.

Pass Mr. *Turner*

From *St Pancras*

To *Chiltern Green* } and RETURN.

Date of Outward Journey } 191*4*

Date of Return Journey } *August* 191*4*

*This pass is issued subject to the conditions set forth on the other side.*

Issued by *Amoris B.*

W. GUY GRANET,  
General Manager.

*Depot Master's* OFFICE.

*Both have conditions as before*

No. **176**

NOT TRANSFERABLE.

Midland and North British Railways.

**SLEEPING CAR PASS.**

Allow Mr. ....

on production of the requisite Single Journey, Card, or Book  
Passes covering the Journey, to occupy a berth in Midland and  
North British Joint Sleeping Car from .....

to ..... on ..... 19

*[Handwritten signature]*

Issued by .....

*[Handwritten signature]*

FOR ONE JOURNEY ONLY.

1/20/04.

5/0

MIDLAND RAILWAY  
THROUGH SINGLE JOURNEY TICKET.  
AVAILABLE FOR ONE PERSON ONLY.

No. 209 ~~209~~ June 1875

THIRD CLASS.

KENTISH TOWN PLATFORM to *Maidstone*

via *Ludgate*

Fare paid £ *3* : *4*

*M*  
Booking Clerk.

The Clerk must write the initial of the Co. and  
Route small, but the DESTINATION STATION  
LARGE.

MIDLAND RAILWAY.

THROUGH SINGLE JOURNEY TICKET.  
AVAILABLE FOR ONE PERSON ONLY.

No. 92 *92* *July 29 1891*

FIRST CLASS.

KING'S NORTON

To *Droitwich* *G.W.R.*

Route via *Mid*

Fare paid £ *2* : *0*

*W. H. Bromley*  
Booking Clerk.

*Money Return*

**MIDLAND RAILWAY.** No. **08**  
**RYEFORD**

*This Ticket is issued subject to the published conditions and arrangements of the Company, and on the condition that they incur no liability in respect of any loss whatever that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Acts, nor for any loss whatever caused by perils of the sea or weather.*

1 S.

**THROUGH SINGLE JOURNEY TICKET**  
 AVAILABLE FOR ONE PERSON ONLY,  
 AND ONLY ON DAY OF ISSUE.

No. **08** *July 30<sup>th</sup> 1920*

**FIRST CLASS.**

**RYEFORD** to *Horton S. No. 971*

Via — *Bristol*

Fare Paid £ *10:9*

Booked by *[Signature]*

Not available by IRISH OR LIMITED SCOTCH MAIL Trains unless stated in the Companies' Time Tables and Notices to be so.  
 Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Terminals in Towns or between Railway Stations and Steam Boats.  
 N.B.—This Ticket must be shown and given up when required.

**MIDLAND RAILWAY.** No. **64**  
**Collingham**

*Issued subject to the Regulations of the respective Companies over whose Lines this Ticket is available, and to the conditions stated in their Time Tables.*

1 S.

**THROUGH SINGLE JOURNEY TICKET**  
 AVAILABLE FOR ONE PERSON ONLY,  
 AND ONLY ON DAY OF ISSUE.

No. **64** *May 31 1919*

**FIRST CLASS**

**COLLINGHAM** to *Manchester & C. Co*

Via *Wolverhampton*

Fare paid £ *16/7* *A. B. [Signature]*  
 Booking Clerk.

Not available by IRISH OR LIMITED SCOTCH MAIL Trains unless stated in the Companies' Time Tables and Notices to be so.  
 Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Terminals in Towns, or between Railway Stations and Steam Boats.  
 N.B.—This Ticket must be shown and given up when required.

# MIDLAND RAILWAY.

Issued subject to the Regulations of the respective Companies, over whose Lines this Ticket is available, and to the conditions stated in their Time Tables.

## THROUGH SINGLE JOURNEY TICKET.

AVAILABLE FOR ONE PERSON ONLY AND ONLY ON DAY OF ISSUE.

No. **95**

FIRST CLASS.

FLITWICK

Manchester to 6 Lp  
On the 6 Lp Railway.

Route via Chunley

Fare paid £ 19

Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Terminals in Towns, or between Railway Stations and Steam Boats.

N.B.—This Ticket must be shown, and given up, when required.

1 FLITWICK

T<sub>2</sub>

South Eastern & Midland Railways.  
(Issued at C.O., New Rd., Woolwich.)

S. E. & M. R.

Date

No. **191**

(Issued at C.O., New Road, Woolwich.)

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not Transferable, and if used in contravention of the Cos' and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

From **WOOLWICH**

To

8 S.

No. **191**

## THROUGH SINGLE JOURNEY TICKET.

Available for one Person for one journey only.

(To be completed within 2 days of issue.)

Date of issue April 3 1915  
(Month to be written in full.)

THIRD CLASS.

From **WOOLWICH** Station

TO Glasgow STATION,

On the SE Railway,

Via Charing Cross and St. Pancras.

Settle Carlisle Amen

Fare paid 33/4

Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Terminals in Towns or between Railway Stations and Steamboats.

N.B.—This Ticket must be shown, and given up, when required. Not available by IRISH or LEICESTER SOUTH EAST TRAINS unless stated in the Companies' Time Tables and Notices to be so.

MIDLAND RAILWAY.

No. 140  
TALYLLYN

*This Ticket is issued subject to the published conditions and arrangements of the Company, and on the condition that they incur no liability in respect of any loss whatever that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Acts, nor for any loss whatever caused by perils of the sea or weather.*

1 S

**THROUGH SINGLE JOURNEY TICKET**

AVAILABLE FOR ONE PERSON ONLY, AND ONLY ON DAY OF ISSUE.

No. 140 *Oct 13 '92* 1892

FIRST CLASS

TALYLLYN

To *Kiaminstapen*  
Via *Harpur*

Fare Paid £ *1/11*

*J. S.*  
Booking Clerk.

Not available by IRISH OR LIMITED SCOTCH MAIL Trains unless stated in the Companies' Time Tables and Notices to be so.

Through Tickets, in cases where the Journey is not continuous do not include the Cost of Transfer between Railway Termini in Towns or between Railway Stations and Steam Boats.

N.B.—This Ticket must be shown and given up when required.

Blank

Midland Railway.

M. S. Date

No. 374

From WORCESTER

To

1 S.

*This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.*

No. 374

THROUGH **SINGLE JOURNEY** TICKET.

Available for one Person for one Journey only.

(To be completed within \_\_\_\_\_ day(s) of issue.)

Date of issue *Oct 12<sup>th</sup> 1895*

FIRST CLASS.

From WORCESTER Station.

To *Kilbourn* STATION.

On the *W & A* Railway.

Via *Cheltenham*

Fare paid *11/7*

*J. S.*  
Booking Clerk.

Through Tickets in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steamboats.

N.B.—This Ticket must be shown, and given up, when required. Not available by IRISH OR LIMITED SCOTCH MAIL Trains, unless stated in the Companies' Time Tables and Notices to be so.

Blank

*When this ticket is cut off the ticket is only valid for a LIMITED time according to the regulations of the Co.*

RETURN

Midland Railway.

M. R.

Date

No. 826

From NOTTINGHAM

To

3 S.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 826

THROUGH SINGLE JOURNEY TICKET.

Available for one Person for one Journey only.

(To be completed within \_\_\_\_\_ days of issue)  
Date of issue April 7th 1906  
(Month to be written in full.)

THIRD CLASS

From NOTTINGHAM Station

To Horwood Jch STATION,

On the L.R. & G. Railway,

Via St Pancras

Fare paid 10/10

Booking Clerk.

Through Tickets in cases where the Journey is not continuous, do not include the cost of transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by IRISH or LIMITED SCOTCH MAIL TRAINS, unless stated in the Companies' Time Tables and Notices to be so.

Blank

MIDLAND RAILWAY.

THROUGH SINGLE JOURNEY TICKET  
AVAILABLE FOR ONE PERSON ONLY.

No. 156 March 19th 1896  
(Month to be written in full.)

COUNTERFOIL.

THIRD CLASS

MATLOCK BRIDGE

To West Derby on C&L

Via M.P.L.

Fare Paid £ 5:11 1/2

Booking Clerk.

The Clerk must write the initials of the Co. and Route small but the DESTINATION STATION LARGE.

Blank



MIDLAND RAILWAY.

M.R.

Date 171  
No. 171

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising on their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

From BELL BUSK

To \_\_\_\_\_

8 S.

No. 171

THROUGH **SINGLE JOURNEY** TICKET.

Available for one Person for one journey only.

(To be completed within \_\_\_\_\_ days of issue.)

Date of issue 8-5-1916  
(Month to be written in full.)

THIRD CLASS.

From BELL BUSK Station

TO Ripon STATION,

On the R.E. Railway,

Via Leeds

Fare paid 3/11 1/2

Booking Clerk

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by Irish or Limited Scotch Mail Trains unless stated in the Companies' Time Tables and Notices to be so.

MIDLAND RAILWAY.

No. 873  
MANTON

This Ticket is issued subject to the published conditions and arrangements of the Company, and on the condition that they incur no liability in respect of any loss whatever that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Acts, nor for any loss whatever caused by perils of the sea or weather.

3 S.

THROUGH SINGLE JOURNEY TICKET

AVAILABLE FOR ONE PERSON ONLY, AND ONLY ON DAY OF ISSUE

No. 873 July 31 1890

THIRD CLASS

MANTON

To Sheffield

Via Thorn

Fare Paid £ 7 1/2

Booking Clerk.

Not available by IRISH OR LIMITED SCOTCH MAIL Trains unless stated in the Companies' Time Tables and Notices to be so.  
Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns or between Railway Stations and Steam Boats.  
N.B.—This Ticket must be shown and given up when required

MIDLAND RAILWAY.

(Issued at Hammersmith & Chiswick Sta., L. & N.W. & Mid. Jt. Office.)

M.R.

Date

No. 0

(Issued at Hammersmith & Chiswick Sta., L. & N.W. & Mid. Jt. Office.)

From LONDON (ST. PAN.)

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 0

THROUGH SINGLE JOURNEY TICKET

Available for one Person for one journey only.

(To be completed within days of issue.)

Date of issue July 27 1922

(Month to be written in full.)

FIRST CLASS.

From LONDON (St. Pancras) Station

TO Upper Holloway STATION,

On the Railway,

Via

Revised Fare 7/2

Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Terminal in Towns or between Railway Stations and Steamboats. M.R.—This Ticket must be shown, and given up, when required. Not available by ISSUERS or LONDON EXPRESS MAIL Trains unless stated in the Companies' Time Tables and Notices to be so.

When this ticket is cut out this ticket is only valid and also for a copy to be cut out this ticket is only valid.

MIDLAND RAILWAY.

(Issued at Hammersmith & Chiswick Sta., L. & N.W. & Mid. Jt. Office.)

M.R.

Date

No. 70

(Issued at Hammersmith & Chiswick Sta., L. & N.W. & Mid. Jt. Office.)

From LONDON (ST. PAN.)

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 70

THROUGH SINGLE JOURNEY TICKET

Available for one Person for one journey only.

(To be completed within days of issue.)

Date of issue July 27 1922

(Month to be written in full.)

THIRD CLASS.

From LONDON (St. Pancras) Station

TO Upper Holloway STATION,

On the Railway,

Via

Revised Fare 7/2

Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Terminal in Towns or between Railway Stations and Steamboats. M.R.—This Ticket must be shown, and given up, when required. Not available by ISSUERS or LONDON EXPRESS MAIL Trains unless stated in the Companies' Time Tables and Notices to be so.

When this ticket is cut out this ticket is only valid and also for a copy to be cut out this ticket is only valid.

white C.R.S.

off-white C.R.S.

**Midland Railway.**

*Issued subject to the Regulations of the respective Companies, over whose Lines this Ticket is available, and to the conditions stated in their Time Tables.*

**THROUGH RETURN TICKET.**  
AVAILABLE FOR ONE PERSON ONLY.  
NOT TRANSFERABLE.

**RETURN JOURNEY.**

No. **05** *Can be used only on*  
**20 SEP 1915** 187  
*Or on any of the following days.*  
*62m*

**FIRST CLASS.**

*Liverpool* to **DRAYCOTT**  
Via *Chinley*

*[Signature]*  
Booking Clerk.

Not available by IRISH or LIMITED SCOTCH MAIL Trains, unless stated in the Companies' Time Tables and Notices to be so.  
Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.  
N.B.—This Ticket must be shown, and given up, when required.

**Midland Railway.**

*Issued subject to the Regulations of the respective Companies, over whose Lines this Ticket is available, and to the conditions stated in their Time Tables.*

**THROUGH RETURN TICKET.**  
AVAILABLE FOR ONE PERSON ONLY.  
NOT TRANSFERABLE.

**RETURN JOURNEY.**

No. **20** *Available to Return with, within*  
*June 9 1914*

**THIRD CLASS**

*Derby* to **BLAIS**  
Via *Ypsal*

*[Signature]*  
Booking Clerk.

Not available by IRISH or LIMITED SCOTCH MAIL Trains, unless stated in the Companies' Time Tables and Notices to be so.  
Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.  
N.B.—This Ticket must be shown, and given up when required.

**Midland Railway.**

*Issued subject to the Regulations of the respective Companies, over whose Lines this Ticket is available, and to the conditions stated in their Time Tables.*

**THROUGH RETURN TICKET.**  
AVAILABLE FOR ONE PERSON ONLY,  
AND ONLY ON DAY OF ISSUE.

**OUTWARD JOURNEY.**

No. **29** *July 30 18920*

**THIRD CLASS.**

**RYEFORD** to **Foston** *St. Mary's GN*  
Via *Bristol*

*[Signature]*  
Booking Clerk.

Fare paid, £ — *2/-*

Not available by IRISH or LIMITED SCOTCH MAIL Trains, unless stated in the Companies' Time Tables and Notices to be so.  
Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.  
N.B.—This Ticket must be shown, and given up, when required.

Midland Railway.

Issued subject to the Regulations of the respective Companies, over whose Lines this Ticket is available, and to the conditions stated in their Time Tables.

THROUGH RETURN TICKET.  
AVAILABLE FOR ONE PERSON ONLY,  
AND ONLY ON DAY OF ISSUE.

OUTWARD JOURNEY.

No. 22 *July 19* 18*90*

FIRST CLASS. On the

To *Wolverhampton*

Route via *Apnal* Railway

Fare paid, £ : *11:3* *EW*  
Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Terminal in Towns, or between Railway Stations and Steam Boats.  
N.B.—This Ticket must be shown, and given up, when required.

MIDLAND RAILWAY.

(Issued at High Street Office.)

This Ticket is issued subject to the published conditions and arrangements of the Company, and on the condition that they incur no liability in respect of any loss whatever that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Acts, nor for any loss whatever caused by perils of the sea or weather.

THROUGH RETURN TICKET.

Available for one Person only. Not Transferable.

RETURN JOURNEY.

No. 31 available to return with, within 6 Cal. Mon. from March 20th 1894. (Month to be written in full.)

FIRST CLASS

Manchester on G.L.B. Rly TO BRISTOL (TEMPLE MEAD)

Via Shinley

W.F.

Booking Clerk.

Not available by Issue or Limited Scotch Mail Trains unless stated in the Companies' Time Tables and Notices to be so. Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats. N.B.—This Ticket must be shown and given up when required.

No.

3

1 Re

BRIST

(TEMPLE

To

MIDLAND RAILWAY. (43, Picc.)

This Ticket is issued subject to the published conditions and arrangements of the Company, and on the condition that they incur no liability in respect of any loss whatever that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Acts, nor for any loss whatever caused by perils of the sea or weather.

THROUGH RETURN TICKET.

Available for one Person only, and only on day of issue.

OUTWARD JOURNEY.

No. 43 21-8-90 188

FIRST CLASS

MANCHESTER (VIC.)

To Glasgow on G.P.S. Rly via Peterhead

Fare paid, £ 6-4-0

Booking Clerk.

Not available by Issue or Limited Scotch Mail Trains unless stated in the Companies' Time Tables and Notices to be so. Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats. N.B.—This Ticket must be shown and given up when required.

STER  
(G.)

*Lpt. of Line Circular dated 1/12/92*

Under the authority conferred by the Board of Directors of the Midland Railway Company

**NEW FORM OF BLANK PAPER TICKET.**

A new form of blank paper return ticket for ordinary bookings as under will be brought into use for the purpose of enabling the booking clerks to show the period for which the outward journey is available, and instructions must be given to all concerned for this information to be filled in on these blank paper tickets:

**SPECIMEN.**

COUNTERFOIL.

Midland Railway

Midland Railway

This Through Ticket is issued subject to the conditions, rules, and regulations referred to in the Ticket Book, Rules, and General Instructions, and is available for use for the purpose of enabling the booking clerks to show the period for which the outward journey is available, and instructions must be given to all concerned for this information to be filled in on these blank paper tickets.

This Through Ticket is issued subject to the conditions, rules, and regulations referred to in the Ticket Book, Rules, and General Instructions, and is available for use for the purpose of enabling the booking clerks to show the period for which the outward journey is available, and instructions must be given to all concerned for this information to be filled in on these blank paper tickets.

THROUGH RETURN TICKET  
Available for one Person for one Journey only  
RETURN JOURNEY.

THROUGH RETURN TICKET  
Available for one Person for one Journey only  
OUTWARD JOURNEY.

(To be completed within 14 days)  
No. \_\_\_\_\_ (Date to be entered in 1902)

(To be completed within 14 days)  
No. \_\_\_\_\_ (Date to be entered in 1902)

FIRST CLASS.

FIRST CLASS.

From \_\_\_\_\_ STATION  
On \_\_\_\_\_ Railway  
To \_\_\_\_\_ Station  
Via \_\_\_\_\_  
Fare Paid \_\_\_\_\_

From \_\_\_\_\_ STATION  
To \_\_\_\_\_ Station  
On \_\_\_\_\_ Railway  
Via \_\_\_\_\_  
Fare Paid \_\_\_\_\_

By insertion of this Ticket in the Ticket Book, the conditions, rules, and regulations referred to in the Ticket Book, Rules, and General Instructions, and the period for which the outward journey is available, and instructions must be given to all concerned for this information to be filled in on these blank paper tickets.

By insertion of this Ticket in the Ticket Book, the conditions, rules, and regulations referred to in the Ticket Book, Rules, and General Instructions, and the period for which the outward journey is available, and instructions must be given to all concerned for this information to be filled in on these blank paper tickets.

A new form of single journey blank paper ticket, in which the period of availability being inserted in a similar manner, will likewise be adopted.

You will continue to issue your present stock of blank paper tickets until exhausted, when tickets of the new pattern will be supplied.

Date \_\_\_\_\_ Midland Railway.

(ST. PAN.)

R.

When this ticket is cut out this ticket is only available for a CHILD not exceeding 15 years of age.

No. 668

THROUGH **RETURN** TICKET.  
Available for one Person for one Journey only.  
**OUTWARD JOURNEY.**

(To be completed within \_\_\_\_\_ days of issue.)

Date of issue \_\_\_\_\_ 190

(Month to be written in full.)

FIRST CLASS.  
From LONDON (St. Pancras) Station

TO \_\_\_\_\_ STATION.

On the \_\_\_\_\_ Railway.

Via \_\_\_\_\_

Fare paid \_\_\_\_\_

Booking Clerk

Through Tickets in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by **FAST** or **LAMPS** SCOTCH MAIL TRAINS, unless stated in the Companies Time Tables and Notices to be so.

Blank

Midland Railway.

No. 3733

Date \_\_\_\_\_

Midland Railway.

When this ticket is cut out this ticket is only available for a CHILD not exceeding 15 years of age.

When this ticket is cut out this ticket is only available for a CHILD not exceeding 15 years of age.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 373

No. 783

THROUGH **RETURN** TICKET.  
Available for one Person for one Journey only.  
**RETURN JOURNEY.**

THROUGH **RETURN** TICKET.  
Available for one Person for one Journey only.  
**OUTWARD JOURNEY.**

(To be completed within \_\_\_\_\_ days of issue.)

(To be completed within \_\_\_\_\_ days of issue.)

Date of issue \_\_\_\_\_ 190

Date of issue \_\_\_\_\_ 190

(Month to be written in full.)

(Month to be written in full.)

THIRD CLASS.  
From Warwick Station.

THIRD CLASS.  
From BEDFORD Station

On the Louv Railway.

TO Aberdeen STATION,

TO LEICESTER STATION,

On the \_\_\_\_\_ Railway.

Via Rugby

Via Settle Carlisle

Fare paid 5. 10

Fare paid Monroe

Booking Clerk.

Booking Clerk.

Through Tickets in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by **FAST** or **LAMPS** SCOTCH MAIL TRAINS, unless stated in the Companies Time Tables and Notices to be so.

Through Tickets in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by **FAST** or **LAMPS** SCOTCH MAIL TRAINS, unless stated in the Companies Time Tables and Notices to be so.

MIDLAND RAILWAY. M. R.

No. 22

From (COL.) CHE

To

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not Transferable, and if used in contravention of the Cos. and Proprietors' conditions or regulations it will be forfeited, and the full fare charged.

No. 22

THROUGH RETURN TICKET.

Available for one Person for one Journey only.

RETURN JOURNEY.

(To be completed within 3 months of issue.)

Date of issue Dec 18 1913

THIRD CLASS.

From Aberdeen Station.

On the Railway.

TO (Col.) CHELTENHAM STATION,

Via Montrose, Tay Bridge, Forth Bridge, Hay, Bessie

Fare paid 69/10

Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Terminals, Towns or between Railway Stations and Steamboats. N.B.—This Ticket must be shown, and given up, when required. Not available by Irish or Limited Service Mail Trains unless stated in the Companies' Time Tables and Notices to be so.

MIDLAND RAILWAY.

This Ticket is issued subject to the published conditions and arrangements of the Company, and on the condition that they incur no liability in respect of any loss whatever that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Acts, nor for any loss whatever caused by perils of the sea or weather.

THROUGH RETURN TICKET.

Available for one Person only. Not Transferable.

RETURN JOURNEY

Available to return with, within

No. 20 from June 15 1885

THIRD CLASS

TO AVONMOUTH DOCKS

Clifton Down & Carlisle

Booking Clerk.

Not available by Irish or Limited Service Mail Trains unless stated in the Companies' Time Tables and Notices to be so. Through Tickets, in cases where the journey is not continuous, do not include the Cost of Transfer between Railway Terminals or between Railway Stations and Steam Boats. N.B.—This Ticket must be shown and given up when required.

No.

2

3 R

AVONMOUTH

To



MIDLAND RAILWAY.

(Issued at Hammersmith & Chiswick Sta., L. & N. W. & Mid. Jt. Office.)

M. R.

No. 0

From LONDON (ST. PAN.)

(Issued at Hammersmith & Chiswick Sta., L. & N. W. & Mid. Jt. Office.)

To

1 R.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 0

THROUGH RETURN TICKET.

Available for one Person for one Journey only.

RETURN JOURNEY.

(To be completed within \_\_\_\_\_ of issue.)

Date of issue Aug 4<sup>th</sup> 1902  
(Month to be written in full.)

FIRST CLASS.

From Upper Holloway Station,

On the L.N.S. Railway,

TO LONDON (St. Pancras) STATION,

Via

Revised Fare 1/3

Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by IssuE or Limited Scotch Mail Trains unless stated in the Companies' Time Tables and Notices to be so.

MIDLAND RAILWAY.

(Issued at Hammersmith & Chiswick Sta., L. & N. W. & Mid. Jt. Office.)

Date

No. 0

From LONDON (ST. PAN.)

(Issued at Hammersmith & Chiswick Sta., L. & N. W. & Mid. Jt. Office.)

To

1 R.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 0

THROUGH RETURN TICKET.

Available for one Person for one Journey only.

OUTWARD JOURNEY.

(To be completed within \_\_\_\_\_ days of issue.)

Date of issue Aug 4<sup>th</sup> 1902  
(Month to be written in full.)

FIRST CLASS.

From LONDON (St. Pancras) Station

TO Upper Holloway STATION,

On the L.N.S. Railway,

Via

Revised Fare 1/3

Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by IssuE or Limited Scotch Mail Trains unless stated in the Companies' Time Tables and Notices to be so.

13124  
C261

MIDLAND RAILWAY.

(Issued at Hammersmith & Chiswick Sta., L. & N. W. & Mid. Jt. Office.)

M. R.

No. 3

From LONDON (ST. PAN.)

(Issued at Hammersmith & Chiswick Sta., L. & N. W. & Mid. Jt. Office.)

To

3 R.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 3

THROUGH RETURN TICKET.

Available for one Person for one Journey only.

RETURN JOURNEY.

(To be completed within \_\_\_\_\_ of issue.)

Date of issue H. 8 1902  
(Month to be written in full.)

THIRD CLASS.

From Upper Holloway Station,

On the L.N.S. Railway,

TO LONDON (St. Pancras) STATION,

Via

Revised Fare 9<sup>d</sup>

Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by IssuE or Limited Scotch Mail Trains unless stated in the Companies' Time Tables and Notices to be so.

MIDLAND RAILWAY.

(Issued at Hammersmith & Chiswick Sta., L. & N. W. & Mid. Jt. Office.)

Date

No. 3

From LONDON (ST. PAN.)

(Issued at Hammersmith & Chiswick Sta., L. & N. W. & Mid. Jt. Office.)

To

3 R.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 3

THROUGH RETURN TICKET.

Available for one Person for one Journey only.

OUTWARD JOURNEY.

(To be completed within \_\_\_\_\_ days of issue.)

Date of issue H. 8 1902  
(Month to be written in full.)

THIRD CLASS.

From LONDON (St. Pancras) Station

TO Upper Holloway STATION,

On the L.N.S. Railway,

Via

Revised Fare 9<sup>d</sup>

Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by IssuE or Limited Scotch Mail Trains unless stated in the Companies' Time Tables and Notices to be so.

off white  
C261

26. Excursion Ticket.  
LEICESTER TO FRANCE.  
SECOND CLASS. *Leic*  
This Ticket to be given up at the Camden Station.

JUNE 16th.

26. Excursion Ticket.  
LEICESTER TO FRANCE.  
SECOND CLASS. *Leic*  
This Ticket must be given up either at Dover or Folkestone, and exchanged for a Steam Packet Ticket.

JUNE 16th.

26. Excursion Return Ticket.  
FRANCE TO LEICESTER.  
SECOND CLASS. *Leic*  
This Ticket to be given up at the Bricklayers' Arms Station.

JUNE 19th.

26. Excursion Return Ticket.  
FRANCE TO LEICESTER.  
SECOND CLASS. *Leic*  
This Ticket must be given up on arrival at Leicester.

JUNE 19th.

The ticket illustrated here (numbered 26 in manuscript) is older than we normally deal with, its details and history are very obscure, yet it is clearly an item of great interest. The copy is provided by Peter Wootton, to whom it was submitted by a former researcher in the Thos. Cook archives as a photocopy of a second-generation photograph, the original of which is said to have appeared in the staff magazine of the Central Office of Information in 1969 but is now untraceable.

He asks whether there is any possibility of tracing the original photograph, or even the ticket itself; he cites evidence to suggest that it represents Thos. Cook's first excursion to the Continent, from Leicester at Whitsun 1855.

First it should be stated that the outline of the ticket drawn here is purely conjectural; all traces of the original outline have been lost in reproduction. Neither is the colour of the ticket known, nor whether the various coupons were perforated or rouletted to aid detachment.

Even the dimensions are not known, since the original ticket could well have been reduced or enlarged photographically.

The contention that this represents Cook's first continental excursion on 16th-19th June 1855 is not supported in any respect by examination of contemporary local newspapers, though it may not be so very far from the truth. The *Leicester Chronicle* of 2nd June 1855 states that 'last Monday' [ie 28th May] was the Whitsun Holiday and describes various activities without mentioning any rail excursion. But the *Leicester Journal* of 8th June 1855 comments on the popularity of Cook's Excursions, citing destinations which include Scotland, Paris, Antwerp, The Rhine and Waterloo, as if they were an established feature. The same newspaper carries a Thos. Cook advertisement for a continental excursion, commencing on 4th July, in its issue of 29th June.

It is possible that the ticket may refer to 16th-19th June 1854. This would not be Whitsun (Whit Monday cannot in any year be later than 14th June) but it is perhaps significant that these dates were a Friday to Monday in 1854. Time did not permit a search of the newspapers for 1854; this might be rewarding.

The routing of the excursion, from the few details which appear on the ticket, is particularly interesting, and rather puzzling. The journey from Leicester to London was at that time of necessity via Rugby and the LNWR. It is tempting to suggest that the excursionists changed at Camden (most up trains were shown in the timetable to call there) and then went by North London Ry to Fenchurch Street as being convenient for London Bridge. It is more likely however that the role of Camden was that of a ticket platform for Euston Square, from which station the passengers would be conveyed by omnibuses to London Bridge (?or Bricklayers' Arms). Certainly they appear to have returned via Bricklayers' Arms, which is in itself surprising since it is generally assumed that timetabled trains ceased to use the station by about 1852, and that the only use for special trains (apart from Royalty) was for some Sunday excursions to the Kent Coast in the 1930s.

A. B. 99.

**MIDLAND RAILWAY.**

**COUNTERFOIL.**

THROUGH *W. D. Camp* EXCURSION TICKET,  
AVAILABLE FOR ONE PERSON ONLY.

No. 167 *Aug 24 1890*

THIRD CLASS

To *Mfragroube* on *GW*

Via *Ames*

Fare paid, £ 3 : 0 : 0

*JAW*  
Booking Clerk.

\* State here 1 Day, or 2 Days, &c., as the case may be.  
These Tickets must be entered on the Excursion Train Return, and care must be taken to give Class, No. of the Ticket, name of Station, name of Company, and Route issued for

Blank

**MIDLAND RAILWAY.**

This ticket is not transferable. It is issued subject to the general regulation printed in the Co.'s time-tables. As far as they are not varied by the condition on the Special Bills announcing the Excursion, and can only be used in accordance therewith.

THROUGH *Open Air* EXCURSION TICKET,  
AVAILABLE FOR ONE PERSON ONLY.

OUTWARD JOURNEY. *February 15 1890*  
(Month to be written in full.)

AS PER BILL ADVERTISING THE TRAIN.

No. 168 THIRD CLASS

To *Manchester Cent* on *QC*

Via *Chenley*

Fare paid, £ 1 : 8 : 9

*J*  
Booking Clerk

Through Tickets, in cases where the Journey is not continuous do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam B-boats.  
N.B.—This Ticket must be shown and given up when required.

Blank

MIDLAND RAILWAY.

*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.*

THROUGH *Weymouth* EXCURSION TICKET.  
AVAILABLE FOR ONE PERSON ONLY.

RETURN JOURNEY *29 December 1897*

(Month to be written in full.)

AS PER BILL ADVERTISING THE TRAIN.

No. *176* THIRD CLASS

From *Barrocalon* *Mid*

TO FARRINGDON STREET

Via *Weymouth*

Date issued *29/12/1897*

*Booking Clerk*

Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.  
N.B. — This Ticket must be shown and given up when required.

3rd  
FAP  
S

To

Midland Railway.

B. S. Date  
No. 268  
From GUISELEY

Midland Railway.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not Transferable, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not Transferable, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 268 THROUGH\* 16 Days EXCURSION TICKET.

No. 268 THROUGH\* 16 Days EXCURSION TICKET.

Available for one Person for one Journey only.  
RETURN JOURNEY

Available for one Person for one Journey only.  
OUTWARD JOURNEY

(as per Bill advertising the train).

(as per Bill advertising the train).

Date of issue August 13 1897

Date of issue Aug 13 1897

(Month to be written in full.)  
THIRD CLASS.

(Month to be written in full.)  
THIRD CLASS.

From Inverness Station,

From GUISELEY Station

On the N.B. Railway.

TO Inverness STATION

TO GUISELEY STATION

On the N.B. Railway.

Via Aberdeen, Forth Bay, Edinburgh, & Inverness

Via Olney, Edinburgh, Forth Bay, & Aberdeen

Fare paid 3/19

Fare paid 3/19

Hakin Booking Clerk.

Hakin Booking Clerk.

Through Tickets in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Stations in Towns, or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by Issue of Limeren Scotch Mail Trains, unless stated in the Companies' Time Tables and Notices to be so.

Through Tickets in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Stations in Towns, or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by Issue of Limeren Scotch Mail Trains, unless stated in the Companies' Time Tables and Notices to be so.

MIDLAND RAILWAY.

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.

THROUGH\* 3da EXCURSION TICKET  
AVAILABLE FOR ONE PERSON ONLY.

RETURN JOURNEY, on June 29 1897

AS PER BILL ADVERTISING THE TRAIN.

No. 125 THIRD CLASS

From Harrogate on

TO DEFFORD

Via

Date issued 27/6 1897

Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.  
N.B.—This Ticket must be shown and given up when required.

3rd\*.....  
DEFF

To

Date \_\_\_\_\_ **Midland Railway.**  
 (Issued at C.O., 117, High St., Whitechapel.)

3, High St., Whitechapel.)  
**ST. PAN.)**

When this ticket is out of this ticket is only available for a child and a woman 21 years of age.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising of their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

E.

No. 297  
**THROUGH\* EXCURSION TICKET.**  
 Available for one Person for one Journey only.

**OUTWARD JOURNEY**  
 (as per Bill advertising the train.)

Date of issue July 27/10  
 (Month to be written in full.)

**THIRD CLASS.**  
 From **LONDON (St. Pancras) Station**

TO Carlisle STATION,

On the G.S.W. Railway,

Via \_\_\_\_\_

Fare paid 27/6

Bookings Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Terminals in Towns or between Railway Stations and Steamboats.  
 N.B.—This Ticket must be shown, and given up, when required.  
 Not available by Issu or Lowered Scotch Mail Trains unless stated in the Companies' Time Tables and Notices to be so.

Railway Fare . . . . .	1s. d.
Expense of Band, &c. . . . .	1s. d.
	2s. d.
From Bristol . . . . .	10.30a m.
From Berkeley-road Station at 9. p.m.:	

**ANCIENT ORDER OF DRUIDS.**  
**EXCURSION TO BERKELEY,**  
**ON WEDNESDAY, JULY 28th, 1858.**  
**EXCURSION TICKET.**  
 Mr. Mr Martin  
 Introduced by Brother Scott  
 Chairman of the Committee of Management.  
 No. 57  
**NOT TRANSFERABLE.**

Green

JJ

MIDLAND RAILWAY.

M. R. No. 689

From ILKLEY

To

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 689 THROUGH\* EXCURSION TICKET.

Available for one Person for one Journey only.

RETURN JOURNEY

(as per Bill advertising the train).

Date of issue 191

(Month to be written in full.)

THIRD CLASS

From New Station,

On the Railway,

TO ILKLEY STATION,

Via

Fare paid

Booking Clerk

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Terminals in Towns or on Railway Stations and Steamboats.

This Ticket must be shown, and given up, when required, available by Inland or Limited Speed Mail Trains unless stated in the Companies' Time Tables and Notices to be so.

MIDLAND RAILWAY.

(Issued at 5, West Kensington Terrace, 70, North End Road.)

London Terrace, (1 Road.) PAN.)

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising on their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. 30 THROUGH\* EXCURSION TICKET.

Available for one Person for one Journey only.

OUTWARD JOURNEY

(as per Bill advertising the train)

Date of issue 191

(Month to be written in full.)

THIRD CLASS

From LONDON (St. Pancras) Station

TO ELLINGWORTH STATION,

On the Railway,

Via

Revised Fare 66/-

Booking Clerk

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Terminals in Towns or between Railway Stations and Steamboats.

This Ticket must be shown, and given up, when required. Not available by Inland or Limited Speed Mail Trains unless stated in the Companies' Time Tables and Notices to be so.

MIDLAND RAILWAY.

A. B. 7.

This ticket is issued subject to the published conditions and arrangements of the Company, and on the condition that they incur no liability in respect of any loss whatever that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Acts, nor for any loss whatever caused by perils of the sea or weather.

COUNTERFOIL.

FOR SOLDIERS, SAILORS, POLICE, &c.



No. 46 Nov 16 1895  
 From Tilly Oaks to Co  
 Via Thrymeston

.....Officers.....	1st Class.	Rate.....	
..... " Wives .....	1st	" "	
..... " Children .....	1st	" "	
..... { Soldiers or Na- } ..... val Seamen .....	3rd	" "	
..... " Wives .....	3rd	" "	
..... " Children .....	3rd	" "	
..... Volunteers .....	1st	" "	
..... " .....	3rd	" "	
..... Police .....	3rd	" "	
..... Prison Official .....	3rd	" "	
..... Prisoners .....	3rd	" "	
..... Merchant Seamen .....	3rd	" "	
..... Shipwrk'd Mariners .....	3rd	" "	

Total No. 97 Miles..... Total £ 10

No. of Warrant 1075 Booking Clerk.

Not available by Irish or Limited Scotch Mail Trains unless stated in the Company's Time Tables and notices to be so. Through tickets in cases where the journey is not continuous do not include the cost of transfer between Railway Terminals in towns, or between Railway Stations and Steam Boats.  
 N.B.—This ticket must be shown and given up when required.

MIDLAND RAILWAY.

A. B. 7.

This ticket is issued subject to the published conditions and arrangements of the Company, and on the condition that they incur no liability in respect of any loss whatever that may be sustained by any passenger beyond the amount limited by the Merchant Shipping Acts, nor for any loss whatever caused by perils of the sea or weather.

FOR SOLDIERS, SAILORS, POLICE, &c.



No. 64 DAMEMS 189  
 From DAMEMS to Co  
 Via \_\_\_\_\_

.....Officers.....	1st Class.	Rate.....	
..... " .....	"	"	
..... " .....	"	"	
..... { Soldiers or Na- } ..... val Seamen .....	3rd	" "	
..... " Wives .....	3rd	" "	
..... " Children .....	3rd	" "	
..... Volunteers .....	1st	" "	
..... " .....	3rd	" "	
..... Police .....	3rd	" "	
..... Prison Official .....	3rd	" "	
..... Prisoners .....	3rd	" "	
..... Merchant Seamen .....	3rd	" "	
..... Shipwrk'd Mariners .....	3rd	" "	

Total No. \_\_\_\_\_ Miles..... Total £ \_\_\_\_\_

No. of Warrant \_\_\_\_\_ Booking Clerk.

Not available by Irish or Limited Scotch Mail Trains unless stated in the Company's Time Tables and notices to be so. Through tickets in cases where the journey is not continuous do not include the cost of transfer between Railway Terminals in towns, or between Railway Stations and Steam Boats.

N.B.—This ticket must be shown and given up when required.



**M. R. COUNTERFOIL.**

A. B. 7.

C 9-250 L.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Companies and Proprietors on whose Railways, Coaches, or Steamboats it is available, and the holder by accepting it agrees that the respective Companies and Proprietors are not to be liable for any loss, damage, injury, delay, or detention caused or arising on their respective Railways, Coaches, or Steamboats. The contract and liability of each Company and Proprietor are limited to their own Railways, Coaches, and Steamboats. Nor TRANSFERABLE, and if used in contravention of the Cos. and Proprietors conditions and regulations it will be forfeited, and the full fare charged.

**For Soldiers, Sailors, Police, &c.**

No. 241 \_\_\_\_\_ 191

From SWADLINGOTE To \_\_\_\_\_ Co. \_\_\_\_\_

Via \_\_\_\_\_

Description.	Class.	Number to be conveyed at				Equal to the under-mentioned number of passengers at full single fare.	Ordinary single fare.		Amount payable.					
		$\frac{1}{2}$ Single fare.	$\frac{2}{3}$ Single fare.	$\frac{3}{4}$ Single fare.	Full Single Fare.		s.	d.	£	s.	d.			
		No.	No.	No.	No.									
Officers (Military)	1st					@								
Men do.	3rd					@								
Wives.....	3rd					@								
Children above 12	3rd					@								
Do. under 12	3rd					@								
Police or Naval Seamen	3rd					@								
Territorials (return)	3rd					@								
Shipwrecked Mariners	3rd					@								
Others (Insert description)						@								
<b>TOTAL</b> .....														

No. of Warrant or Order \_\_\_\_\_ Booking Clerk.

Not available by Irish or Limited Scotch Mail Trains unless stated in the Company's Time Tables and Notices to be so. Through Tickets, in cases where the journey is not continuous, do not include the cost of transfer between Railway Termini in towns, or between Railway Stations and Steamboats.  
N. B.—This ticket must be shown and given up when required.

**LONDON MIDLAND AND SCOTTISH RAILWAY A. B. 7. MIDLAND RAILWAY**

C 9-250 L.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Companies and Proprietors on whose Railway, Coaches, or Steamboats it is available, and the holder by accepting it agrees that the respective Companies and Proprietors are not to be liable for any loss, damage, injury, delay, or detention caused or arising on their respective Railways, Coaches, or Steamboats. The contract and liability of each Company and Proprietor are limited to their own Railways, Coaches, and Steamboats. Nor TRANSFERABLE, and if used in contravention of the Cos. and Proprietors conditions and regulations it will be forfeited, and the full fare charged.

**For Soldiers, Sailors, Police, &c.**

No. 241 \_\_\_\_\_ 191

From SWADLINGOTE To \_\_\_\_\_ Co. \_\_\_\_\_

Via \_\_\_\_\_

Description.	Class.	Number to be conveyed at				Equal to the under-mentioned number of passengers at full single fare.	Ordinary single fare.		Amount payable.					
		$\frac{1}{2}$ Single fare.	$\frac{2}{3}$ Single fare.	$\frac{3}{4}$ Single fare.	Full Single Fare.		s.	d.	£	s.	d.			
		No.	No.	No.	No.									
Officers (Military)	1st					@								
Men do.	3rd					@								
Wives.....	3rd					@								
Children above 12	3rd					@								
Do. under 12	3rd					@								
Police or Naval Seamen	3rd					@								
Territorials (return)	3rd					@								
Shipwrecked Mariners	3rd					@								
Others (Insert description)						@								
<b>TOTAL</b> .....														

No. of Warrant or Order \_\_\_\_\_ Booking Clerk.

Not available by Irish or Limited Scotch Mail Trains unless stated in the Company's Time Tables and Notices to be so. Through Tickets, in cases where the journey is not continuous, do not include the cost of transfer between Railway Termini in towns, or between Railway Stations and Steamboats.  
N. B.—This ticket must be shown and given up when required.

Bemrose & Sons Limited, Printers, Derby and London.

# MIDLAND RAILWAY.

A. B. 7.  
C 8-100 L.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Companies and Proprietors on whose Railways, Coaches, or Steamboats it is available, and the holder by accepting it agrees that the respective Companies and Proprietors are not to be liable for any loss, damage, injury, delay, or detention caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each company and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not Transients, and if used in contravention of the Cos. and Proprietors conditions and regulations it will be forfeited, and the full fare charged.

## For Soldiers, Sailors, Police &c.

No. 11975  
 From Luffenham To Heymouth Co. S.P.  
 Via Panorama & Waterloo

Bemrose & Sons Limited, Printers, Derby and London.

Description.	Class.	Number to be conveyed at				Equal to the under-mentioned number of passengers at full single fare.	Ordinary single fare.		Amount payable.	
		$\frac{1}{2}$ Single fare.	$\frac{2}{3}$ Single fare.	$\frac{3}{4}$ Single fare.	Full Single Fare.		s.	d.	£	s.
		No.	No.	No.	No.					
Officers (Military)	1st					0				
Men do.	3rd					0				
Wives.....	3rd					0				
Children above 12	3rd					0				
Do. under 12	3rd					0				
Police or Naval Seamen.....	3rd					0				
Territorials (return).....	3rd					0				
Shipwrecked Mariners.....	3rd					0				
Others..... (insert description)						0				
<b>TOTAL.....</b>										

No. of Warrant or Order 15032 Booking Clerk.

Not available by Irish or Limited Scotch Mail Trains unless stated in the Company's Time Tables and Notices to be so. Through Tickets, in cases where the journey is not continuous, do not include the cost of transfer between Railway Termini in towns, or between Railway Stations and Steamboats.  
 N.B.—This ticket must be shown and given up when required.

# MIDLAND RAILWAY.

A. B. 7.  
C 8-100 L.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Companies and Proprietors on whose Railways, Coaches, or Steamboats it is available, and the holder by accepting it agrees that the respective Companies and Proprietors are not to be liable for any loss, damage, injury, delay, or detention caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each company and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not Transients, and if used in contravention of the Cos. and Proprietors conditions and regulations it will be forfeited, and the full fare charged.

## For Soldiers, Sailors, Police &c.

No. 35  
 From Wansley To Wellingborough Co. S.P.  
 Via Edinburgh & Waterloo

Bemrose & Sons Limited, Printers, Derby and London.

Description.	Class.	Number to be conveyed at				Equal to the under-mentioned number of passengers at full single fare.	Ordinary single fare.		Amount payable.	
		$\frac{1}{2}$ Single fare.	$\frac{2}{3}$ Single fare.	$\frac{3}{4}$ Single fare.	Full Single Fare.		s.	d.	£	s.
		No.	No.	No.	No.					
Officers (Military)	1st					0				
Men do.	3rd					0				
Wives.....	3rd					0				
Children above 12	3rd					0				
Do. under 12	3rd					0				
Police or Naval Seamen.....	3rd					0				
Territorials (return).....	3rd					0				
Shipwrecked Mariners.....	3rd					0				
Others..... (insert description)						0				
<b>TOTAL.....</b>										

No. of Warrant or Order 160037 Booking Clerk.

Not available by Irish or Limited Scotch Mail Trains unless stated in the Company's Time Tables and Notices to be so. Through Tickets, in cases where the journey is not continuous, do not include the cost of transfer between Railway Termini in towns, or between Railway Stations and Steamboats.  
 N.B.—This ticket must be shown and given up when required.

MIDLAND RAILWAY.

FOR SOLDIERS AND POLICE ON DUTY,  
AND SHIPWRECKED MARINERS.

No. **182** \_\_\_\_\_ TICKET.

\_\_\_\_\_ o'clock Train \_\_\_\_\_ 18 \_\_\_\_\_

From \_\_\_\_\_ to \_\_\_\_\_ Miles \_\_\_\_\_

\_\_\_\_\_ Officers at a Mile. £ \_\_\_\_\_

\_\_\_\_\_ : \_\_\_\_\_ :

\_\_\_\_\_ Soldiers at \_\_\_\_\_ : \_\_\_\_\_ :

\_\_\_\_\_ Ditto Wives \_\_\_\_\_ : \_\_\_\_\_ :

\_\_\_\_\_ Children at \_\_\_\_\_ : \_\_\_\_\_ :

\_\_\_\_\_ Police „ \_\_\_\_\_ : \_\_\_\_\_ :

\_\_\_\_\_ Shipwrecked \_\_\_\_\_ : \_\_\_\_\_ :

\_\_\_\_\_ Mariners „ \_\_\_\_\_ : \_\_\_\_\_ :

\_\_\_\_\_ Total No. £ \_\_\_\_\_

\_\_\_\_\_ No. of Warrant.

\_\_\_\_\_ Booking Clerk.



\_\_\_\_\_

Midland Railway.  
(Issued at C.O., Derby Road.)

M. R. No. **34**  
From **NOTTINGHAM** (SOUTH)  
To **1 To**

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising of their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos' and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. **348**  
THROUGH **TOURIST** TICKET.  
Available for one Person for one Journey only.  
**RETURN JOURNEY.**

(To be completed within **6 months** of issue.)  
Date of issue **Apr 25** 19**15**  
(Month to be written in full.)

From **Bournemouth** Station,  
On the **L & W** Railway,  
TO NOTTINGHAM STATION

Via **Waterloo & St Pancras**

Fare paid **53/6**

Booking Clerk.

Through Tickets in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by IRISH or LIMITED SCOTCH MAIL Trains, unless stated in the Companies' Time Tables and Notices to be so.

Midland Railway.

Date \_\_\_\_\_

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising of their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos' and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. **01**  
THROUGH **TOURIST** TICKET.  
Available for one Person for one Journey only.  
**OUTWARD JOURNEY.**

Date of issue \_\_\_\_\_ 189  
(Month to be written in full.)  
**FIRST CLASS.**  
From **WIGSTON (SOUTH)** Station  
TO \_\_\_\_\_ STATION,  
On the \_\_\_\_\_ Railway,  
Via \_\_\_\_\_

Fare paid \_\_\_\_\_

Booking Clerk.

Through Tickets in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by IRISH or LIMITED SCOTCH MAIL Trains, unless stated in the Companies' Time Tables and Notices to be so.

MIDLAND RAILWAY.

THIS TICKET IS ISSUED SUBJECT TO THE PUBLISHED CONDITIONS AND ARRANGEMENTS OF THE COMPANY, AND ON THE CONDITION THAT THEY INCUR NO LIABILITY IN RESPECT OF ANY LOSS WHATSOEVER THAT MAY BE SUSTAINED BY ANY PASSENGER BEYOND THE AMOUNT LIMITED BY THE MERCHANT SHIPPING ACTS, NOR FOR ANY LOSS WHATSOEVER CAUSED BY PERILS OF THE SEA OR WEATHER.

Forfeited if transferred. Issued on the conditions in the Company's bills, if used for any other Station will be forfeited, and the full fare charged, and is not available to return with unless endorsed at the Station issued to.

RETURN JOURNEY.  
Available to Return with, on or before **6 months** next

**ONE PASSENGER**  
**FIRST CLASS TOURIST**

No. **22** **July 31** 18**94**  
**Newton Thurston on RR**  
TO LONDON, ST. PAN. (WHITELEY)  
Via **Amman**  
**Chichester**

Booking Clerk.

Not available by IRISH or LIMITED SCOTCH MAIL Trains, unless stated in the Companies' Time Tables and Notices to be so.  
Through Tickets, in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.  
N.B.—This Ticket must be shown and given up, when required.

Midland Railway.

Class. **1**  
**GLOUCESTER**

THIS TICKET IS ISSUED SUBJECT TO THE PUBLISHED CONDITIONS AND ARRANGEMENTS OF THE COMPANY, AND ON THE CONDITION THAT THEY INCUR NO LIABILITY IN RESPECT OF ANY LOSS WHATSOEVER THAT MAY BE SUSTAINED BY ANY PASSENGER BEYOND THE AMOUNT LIMITED BY THE MERCHANT SHIPPING ACTS, NOR FOR ANY LOSS WHATSOEVER CAUSED BY PERILS OF THE SEA OR WEATHER.

This Ticket will be forfeited if transferred. It is issued on the conditions named in the Company's bills, if used for any other station will be forfeited, and the full fare charged.

OUTWARD JOURNEY.  
**ONE PASSENGER**  
**THIRD**  
**CLASS TOURIST**

No. **458** **Aug** 18**94**  
**GLOUCESTER** **Edinburgh** on **RR**  
Via **Whiteley Gt Swally to**  
**Glasgow Green Queen St Station**

Fare paid, £ **2.7.0**

Booking Clerk.

Not available by IRISH or LIMITED SCOTCH MAIL Trains, unless stated in the Companies' Time Tables and Notices to be so.  
Through Tickets, in cases where the Journey is not continuous, do not include the Cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.  
N.B.—This Ticket must be shown and given up when required.

FH

**Midland Railway.** No. **38**  
 From **WOR**  
 To \_\_\_\_\_  
 3 T

When this ticket is cut off it is the holder's duty to add for a CHITTY not exceeding 12 years of age.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

**THROUGH TOURIST TICKET.**  
 Available for one Person for one Journey only.

**RETURN JOURNEY**  
 (To be completed within \_\_\_\_\_ of issue.)  
 No. **38** *October 1911* 189*1*  
 (Month to be written in full.)

**TOURIST** **THIRD CLASS.**

From *Derby* Station.  
 On *N.W.* Railway.  
 To **WORCESTER** Station.  
 Via *Leicester & Linton*  
 Fare paid *4/6*

Booking Clerk.

Not available by IRISH MAIL TRAINS, unless stated in the Companies' Time Tables, Books, Bills, and Notices to be so.  
 Through Tickets, in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steamboats.  
 N.B.—This Ticket must be shown, and given up, when required.

**MIDLAND RAILWAY.** M. R. **716**  
 No. **716**  
 From **LUTON**  
 To **LEY**  
 3 Tourist.

When this ticket is cut off the holder is only entitled to a CHITTY not exceeding 12 years of age.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. **716**  
**THROUGH TOURIST TICKET.**  
 Available for one Person for one Journey only.

**RETURN JOURNEY.**  
 (To be completed within \_\_\_\_\_ of issue.)  
 Date of issue *July 1911* 19*11*  
 (Month to be written in full.)

**THIRD CLASS.**

From *Wendover* Station,  
 On the *G.W.* Railway,  
 TO **LUTON STATION.**  
 Via *Wendover & Banbury*  
 Fare paid *5/6*

Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
 N.B.—This Ticket must be shown, and given up, when required.  
 Not available by IRISH or LONDON & LIVERPOOL MAIL TRAINS unless stated in the Companies' Time Tables and Notices to be so.

**MIDLAND RAILWAY.** No. **341**  
 From **C.O., BARNESLEY** Station  
 To **Carnation** STATION,  
 3 Tourist.

When this ticket is cut off the holder is only entitled to a CHITTY not exceeding 12 years of age.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. **341**  
**THROUGH TOURIST TICKET.**  
 Available for one Person for one Journey only.

**OUTWARD JOURNEY.**  
 Date of issue *April 1911* 19*11*  
 (Month to be written in full.)

**THIRD CLASS.**

From **C.O., BARNESLEY** Station  
 TO *Carnation* STATION,  
 On the *G.W.* Railway,  
 Via *Gloster*  
 Fare paid *3/6*

Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.  
 N.B.—This Ticket must be shown, and given up, when required.  
 Not available by IRISH or LONDON & LIVERPOOL MAIL TRAINS unless stated in the Companies' Time Tables and Notices to be so.

Midland Railway.

M. R. No. **01**

From **WIGST**

To \_\_\_\_\_

3 Tourist.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. **01**

THROUGH **TOURIST** TICKET.

Available for one Person for one Journey only.

**RETURN JOURNEY.**

(To be completed within \_\_\_\_\_ of issue.)

Date of issue \_\_\_\_\_ 189  
(Month to be written in full.)

**THIRD CLASS.**

From \_\_\_\_\_ Station.

On the \_\_\_\_\_ Railway.

**TO WIGSTON (SOUTH) STATION**

Via \_\_\_\_\_

Fare paid \_\_\_\_\_

Bookings Clerk.

Through Tickets in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steamboats.

N.B.—This Ticket must be shown, and given up, when required.

Not available by **IRISH** or **LIMITED** **SECRET** **MAIL** **TRAINS**, unless stated in the Companies' Time Tables and Notices to be so.

When this corner is cut off this ticket is only available for a CHILD not exceeding 12 years of age.

Midland Railway.

Date \_\_\_\_\_

M. R. No. **494**

From **NEWARK**

To **Chester** STATION,

3 Tourist.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. **494**

THROUGH **TOURIST** TICKET.

Available for one Person for one Journey only.

**OUTWARD JOURNEY.**

Date of issue **26/7/** 19**0**  
(Month to be written in full.)

**THIRD CLASS.**

From **NEWARK** Station

TO **Chester** STATION,

On the **L.M.S.** Railway,

Via **Berby N. & Breun**

Fare paid **15/00**

Bookings Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.

N.B.—This Ticket must be shown, and given up, when required.

Not available by **IRISH** or **LIMITED** **SECRET** **MAIL** **TRAINS** unless stated in the Companies' Time Tables and Notices to be so.

When this corner is cut off this ticket is only available for a CHILD not exceeding 12 years of age.

North Eastern & Midland Railways.

(Issued at 8, Crescent Road.)

N. E. & M. R. No. **101**

From **HARROGAT**

To \_\_\_\_\_

3 Ton

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. **101**

THROUGH **TOURIST** TICKET.

Available for one Person for one Journey only.

**RETURN JOURNEY.**

(To be completed within **Decr 31** of issue.)

Date of issue **Decr 31** 19**0**  
(Month to be written in full.)

**THIRD CLASS.**

From **Lamington** Station,

On the **L.M.S.** Railway,

**TO HARROGATE STATION,**

**Ramsgate**

By Midland Train, via Leeds.

Fare paid **2/11**

Bookings Clerk.

Through Tickets in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns or between Railway Stations and Steamboats.

N.B.—This Ticket must be shown, and given up, when required.

When this corner is cut off this ticket is only available for a CHILD not exceeding 12 years of age.

Date \_\_\_\_\_  
Bristol Road, Harrogate.

# Midland Railway.

(Issued at 8, Crescent Rd., Harrogate.)

*Circular*

When this ticket is cut off this sheet, it is only valid for a child not exceeding 10 years of age.

The Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Companies and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Companies and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Company and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not Transferable, and if used in contravention of the Companies and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

No. **640**

THROUGH **TOURIST** TICKET.

Available for one Person for one Journey only.

**OUTWARD JOURNEY.**

Date of issue *Decem 29 1908*  
(Month to be written in full.)

THIRD CLASS.

From LEEDS Station

TO *Weston A. A.* STATION,

On the *G. N.* Railway,

Via *Bristol*

Fare paid *32/-*

Booking Clerk.

Through Tickets in cases where the Journey is not continuous do not include the cost of Transfer between Railway Terminals in Towns or between Railway Stations and Steamboats.  
N.B.—This Ticket must be shown, and given up, when required.  
Not available by **LEAS** or **LIMITED** **SCOTTS** **MAN** Trains unless stated in the Companies' Time Tables and Notices to be so.

(1030)

No. 929  
COOK'S TOURS.  
MIDLAND RAILWAY.

This Coupon is issued subject to the conditions and Regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Companies and Proprietors on whose Railways, Coaches or Steamboats it is available, and the holder by accepting it agrees that the respective Companies and Proprietors are not to be liable for any loss, damage, injury, delay or detention caused or arising on their respective Railways, Coaches or Steamboats. The contract and liability of each Company and Proprietor are limited to their own Railways, Coaches and Steamboats.

SPECIAL COUPON  
FOR  
OUTWARD JOURNEY  
FROM  
NOTTINGHAM  
TO  
ST. PANCRAS.

FIRST CLASS.

Available for one person and one journey.

Date of issue: \_\_\_\_\_ 19

Through Tickets, in cases where the journey is not continuous, do not include the cost of Transfer between Railway Stations in Towns, or between Railway Stations and Steamboats.

N.B.—This coupon must be shown, and given up, when required.

(Messrs. Thos. Cook & Son's Continental Tours.)  
Series 3212. SEE BACK.

Hemrose & Sons, Limited, Printers, Derby and London.

3  
No. 5059 MIDLAND RAILWAY.

THIRD CLASS.—NOT TRANSFERABLE.

TEMPORARY SEASON TICKET.—FOR ONE WEEK ONLY.

FROM Thurs 30<sup>th</sup> 189 To Thurs 6<sup>th</sup> 189

Pass Mr. A. B. Barnes

Between Redford

and \_\_\_\_\_

Issued by W. H. Turner General Manager.

This Ticket is not transferable, and is issued conditionally on its being given up on Expiration, and on the holder being subject to the same Rules and Regulations as other Passengers, the Ordinary Fare to be paid if the Ticket is not produced when required.

NOT EXCHANGED FOR SEASON TICKET  
PLEASE REPORT TO GENERAL MANAGER.



£3

# COOK'S BRITISH TOURS.

## TRAVELLING COUPONS

FOR THE MIDLAND & CONNECTING RAILWAYS.

Issued at Sheffield  
By BB Date 189 .

**NOT TRANSFERABLE.**  
*Ambergate*

102.

## MIDLAND RAILWAY.

Running of Drawing-room and Sleeping Cars between London and Glasgow, Edinburgh, Liverpool, Manchester, &c.

*New Route between England and Scotland via Settle and Carlisle.*

### ENGLAND AND SCOTLAND.

Drawing-room Cars are attached to the morning express train in each direction between London (St. Pancras) and Edinburgh and Glasgow, and Sleeping Cars to the night express train in each direction between the same places. The day express runs on week-days only, the night train both on week-days and Sundays.

The day express trains between London and Scotland, in each direction, stop at Normanston, to enable passengers to dine. A spacious and comfortable Dining-room is provided at that station for their accommodation.

### LIVERPOOL AND MANCHESTER.

Cars run between London and Liverpool and Manchester in each direction daily, Sundays excepted, when they only run to London. A Sleeping Car is also attached to a late train in each direction between London, Liverpool, and Manchester. No extra charge is made for the Drawing-room Cars.

Further particulars and time tables of all the Midland Company's express and fast trains between London, the North of England, and Scotland, and Tickets can be obtained at THOS. COOK & SON'S Offices; and Sleeping Car tickets are issued at the following offices:—

- London—Innigate Circus, E.C. 6, Gracechurch Street; 415, W. Strand; 11, St. Dunstons; 11, St. Pauls; 11, St. Giles; 11, St. Martin's; 11, St. Andrew's; 11, St. James's; 11, St. John's; 11, St. Philip's; 11, St. Andrew's; 11, St. James's; 11, St. John's; 11, St. Philip's.
- Liverpool—51, Lord Street.
- Leeds—1, Royal Exchange.
- Bradford—8, Exchange, Market Street.
- Edinburgh—9, Princes Street.
- Glasgow—102, Argyle Street.
- Manchester—161, Market Street; 198, Oldham Street.

Reverse and back of booklet on next page

## THE MIDLAND RAILWAY OF ENGLAND.

This series of Travelling Coupons being issued in the interest of the Midland and connecting Railways, with such coach or steamboat combinations as may be necessary for the completion of Tours, a word of explanation as to the exceptional character of

### MIDLAND RAILWAY ARRANGEMENTS

May with propriety be introduced here. THE MIDLAND RAILWAY COMPANY have abolished Second Class Fares, and now give their Third Class Passengers carriage accommodation equal to the old Second Class carriages, without addition to the Third Class Fares; and Third Class Tickets are available for all trains on their lines. They have also reduced their First Class Fares to about the former rates of Second Class (with Government Duty added), and

### DRAWING-ROOM AND SLEEPING CARS

Have been introduced on the principal lines of the Company, particulars of which are given on the third page of this cover.

### IN USING THESE COUPONS,

Breaks of journey may be made at any of the places named in the margin; but the Coupons are only available for a single journey between the commencing and terminal stations; and if the journey has not been broken, the whole of the Coupon must be given up to the collector, and the marginal sections will then be of no value.

It should be borne in mind that Cook's Travelling Coupons are issued by THOS. COOK & SON, in their capacity as Agents for the various Railway, Diligent, and Steamship Companies, and that they cannot be responsible for errors, either on the part of the passengers or of officials, arising from non-compliance with the instructions, which are plainly printed in the cover of every book of Coupons.

A403

## COOK'S BRITISH TOURS.

Midland Railway.

Available for ONE SINGLE JOURNEY by any Train

BETWEEN

Sheffield and Derby,

IN EITHER DIRECTION.

THIRD CLASS.

The Journey may be broken at the Station indicated in the margin of this Coupon.

Sheffield—Derby.

Series 3100b.

Ambergate.

## COOK'S BRITISH TOURS.

These Coupons are issued subject to the Regulations and Conditions of the Railway Companies on whose Lines they are available.

**THOS. COOK & SON,**

**CHIEF OFFICE, Ludgate Circus, London.**

City Office—Corner Leadenhall and Gracechurch Streets.

West End Offices { 33, Piccadilly (opposite St. James's Church).  
82, Oxford Street.  
Hotels Langham, Metropole, Victoria and Savoy.  
Mr. William Whiteley, Westbourne Grove.

Strand Office—445, West Strand. | Holborn—First Avenue Hotel.  
Crystal Palace—Tourist Court.

BRANCH OFFICES—

BRIGHTON—50, King's Road.  
MANCHESTER { 61, Market Street.  
98, Oldham Street.  
BOITON—70, Deansgate.  
BLACKBURN—5, Railway Road.  
BURNLEY—92, St James Street.  
OLDHAM—110, Yorkshre Street.  
LIVERPOOL—51, Lord Street.  
BIRMINGHAM— { Stephenson Place.  
38, Hill Street.  
WALSALL—Leicester Square.

WOLVERHAMPTON—39, Queen Street.  
LEEDS—1, Royal Exchange.  
BRADFORD—8, Exchange, Market Street.  
SHEFFIELD—Change Alley Corner.  
NOTTINGHAM—16, Clumber Street.  
LEICESTER—7, Gallowtree Gate.  
DUBLIN—43, Dame Street.  
BELFAST—27, Royal Avenue.  
GLASGOW—162, Argyle Street.  
EDINBURGH—9, Princes Street.  
PARIS—1, Place de l'Opera, and Grand Hotel.

CHIEF AMERICAN OFFICE—261-262, Broadway, New York.

*Back cover from previous page.*

No. **1432**

## COOK'S BRITISH TOURS.

Midland Railway.

Available for **ONE SINGLE JOURNEY** by any Train

BETWEEN

### Northampton & London

(St. Pancras) *via* BEDFORD,

IN EITHER DIRECTION.

FIRST CLASS.

The Journey may be broken at the Stations indicated in the margin of this Coupon.

Series 3103. Northampton—London.

Bedford.

St. Albans

No. **828**

## COOK'S BRITISH TOURS.

Midland Railway.

Available for **ONE SINGLE JOURNEY** by any Train

BETWEEN

### Skipton and Leeds,

IN EITHER DIRECTION.

FIRST CLASS.

Series 3101. Skipton—Leeds.

*white*

# COOK'S BRITISH TOURS.

## TRAVELLING COUPONS

FOR THE MIDLAND & CONNECTING RAILWAYS.

Issued at

*Abham*

By

*AB*

Date

*14/6*

188

NOT TRANSFERABLE.

102.

3036

Midland Railway Company.

THIRD CLASS

CIRCULAR TOUR, No. 1.

FROM

LEEDS (Wellington) to SKIPTON.  
SKIPTON to HAWES.  
HAWES to NORTHALLERTON.  
NORTHALLERTON to HARROGATE,  
via Thirsk and Ripon.  
HARROGATE to LEEDS (New Station).  
Or VICE VERSA.

Date of Issue

*Sept 22/04*

For conditions of issue, see next page.  
Available for one Calendar Month only,  
and cannot be extended.

BEMROSE & SONS, LIMITEE, DERBY, LONDON & WATFORD.

No. 8

CHEMINS  
DE FER.

MIDLAND  
RAILWAY COMPANY.

EISENBAHNEN.  
FERROVIE.

LONDON,  
(St. Pancras Station),

to—à—nach

EDINBURGH,  
(Via Settle, Carlisle, and Warrington)

3rd CLASS. *32/8*

Available for 2 Months from date—Valable pendant 2 Mois de la date.  
Gültig für 2 Monaten vom Datum—Valevole per 2 Mese della data.

Not to be stamped in LONDON. Non timbrable à LONDRES.  
Keine Abstempelung in LONDON. Non timbrable in LONDRA.

This Ticket is available from the following LONDON Stations:  
Ce Billet est valable des gares de LONDRES suivantes:  
Dieses Billet ist von folgenden LONDONER Stationen gültig:  
Questo Biletto è valido delle seguenti stazioni in LONDRA:

St. PANCRAS,  
VICTORIA (L. C. & D. R.),  
LUDGATE HILL,  
OR  
KENTISH TOWN.

*It is cut off, this ticket is only  
valid under 12 years of age.*

BURGH.  
V.G.L.E.

*Beige.  
Back  
idg.  
Tiket  
card.  
CPLS*

Series 3102.  
Birmingham—Leicester.

No. 1484  
COOK'S BRITISH TOURS.

Midland Railway.

Available for **ONE SINGLE JOURNEY** by any Train

BETWEEN

**Birmingham and Leicester**

(Via Whitacre),

IN EITHER DIRECTION.

FIRST CLASS.

Series 3102b.  
Birmingham—Leicester.

No. 1426  
COOK'S BRITISH TOURS.

Midland Railway.

Available for **ONE SINGLE JOURNEY** by any Train

BETWEEN

**Birmingham and Leicester**

(Via Whitacre),

IN EITHER DIRECTION.

THIRD CLASS.

**MIDLAND RAILWAY.**  
 No. 62 Charn STATION,  
018 188  
**EXCESS FARE RECEIPT.**  
 From Westerham to Bham  
 Excess fare paid ... £ 2:2  
 SIGNATURE [Signature]

Hemmings & Sons, Printers, Derby and London.

**MIDLAND RAILWAY.**  
 No. 181 Brookley STATION,  
00h 17th 1899  
**EXCESS FARE RECEIPT.**  
 From Gloucester to Lydney Town  
 Excess Fare paid ... £ 1:7/2  
 SIGNATURE [Signature]

**MIDLAND RAILWAY.** P. B. 108. 4/12.  
 No. 978  
 Issued at LONDON (St. Pancras). (E1)  
 Train 9:50 Date [Date] 191...  
 Exceeded { From [Station]  
 { To [Station]  
 Via [Route]

CAUSE OF EXCESS.	Class.	No. of Passengers.			Amount.		
		Single.	Ret.	Exc.	£	s.	d.
Without Ticket	...	3	1				76
Ticket out of date	...						
Third Class to ...	1st						
Sat. to Mon. to Ordinary							
Excursion to Ordinary							
Short date to long date							

Collected by [Signature]

This Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

**MIDLAND RAILWAY.** P. B. 103  
 No. 713 (TICKET INSPECTOR.)  
 Issued at CHELTENHAM. (Series 5)  
 Train 1:50 Date Feb 21<sup>st</sup> 8 190...  
 Exceeded { From Barnum  
 { To Stafford on adv  
 Via Broom 8:50

CAUSE OF EXCESS	Class.	No. of Passengers.			Amount.		
		Single.	Ret.	Exc.	£	s.	d.
Without Ticket	...	3	1				110
Ticket out of date	...						
Child over age	...						
Third Class to ...	1st						
Excursion to Ordinary							
Short date to long date							

Collected by [Signature]

This Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

**MIDLAND RAILWAY.** P. B. 108. 4/20.  
 No. 905 Issued at BRISTOL. (E3)  
 Train 5:30 Date [Date] 192...  
 Exceeded { From [Station]  
 { To [Station]  
 Via [Route]

CAUSE OF EXCESS.	Class.	No. of Passengers.			Amount.		
		Single.	Ret.	Exc.	£	s.	d.
Without Ticket	...	3	1				76
Ticket out of date	...						
Third Class to ...	1st						

Collected by [Signature]

This Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. NOT TRANSFERABLE, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

**MIDLAND RAILWAY.** P. B. 103.

No. 479  
Issued at KING'S NORTON. (B1)

Train 42 Date 2/5 190...

Excessed { From KING'S NORTON  
To BIRMINGHAM & BACK,

Via.....

CAUSE OF EXCESS.	Class.	EXCESS FARE.					
		No. of Passengers.			Amount.		
		Single.	Ret.	Exc.	£	s.	d.
Without Ticket	3						8
Ticket out of date							
Child over age ...							
Third Class to ...	1st						
Excursion to Ordinary...							
Short date to long date							

Collected by.....

This Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos' and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

P. B. 103A.

**MIDLAND RAILWAY.**

No. 135  
Issued at MORECAMBE. (Booking Office.) (B)

Train..... Date 2/5 190...

Excessed { From.....  
To.....

Via.....

CAUSE OF EXCESS.	Class.	EXCESS FARE.					
		No. of Passengers.			Amount.		
		Single.	Ret.	Exc.	£	s.	d.
Without Ticket							
Ticket out of date							
Child over age ...							
Third Class to ...	1st						
Excursion to Ordinary...							
Short date to long date							16

Collected by.....

This Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. Not TRANSFERABLE, and if used in contravention of the Cos' and Proprietors' conditions and regulations it will be forfeited, and the full fare charged.

**MIDLAND RAILWAY.**

P. B. 103.  
D 7-260 B., 100 L.

**MIDLAND RAILWAY.**

No. 55 LEICESTER.

STATION.  
10-8-  
190...

**EXCESS FARE RECEIPT.**

From Leicester to Network

Excess fare paid £ 10/0 s. 1 d. 0

SIGNATURE.....

**MIDLAND RAILWAY.**

**RESERVED SEATS.** No. 2963

**BOOKING FEE TICKET.**

**CHARGE 2/-**

TWO SEATS in 0 CLASS COMPARTMENT.

9 15p train from ST. PANCRAS

RESERVED for Mr. Duchkerlones

from ST. PANCRAS

to Loughborough

20/3 192...

Issued at ST. PANCRAS Station.

SIGNATURE.....

Train. 104 Midland Railway.—Luggage Ticket.  
 \_\_\_\_\_ 185  
 To \_\_\_\_\_ Train \_\_\_\_\_ 185  
 Name \_\_\_\_\_ to \_\_\_\_\_  
 Luggage Weighed \_\_\_\_\_ lbs. Name \_\_\_\_\_ Class Passenger  
 Charged \_\_\_\_\_ lbs. Luggage Weighed \_\_\_\_\_ lbs. Charged \_\_\_\_\_ lbs.  
 Amount Paid £ \_\_\_\_\_ Received £ \_\_\_\_\_



Midland Railway. A. B. 8

**EXCESS LUGGAGE, DOGS, &c.**

No. **188** *Oct 16 1874*

From **MATLOCK BRIDGE** To *St Pancras*

Name *Parr*

Total Weight of Luggage ..... LBS.

Allowed ..... *Perambulator*

Excess .....

Dog.....

Insurance on £.....@ 5 per cent.

Rate.	Amount.		
	£	s.	d.
			<i>26</i>

*S. Hoock* Clerk.  
Received the above.....

**Midland Railway**

The Company are not, and will not be common Carriers of Dogs, nor will they receive Dogs for conveyance, except on the terms that they shall not be responsible for any greater amount or damages for the loss thereof, or injury thereto, beyond the sum of £2, unless a higher value be declared at the time of delivery to the Company, and a per centage of 5 per cent. paid upon the excess of value so declared.

I hereby declare that the value of the \_\_\_\_\_ Dog delivered by me this day to the Midland Railway Company, at \_\_\_\_\_ Station, for transmission to \_\_\_\_\_ Station, is \_\_\_\_\_ Pounds.

Dated \_\_\_\_\_ day of \_\_\_\_\_ 18 \_\_\_\_\_

\_\_\_\_\_ Owner.  
 or \_\_\_\_\_ Agent or Servant.  
 to \_\_\_\_\_ Owner.

WITNESS \_\_\_\_\_  
 Clerk to the Midland Railway Company.

Midland Railway.

EXCESS LUGGAGE, DOGS, &c.

No. **177** *Sept 16* 188*2*

From *Radford* To *Mansfield*

Name *Pass*

LIBS.

Total Weight of Luggage .....

Allowed .....

Excess .....

Dog .....

Insurance on £.....@ 5 per cent. ....

Rate	Amount.		
	£	s.	d.

Received the above.....Clerk.

NOTICE AS TO DOGS.

The Company are not, and will not be common carriers of Dogs; nor will they receive Dogs for conveyance except on the terms that they shall not be responsible for any greater amount or damages for the loss thereof, or injury thereto, beyond the sum of £2, unless a higher value be declared at the time of delivery to the Company, and a per centage of 5 per cent. paid upon the excess of value so declared.

The Midland Railway Company gives notice, that with respect to any Animals, Livestock, Poultry, or other Articles, Matters, or Things, booked for conveyance by Agents, for conveyance partly by Railway and partly by Sea, such Animals, Livestock, Poultry, or other Articles, Matters, or Things, will only be received on the condition that the Company shall be exempt from all and every liability for damages which may arise during the carriage of such Animals, Livestock, Poultry, or other Articles, Matters, or Things, or by reason of the Act of God, the King's Enemies, Fire, Accident, or any other cause, and every other Damage, and every other Liability, in the same manner as if the Company had no liability therefor, in the same manner as Lading containing such Animals, Livestock, Poultry, or other Articles, Matters, or Things, is carried by the Company.



Ticket for Carriages, and also for Horses, Cattle, and other Animals, by Passenger Train.

**Midland Railway.**

~~TICKET FOR HORSES, CARRIAGES, AND DOGS.~~

No. **74** *H.S.* o'clock Train. Date *August 1864*

From *Sheffield* to *Doncaster*

Quantity.	DESCRIPTION.	Rate. s. d.	Paid on s. d.	Amount.					
				To Pay.			Paid.		
				£	s.	d.	£	s.	d.
1	Horse .....								
	Declared value	£ s. d.							
	Insurance on £ @ 5 7/8 cent.	" "							
	Carriage .....								
	Truck of Luggage	Tons. Cwt. Qrs.							
	Dog.....								

Name *Cambridge*  
*Special Booking-Clerk.*

N.B.--Horses, Cattle, and other Animals, are received, forwarded, and delivered by this Company, solely on and subject to the Conditions at the back hereof.

(3) This Ticket must be delivered on arrival.

Notice as to Carriages, and also as to Horses, Cattle, and other Animals, by Passenger Train.

~~NOTICE AS TO HORSES, CATTLE, &c.~~

The Midland Railway Company hereby give Notice, that they will receive, forward, and deliver Horses, Cattle, and other Animals, solely on, and subject to the following Conditions.

The Company will not be responsible for any loss or injury to any Horse, Cattle, or other Animal in receiving, forwarding, or delivering, if such damage be occasioned by the kicking, plunging, or unruliness of the same.

**DECLARATION AS TO THE CONVEYANCE OF HORSES, CATTLE, &c.**

In pursuance of an Act, 17th and 18th of Victoria, passed 10th of July, 1854, intituled "An Act for the better regulation of the Traffic on Railways and Canals," it is provided in Clause 7, in reference to the liability of Railway or Canal Companies for loss or injury done to any Horse, Cattle, or other Animals, that no greater damages shall be recovered for the loss of, or for any injury done to, any such Animals, beyond the sums hereinafter mentioned, that is to say—

For any Horse	£50.
For any Neat Cattle	£15 per head.
For any Sheep or Pigs	£2 per head.

Unless the person sending or delivering the same to such Company shall, at the time of such delivery, have declared them to be of respectively higher value than as above-mentioned; in which case it shall be lawful for such Company to demand and receive by way of compensation, for the increased risk and care thereby occasioned, a reasonable per centage upon the excess of the value so declared above the respective sums so limited as aforesaid, and which shall be paid in addition to the ordinary rate of charge.

Notice is therefore hereby given, that from and after the date hereof, a per centage of Five Pounds per cent. will be charged, in addition to the usual charge for conveyance by the Midland Railway Company, upon any excess in the declared value of Horses, Cattle, or other Animals, over and above the amounts fixed by the Act as aforesaid, viz.—

For any Horse	£50
For any Neat Cattle	£15 per head.
For any Sheep or Pigs	£2 per head.

And Notice is hereby further given, that all declarations of the value of Horses or other Animals, where such value exceeds the above sums respectively, must be signed by the Owner thereof, or by his Agent, before they can be received by the Company for transmission by the Railway.

The Company are not, and will not be common Carriers of Dogs, nor will they receive Dogs for conveyance, except on the terms that they shall not be responsible for any greater amount or damages for the loss thereof, or injury thereto, beyond the sum of £2, unless a higher value be declared at the time of delivery to the Company, and a per centage of 5 per cent. paid upon the excess of value so declared.

**NOTICE AS REGARDS TRANSIT BY SEA.**

The Midland Railway Company hereby give Notice, that with respect to any Animals, Luggage, Parcels, Goods, or other Articles, Matters, or Things, booked through by them or their Agents for conveyance partly by Railway, and partly by Sea, or partly by Canal and partly by Sea, such Animals, Luggage, Parcels, Goods, or other Articles, Matters, or Things, will only be so conveyed on the conditions, that the Company shall be exempt from liability for any loss or damages which may arise during the carriage of such Animals, Luggage, Parcels, Goods, or other Articles, Matters, or Things, by Sea, from the Act of God, the King's Enemies, Fire, Accidents from Machinery, Boilers, and Steam, and all and every other Dangers and Accidents by the Seas, Rivers, and Navigation, of whatever nature and kind soever, in the same manner as if the Company had signed and delivered to the Consignor a Bill of Lading containing such conditions.

907 110

**Midland Railway**

**TICKET FOR HORSES, CARRIAGES, AND DOGS.**

No. 18     3/5<sup>th</sup> o'clock Train.     Date April 23 1892

From Lincoln to Thamesilla

Quantity.	DESCRIPTION.	Rate. s. d.	Amount.							
			Paid on			To Pay.			Paid.	
			s.	d.	£	s.	d.	£	s.	d.
1	Horse .....	5/6								86
	Declared value     £     s.     d.									
	Insurance on £     @ 5% cent.     "     "									
	Carriage .....									
	Truck of Luggage     :     :     at									
	Dog.....									

Name Wood  
Booker Booking Clerk.

N.B.—Horses, Cattle, and other Animals, are received, forwarded, and delivered by this Company, solely on and subject to the Conditions at the back hereof.

This Ticket must be delivered on arrival.

**NOTICE AS TO HORSES, CATTLE, &c.**

The Midland Railway Company hereby give Notice, that they will receive, forward, and deliver Horses, Cattle, and other Animals, solely on, and subject to the following Conditions.

The Company will not be responsible for any loss or Injury to any Horse, Cattle, or other Animal in the receiving, forwarding, or delivering, if such damage be occasioned by the kicking, plunging, or unruliness of the same.

**DECLARATION AS TO THE CONVEYANCE OF HORSES, CATTLE, &c.**

In pursuance of an Act, 17th and 18th of Victoria, passed 10th of July, 1854, intituled "An Act for the better regulation of the Traffic on Railways and Canals," it is provided in Clause 7, in reference to the liability of Railway or Canal Companies for loss or injury done to any Horse, Cattle, or other Animals, that no greater damages shall be recovered for the loss of, or for any injury done to, any such Animals, beyond the sums hereinafter mentioned, that is to say—

- For any Horse ... .. £50.
- For any Neat Cattle ... .. £15 per head.
- For any Sheep or Pigs ... .. £2 per head.

Unless the person sending or delivering the same to such Company shall, at the time of such delivery, have declared them to be of respectively higher value than as above-mentioned; in which case it shall be lawful for such Company to demand and receive by way of compensation, for the increased risk and care thereby occasioned, a reasonable per centage upon the excess of the value so declared above the respective sums so limited as aforesaid, and which shall be paid in addition to the ordinary rate of charge.

Notice is therefore hereby given, that from and after the date hereof, a per centage of Five Pounds per cent. will be charged, in addition to the usual charge for conveyance by the Midland Railway Company, upon any excess in the declared value of Horses, Cattle, or other Animals, over and above the amounts fixed by the Act as aforesaid, viz.—

- For any Horse ... .. £50
- For any Neat Cattle ... .. £15 per head.
- For any Sheep or Pigs ... .. £2 per head.

And Notice is hereby further given, that all declarations of the value of Horses or other Animals, where such value exceeds the above sums respectively, must be signed by the Owner thereof, or by his Agent, before they can be received by the Company for transmission by the Railway.

The Company are not, and will not be common Carriers of Dogs, nor will they receive Dogs for conveyance, except on the terms that they shall not be responsible for any greater amount or damages for the loss thereof, or injury thereto, beyond the sum of £2, unless a higher value be declared at the time of delivery to the Company, and a per centage of 5 per cent. paid upon the excess of value so declared.

**NOTICE AS REGARDS TRANSIT BY SEA.**

The Midland Railway Company hereby give Notice, that with respect to any Animals, Luggage, Parcels, Goods, or other Articles, Matters, or Things, booked through by them or their Agents for conveyance partly by Railway, and partly by Sea, or partly by Canal and partly by Sea, such Animals, Luggage, Parcels, Goods, or other Articles, Matters, or Things, will only be so conveyed on the conditions, that the Company shall be exempt from liability for any loss or damages which may arise during the carriage of such Animals, Luggage, Parcels, Goods, or other Articles, Matters, or Things, by Sea, from the Act of God, the King's Enemies, Fire, Accidents from Machinery, Boilers, and Steam, and all and every other Dangers and Accidents by the Seas, Rivers, and Navigation, of whatever nature and kind soever, in the same manner as if the Company had signed and delivered to the Consignor a Bill of Lading containing such conditions.

A. B. 8.

MIDLAND RAILWAY.—Ticket for HORSES, CARRIAGES, LUGGAGE, &c.  
By PASSENGER TRAIN. (GUARD'S TICKET.)

No. 177 m. Train. Date 13 8 1885  
From Nottingham Manchester  
Via \_\_\_\_\_

QUANTITY.	DESCRIPTION.	Rate		Paid on		To Pay.		Paid.		Paid Excess Luggage.	
		s.	d.	s.	d.	£	s.	d.	£	s.	d.
_____	Private Carriage ...										
_____	Cov. Truck (Extra)										
_____	Truck of Luggage -										
_____	Horse										
_____	Dog										
	Declared Value £ <u>100</u>										
	Insurance on £ _____ at _____ per cent.										
	Total Weight _____ lbs.										
	Allowed..... lbs.										
	Excess ..... lbs.										
+ EXCESS LUGGAGE						Enter Amount in column marked †					

The above are delivered to the Company solely on, and subject to, the Conditions at the back hereof, and to the payment of the charges as stated above.

Owner. \_\_\_\_\_ Booking Clerk. \_\_\_\_\_

The Guard must deliver this ticket to the officer on duty at the arrival station. When not given to the Guard it must be forwarded to the destination station, so that it may be abstracted in case the sender's ticket has not been collected.

Notice as to Carriages, & also as to Horses, Cattle, & other Animals by Passenger Train.  
THE MIDLAND RAILWAY COMPANY receive, forward, and deliver Horses, Cattle, and other animals, solely on, and subject to, the following conditions:—

The Company will not be responsible for any loss of, or injury to any Horse, Cattle, or other Animal, in the receiving, forwarding, or delivering, occasioned by the kicking, plunging, or unruliness of the same, or by any other cause or means whatever except the neglect or default of the Company or its servants, nor will they be responsible for any greater amount, or damages for the loss of, or injury to any Animals beyond the sums hereinafter mentioned:—

For any Horse .. £50. For any Neat Cattle .. £15 per head.  
For any Sheep or Pigs .. £2 per head,  
unless a higher value be declared at the time of delivery to the Company, and a per centage of 5 per cent. paid upon the excess of value so declared.

The Company are not, and will not be common carriers of Dogs, nor will they receive Dogs for Conveyance except on the terms that they shall not be responsible for any greater amount or damages for the loss thereof, or injury thereto, beyond the sum of £2, unless a higher value be declared at the time of Delivery to the Company and a per centage of 5 per cent. paid upon the excess of value so declared.

Under Clause 14 of the "Regulation of Railways' Act, 1868," the Company hereby give notice that with respect to any Animals, Luggage, Parcels, Goods, or other articles, matters, or things booked through by them or their Agents, for Conveyance, partly by Railway and partly by Sea, or partly by Canal and partly by Sea, such Animals, Luggage, Parcels, Goods, or other articles, matters, or things, will only be so conveyed on the conditions that the Company shall be exempt from liability for any Loss or Damages which may arise during the carriage of such Animals, Luggage, Parcels, Goods, or other articles, matters, or things, by Sea, from the Act of God, the King's Enemies, Fire, Accidents from Machinery, Boilers and Steam, and all and every other Dangers and Accidents of the Seas, Rivers, and Navigation of whatever nature and kind soever.

Sheep and other small Animals in Owner's Vans, loaded on Carriage Trucks, are Conveyed by the Company at the same rate as for a Private Carriage, on the terms that the conveyance is at Owner's risk, and that no responsibility whatever attaches to the Company.

The Company will convey Two or Three Small Private Carriages belonging to the same owner, loaded on one Truck, at special rates, on the terms that the conveyance is at owner's risk, and that no responsibility whatever attaches to the Company.

625 MSPL

MIDLAND RAILWAY.

A B S.

Ticket for Carriages, and also for Horses, Cattle, & other Animals, by Passenger Train.

No. 17 Block Train. Date 11/18/88  
 From ~~Leicester~~ to Mansfield

QUANTITY.	DESCRIPTION.	Rate s. d.	AMOUNT.							
			Paid on		To Pay.		Paid.			
			s.	d.	£	s.	d.	£	s.	d.
	Private Carriage - at									
	Truck									
	Cov'd Truck (Extra) at									
	Luggage at									
1	Horse	5/9						5/9		
	Neat Cattle									
	Sheep									
	Pigs									
	Dog									
	Declared Value £	Insurance on £	at		per cent.					

Name H. Wells Junr

The above are delivered to the Company solely on, and subject to, the conditions at the back hereof, and to the payment of the charges as stated above.

Jos. Eastwood Booking Clerk.  
 THIS TICKET MUST BE DELIVERED ON ARRIVAL.

NOTICE AS TO CARRIAGES, AND ALSO AS TO HORSES, CATTLE, AND OTHER ANIMALS, BY PASSENGER TRAIN.

THE MIDLAND RAILWAY COMPANY receive, forward, and deliver Horses, Cattle, and other animals, solely on, and subject to, the following conditions:—

The Company will not be responsible for any loss of, or injury to, any Horse, Cattle, or other Animal, in the receiving, forwarding, or delivering, occasioned by the kicking, plunging, or unlikeness of the same, or by any other cause or means whatever except the neglect or default of the Company or its servants, nor will they be responsible for any greater amount, or damages for the loss of, or injury to any Animals beyond the sums hereinafter mentioned:—

- For any Horse . . . . . £50,
- For any Neat Cattle . . . . . £15 per head,
- For any Sheep or Pigs . . . . . £2 per head,

unless a higher value be declared at the time of delivery to the Company, and a per centage of 5 per cent. paid upon the excess of value so declared.

The Company are not, and will not be common carriers of Dogs, nor will they receive Dogs for Conveyance except on the terms that they shall not be responsible for any greater amount or damages for the loss thereof, or injury thereto, beyond the sum of £2, unless a higher value be declared at the time of Delivery to the Company, and a per centage of 5 per cent. paid upon the excess of value so declared.

Under Clause 14 of the "Regulation of Railways' Act, 1868," the Company hereby give notice that with respect to any Animals, Luggage, Parcels, Goods, or other articles, matters, or things booked through by them or their Agents, for Conveyance, partly by Railway and partly by Sea, or partly by Canal and partly by Sea, such Animals, Luggage, Parcels, Goods, or other articles, matters, or things, will only be so conveyed on the conditions that the Company shall be exempt from liability for any Loss or Damages which may arise during the carriage of such Animals, Luggage, Parcels, Goods, or other articles, matters, or things, by Sea, from the Act of God, the King's Enemies, Fire, Accidents from Machinery, Boilers and Steam, and all and every other Dangers and Accidents of the Seas, Rivers, and Navigation of whatever nature and kind soever.

Sheep and other small Animals in Owner's Vans, loaded on Carriage Trucks, are Conveyed by the Company at the same rate as for a Private Carriage, on the terms that the conveyance is at Owner's risk, and that no responsibility whatever attaches to the Company.

The Company will convey Two Small Private Carriages belonging to the same owner, loaded on one Truck, at one third beyond the charge for a single carriage, on the terms that the conveyance is at owner's risk and that no responsibility whatever attaches to the Company.

**Midland Railway.**  
**EXCESS LUGGAGE, DOGS, &c.**

No. 14 May 13 1880  
From Nottingham office Manchester  
Name Warden

LBS.

	Rate	Amount		
		£	s.	d.
Total Weight of Luggage .....				
Allowed .....				
Excess .....				
Dog .....				
Insurance on £..... @ 5 per cent.....				

Name \_\_\_\_\_

The above are delivered to the Company solely on, and subject to, the conditions at the back hereof, and to the payment of the charges as stated above.

Received the above \_\_\_\_\_ Clerk.

**THIS TICKET MUST BE DELIVERED ON ARRIVAL.**

**NOTICE AS TO DOGS.**

The Company are not, and will not be common carriers of Dogs: nor will they receive Dogs for conveyance, except on the terms that they shall not be responsible for any greater amount or damages for the loss thereof, or injury thereto, beyond the sum of £2, unless a higher value be declared at the time of delivery to the Company, and a per centage of 5 per cent. paid upon the excess of value so declared.

**NOTICE AS REGARDS TRANSIT BY SEA.**

The Midland Railway Company hereby give notice that with respect to any Animals, Luggage, Parcels, Goods, or other Articles, Matters, or Things booked through by them or their Agents, for conveyance partly by Railway and partly by Sea, or partly by Canal and partly by Sea, such Animals, Luggage, Parcels, Goods, or other Articles, Matters, or Things, will only be so conveyed on the conditions that the Company shall be exempt from liability for any loss or damages which may arise during the carriage of such Animals, Luggage, Parcels, Goods, or other Articles, Matters, or Things, by Sea, from the Act of God, the King's Enemies, Fire, Accidents from Machinery, Boilers, and Steam, and all and every other Dangers and Accidents by the Seas, Rivers, and Navigation of whatever nature and kind soever, in the same manner as if the Company had signed and delivered to the Consignor a Bill of lading containing such conditions.

**MIDLAND RAILWAY.** A B.C.

Ticket for Carriages and also for Horses, Cattle, & other Animals by Passenger Train.

No. **77** *Stock Train* Date *1st May* 187*4*

From *NEWARK* to *Warrington*

QUANTITY.	DESCRIPTION.	Rate	AMOUNT.					
			Paid on		To Pay.		Paid.	
		s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Private Carriage - at							
	Carrriage Truck { Cov'rd Truck (Extra) at							
	Luggage - at							
<i>1</i>	Horse - at							
	Neat Cattle - at							
	Sheep - at							
	Pigs - at							
	Dog - at							
	Declared Value £ Insurance on £ at per cent							

Name *George Fisher*

The above are delivered to the Company solely on, and subject to, the conditions at the back hereof, and to the payment of the charges as stated above.

*Booking Clerk.*

THIS TICKET MUST BE DELIVERED ON ARRIVAL.

**NOTICE AS TO CARRIAGE, AND ALSO AS TO HORSES, CATTLE, AND OTHER ANIMALS, BY PASSENGER TRAIN.**

**THE MIDLAND RAILWAY COMPANY** receive, forward, and deliver Horses, Cattle, and other animals, solely on, and subject to, the following conditions:—

The Company will not be responsible for any loss of, or injury to, any Horse, Cattle, or other Animal, in the receiving, forwarding, or delivering, occasioned by the kicking, plunging, or unfitness of the same, or by any other cause or means whatever except the neglect or default of the Company or its servants, nor will they be responsible for any greater amount, or damages for the loss of, or injury to any Animals beyond the sums hereinafter mentioned:—

- For any Horse . . . . . £50,
- For any Neat Cattle . . . . . £15 per head,
- For any Sheep or Pigs . . . . . £2 per head,

unless a higher value be declared at the time of delivery to the Company, and a per centage of 5 per cent. paid upon the excess of value so declared.

The Company are not, and will not be common carriers of Dogs, nor will they receive Dogs for Conveyance except on the terms that they shall not be responsible for any greater amount or damages for the loss thereof, or injury thereto, beyond the sum of £2, unless a higher value be declared at the time of Delivery to the Company, and a per centage of 5 per cent. paid upon the excess of value so declared.

Under Clause 14 of the "Regulation of Railways' Act, 1868," the Company hereby give notice that with respect to any Animals, Luggage, Parcels, Goods, or other articles, matters, or things booked through by them or their Agents, for Conveyance, partly by Railway and partly by Sea, or partly by Canal and partly by Sea, such Animals, Luggage, Parcels, Goods, or other articles, matters, or things, will only be so conveyed on the conditions that the Company shall be exempt from liability for any Loss or Damages which may arise during the carriage of such Animals, Luggage, Parcels, Goods, or other articles, matters, or things, by Sea, from the Act of God, the King's Enemies, Fire, Accidents from Machinery, Boilers and Steam, and all and every other Dangers and Accidents of the Seas, Rivers, and Navigation of whatever nature and kind soever.

Sheep and other small Animals in Owner's Vans, loaded on Carriage Trucks, are Conveyed by the Company at the same rate as for a Private Carriage, on the terms that the conveyance is at Owner's risk, and that no responsibility whatever attaches to the Company.

The Company will convey Two Small Private Carriages belonging to the same owner, loaded on one Truck, at one third beyond the charge for a single carriage, on the terms that the conveyance is at owner's risk and that no responsibility whatever attaches to the Company.

Midland Railway. Live Stock Invoice, No. 30

From Leicester to King's Norton Date Nov 14 1887

Wagon Nos. 5477 - 23562

Sender's Name.	Consignee and Residence.	DESCRIPTION.		Quantity of Wagons.	Rate per Wagon	Paid on.	Paid.			To Pay.			Under-charge.	Over-charge.
		No.	Kind.				£	s.	d.	£	s.	d.		
	Attwood	17	Bats	1 1/2	24/						1166			
		Declared value												
		£ : :												
		Insurance on												
		£ : :												

*19/5*

*11*

Dealers or Drivers in Charge.

**NOTICE TO GUARDS.**

Cattle Owners or Drivers are not permitted to ride free except when in charge of, and by the same Train that conveys their Cattle, and you are instructed to see that this rule is not violated.

