

# **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 5:**

### **REDUCED FARE TICKETS WITH STANDARD CONDITIONS**

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**David G Geldard**

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

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

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

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

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

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

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

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

## USING THE PDFs

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

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

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## PAGE FORMS

### Company introduction pages

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

### Background information pages

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

### Conditions of issue (ticket backs) pages

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

### Ticket pages

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

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

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

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

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

## DATING OF MIDLAND RAILWAY TICKETS

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

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  
901 SEP 30  
30 SEP 902  
SEP 30 903  
904 SEP 30  
30 SEP 905  
SEP 30 906  
907 SEP 30  
30 SEP 908  
SEP 30 909  
910 SEP 30  
30 SEP 911  
SEP 30 912  
913 SEP 30  
30 SEP 914  
SEP 30 915  
916 SEP 30  
30 SEP 917  
SEP 30 918  
919 SEP 30  
30 SEP 920  
SEP 30 921  
922 SEP 30  
  
30 SEP 923  
SEP 30 924  
925 SEP 30

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

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

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

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



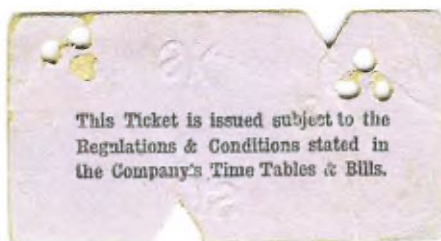
## REDUCED FARE TICKETS

The reduced fare tickets in this section are characterised by having standard single or return conditions. The following categories are included:

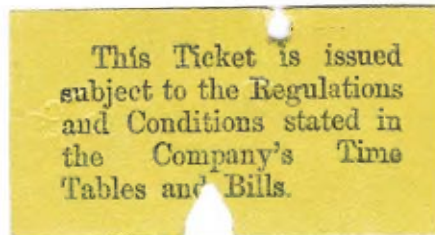
Cheap returns  
Continental Tickets  
Emigrant Tickets  
Excess fare Tickets  
Extension Tickets  
Fishing Excursion Tickets  
Military etc Tickets  
Party Returns – pre-dated  
Party Tours – pre-dated  
Pleasure Party Tickets  
Single Fare Returns

Single Fare & a Quarter Returns  
Single Fare & a Third Returns  
Single Fare & an Eighth Returns  
Rail & Admission Tickets  
Ship Passenger & Friend Tickets  
Saturday to Monday Returns  
Special Train Tickets  
Sports Club Tickets  
Three-quarters fare Singles  
Single Fare & a Half Returns  
Walking & Cycling Tours

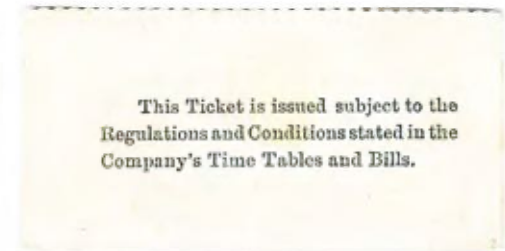
Conditions used on the backs are shown below.



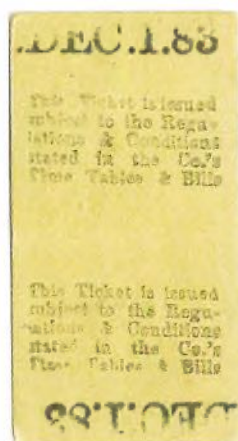
S1



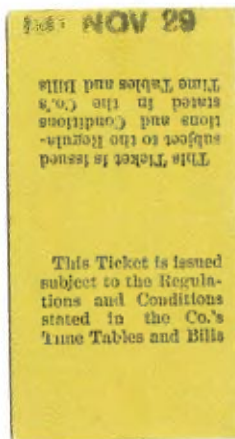
S1a



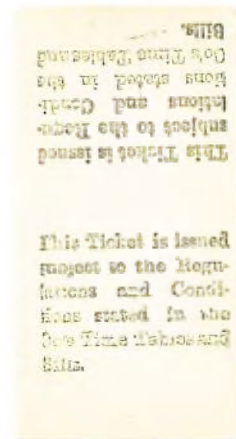
S1b



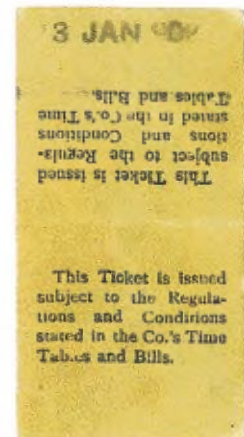
R2



R4a



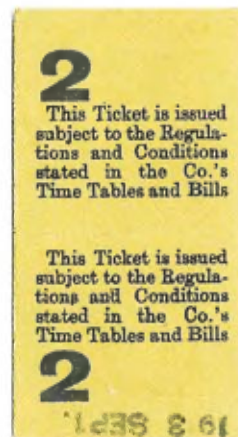
R4b



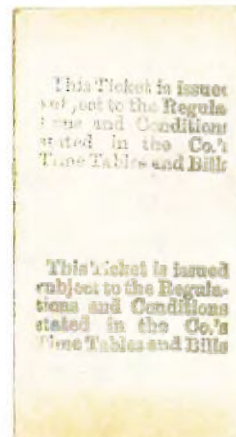
R4c



R4d



R5



R6a



R6b

## REDUCED FARE TICKETS

Volume 4 (excursion tickets) records that from the 1870s the Midland used numbers or letters in the audit snips of return tickets to identify the category of the excursion ticket. The practice appears to have been adopted more generally for ordinary and reduced fare returns during 1904, possibly in May that year as shown in manuscript on a specimen tourist ticket. Given below is the list of known indicators used on other than excursion tickets, showing their respective categories and approximate dates of use insofar as these can be determined from tickets in the collection.

1*	Cheap return	1921
1M^	Tour 1 month return	1911
5*	Week-end return (formerly week-end excursion)	1902-1905, then code changed to E
6M^	Continental tour 6 month return	1904
11*	Long date week-end return (formerly 10 or 11 days excn)	1903-1915
A	Single fare and a half return	1914-1919
	Circular tour A	1905, for specific tours
B*	Single fare and a third return	1912
	Soldier at 2/3 fare return	1914
	Circular tour B	1905, for specific tours
B^	Midland & Belle Steamers return	1912
CD	Civilian dress in exchange for warrant return	1917
CP	Continental fare and a quarter return	1908
	Continental fare and a third return	1912
	Colonial railway employee's privilege return	1920
CT^	Circular tour	1910
E*	Week-end return	1905-1915
	Cheap week-end Saturday to Monday return	1907-1908, then code changed to SM
FP	Foreign privilege return	1906
G^	Midland & General Steam Navigation return	1912
M	Market return	1908-1922
N^	Naval return	1916
N^	Midland & New Palace Steamers return	1911
NM	Naval or military return	1915-1922
O	Ordinary return	1904-1922
P	Single fare plus a quarter return	1904-1912, then replaced by:
	Single fare plus a third return	1912-1922
	Privilege return	1906-1922
R"	Ordinary return	1904
R	Rowing Club return	1914
S*	Single fare return	1905-1922
	Naval or military at single fare return	1916-1922
Sh	Ship passenger's friend return	1911
SM	Cheap weekend Saturday to Monday return	1908-1909, then re-designated as:
	Saturday to Monday return	1909-May 1922
SP	Special pleasure party return	1910
	Special fare and a third return	1922
T	Tourist return	1904-1922
T^	Circular tour	1910
W	Walking & cycling tour	1905-1914
WE	Week-end return, replacing Saturday to Monday return	May 1922
Z	Weekly season	1904-1921

" Very short-lived use before the realisation that a more specific indication was needed.

\* Also used on excursion tickets.

^ Only seen on rail & steamer tickets.



## CHEAP RETURNS

It is thought that these tickets were brought into use when cheap booking facilities were resumed after the War, possibly replacing certain of the various types of reduced fare returns that were withdrawn in 1915. Possibly for space considerations some tickets showing an issuing agency were printed with *OVER* rather than *See back* on the return half. Conditions R4a or R4b are on the backs.

Note that (probably) later tickets with the same Cheap Return heading and on the same dark blue card were printed with excursion conditions, an example being shown in that section of the collection.

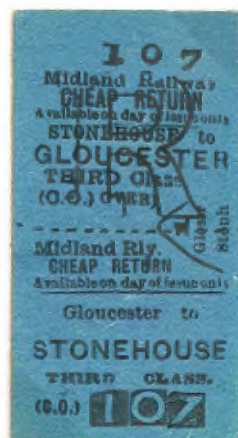
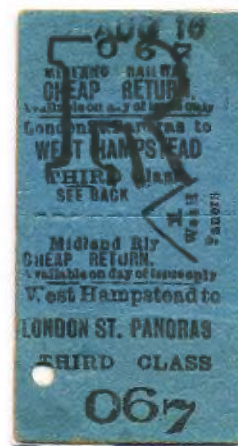


307132

20217



145122



## CONTINENTAL TICKETS

Reduced fare tickets to ports of embarkation were issued to passengers taking continental trips. In addition to the edmondson ticket the passenger was issued with a booklet of coupons covering the onward travel from the destination shown on the Midland ticket

Single tickets.

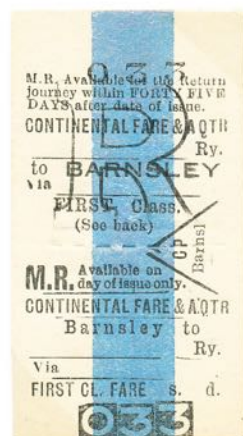


Back: blank



Back: blank

Return tickets. Initially the fare basis was single fare and a quarter, but (as for pleasure parties – see later) this was reduced to single fare and a third in a rate revision that occurred probably in 1912. The initials CP, presumably indicating Continental Passenger are printed in the audit snip. Tickets at single fare and a quarter.



Back: 244 Unaltered

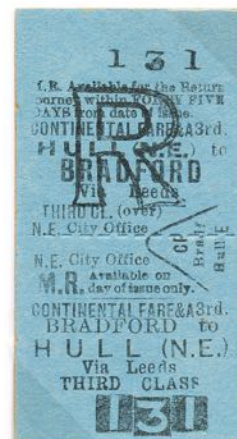


Back: 244 Unaltered



Back: 244

Return tickets at single fare and a third.



Back: 244 Unaltered



## EMIGRANT TICKETS

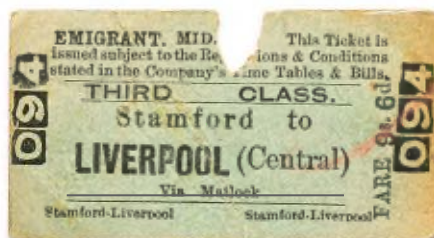
The first known record of emigrant traffic on the Midland is General Manager's Order No. 82 dated 9 July 1857, stating that "From and after the date of this Order, Emigrants on their way to the Port of Embarkation, and presenting a Warrant from the Government Emigration Office, signed by or for the Secretary to the Emigration Board, must be booked in the same manner, and at the same Fares, as Soldiers and Police on duty". Paper tickets were used, and the word "Emigrant" had to be written thereon.

Between 1860 and 1900 some 5½ million emigrants left the United Kingdom, most for the U.S.A. and Canada, but significant numbers also went to Australasia and South Africa. Traffic continued to increase in the 20th century, numbers reaching a peak of 470,000 in 1913; it resumed after the First World War, but on a very reduced scale. It is estimated that around 4¼ million people travelled via Liverpool for trans-Atlantic crossings, other major ports used were Plymouth (for Australia and New Zealand), Avonmouth (for Canada), Southampton and London.

Only 3rd class tickets were issued, to steerage passengers only, and obviously just for a single journey. Edmondson tickets were in use by at latest the early 1880s, they appear always to have been on green card. They were issued on presentation of a Warrant from the shipping company concerned, that company sometimes paid the reduced rate fare but usually the passenger was required to pay. Major changes in ticket format followed those for ordinary singles, the backs were blank.



26/10/01



Undated



Undated

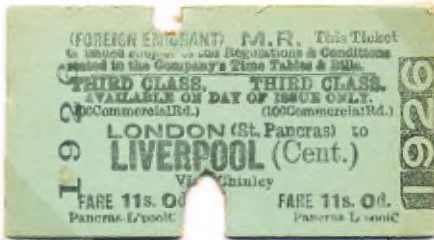


Undated

Separate tickets, at cheaper fares, were printed for foreign emigrants. Usually they arrived from Europe at one UK port and then travelled by rail to another from whence they continued their journeys.



48/25



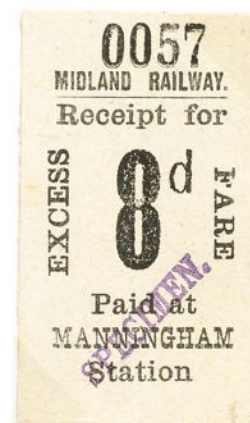
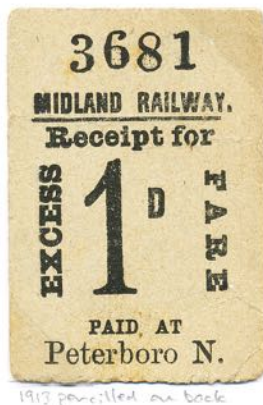
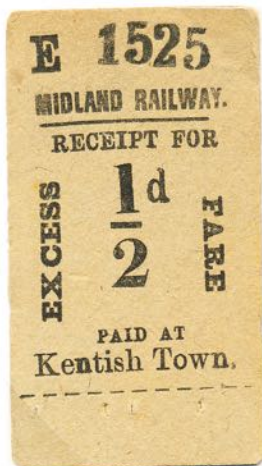
Undated



Undated

## EXCESS FARE TICKETS

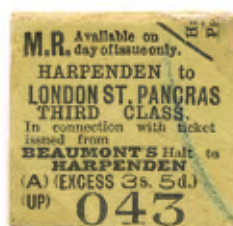
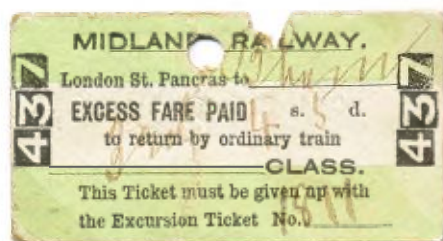
Most excess fares were dealt with by the issue of thin card receipts torn from pads by the collector. These showed the name of the collecting station and were printed in a range of values, they appear to have been of a uniform basic pattern for many years. The backs were always blank.





## EXCESS FARE & EXTENSION TICKETS

Edmondson excess tickets were used in some special cases. The backs are blank unless otherwise indicated.



It was sometimes possible for a passenger travelling on a short period ticket to extend his stay by purchasing an extension ticket. The backs are blank unless otherwise indicated.





## FISHING EXCURSION TICKETS

Although described thereon as excursion tickets, for some reason these were never printed with excursion conditions and always used standard return conditions. Thus, in the reference number period (roughly 1912 to 1919) first and third class tickets carried the numbers 1 and 2 respectively, and not the 3 normally associated with excursion tickets.

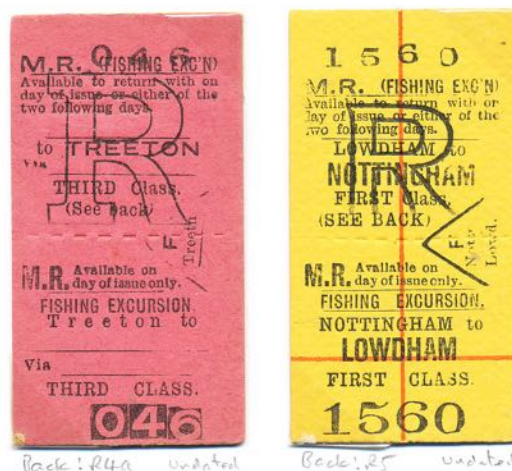
Horizontally printed tickets, although the return availability was three days the colours used were the same as those for day excursion tickets! The numeral 3 was printed in the audit snip.



Vertically printed tickets. The colour change to central yellow bands may have been made somewhat later than the c1895 suggested for day excursion tickets.



Tickets following the 1902 colour simplification. The two examples known may not reflect all the colour changes for this category of ticket.





## MILITARY ETC SINGLES – ON DUTY

The carriage of military traffic on Britain's railways was regulated by the Railway Clearing House and its Coaching Arrangements Books contain many pages of detailed instructions concerning the form of warrants, those entitled to use such warrants and the fares to be charged. The 1882 Regulations cover not only soldiers and sailors but also police and merchant seamen and make it clear that the companies were expected to use paper tickets for this traffic; no ticket has been seen to suggest that the Midland acted otherwise. They also show that by that date little had been done in the way of concessionary fares, some officers on duty were allowed to travel first class at 2d per mile and all soldiers on duty were allowed third class travel (or second class if third was not provided) at 1d per mile or, if the ordinary third or Parliamentary fare was lower then at that lower figure. By that time the Midland had abolished second class accommodation, first class rates were less than 2d per mile and third class 1d per mile passengers were conveyed by all trains – all military traffic was thus at full fare! Payment was collected from the authority issuing the warrant, which was accepted in exchange for the required ticket(s).

As a result of the Cheap Trains Act 1883 the Regulations changed on 1 October 1883, when a new nationwide arrangement was introduced. This provided that when the number of officers and men of Her Majesty's Naval and Military Forces and of any Police Force (and wives, widows and children when allowed) travelling together on duty at any one time was less than 150,  $\frac{3}{4}$  the ordinary fare each was to be charged, with any number over 150 being charged at  $\frac{1}{2}$  the ordinary fare. Different arrangements were introduced for forces on leave, members of Artillery & Rifle Volunteer Corps and Merchant Seamen.

It appears to have been after this revision that the Midland started to use edmondson tickets for some military bookings and this is thought to have been the first single type printed. The vignette of a soldier is a typically delightful piece of Victoriana. The backs of all military singles are blank.



From 15 July 1892 new tickets printed had a small serial number at the left hand end.



The availability was added to ordinary singles probably some time in 1893, and it is likely that military singles were similarly changed at the same time.





## MILITARY ETC SINGLES - ON DUTY

A further change occurred early in July 1896, when the fare basis for Army Officers and Soldiers on Duty was reduced from  $\frac{3}{4}$  to  $\frac{2}{3}$  of the ordinary fare and the number above which half fares applied changed to 125. The rate reduction did not apply to the Royal Navy or the Police Forces who continued to enjoy only the  $\frac{3}{4}$  rate. This distinction remained in place until October 1920, from when the Army rate reverted to  $\frac{3}{4}$  of the ordinary fare.

The July 1896 change resulted in the production of new Officer and Soldier tickets at  $\frac{2}{3}$  fare, retaining basically the same print layout as used before but with the third class tickets on orange rather than red card. Some of these appeared on a chalk-surfaced rather than matt card. Fully printed and blank card tickets are known; this may have been the first type in which blank cards were used.



By June 1910 the format of ordinary singles had changed to show the title in bold capitals on a single line, with the conditions printed on two lines below it. The same change was made to Officer and Soldier tickets.



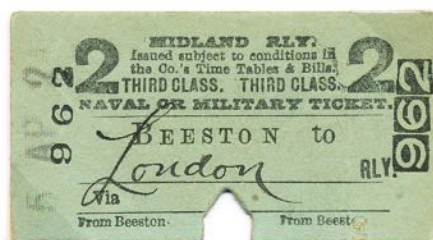
From about mid-1912 the Company started to print large reference numbers on most of their tickets. The earliest date seen on any Midland ticket with such a number is 19 August 1912, their purpose is not yet known. Officer and Soldier tickets carried the number 1 or 2 on first and third class prints respectively, the same numbers as used for ordinary singles and returns.





## MILITARY ETC SINGLES - ON DUTY

By early 1916 the designation had been altered to "NAVAL OR MILITARY TICKET", the vignette omitted and the colours had been changed. At this date the Army rate was still different to that for the Navy and the Police, but as the tickets were being issued in exchange for warrants and not for cash, and the warrant itself set out the fare basis, it can be assumed that a combined ticket did not create accounting difficulties.



Ticket issue fell drastically from 1 May 1917, when forces in uniform were allowed to travel on Admiralty or War Office warrants as though they were tickets. The concession was extended to those in civilian dress from 15 November 1918 and was not withdrawn until 1 January 1920, from when all warrants again had to be exchanged for tickets before travel. These tickets, with the large reference number omitted, are likely to have been printed after 1919.



Tickets of the above types available for more than one day. At the turn of the century single tickets issued between stations in England and those in Scotland were available for six days, this was later increased to seven days (probably from July 1904) and then reduced to three days (probably from 1 September 1918). Single tickets between stations north and south of the Thames beyond the London suburban area were available for four days, also later reduced to three.



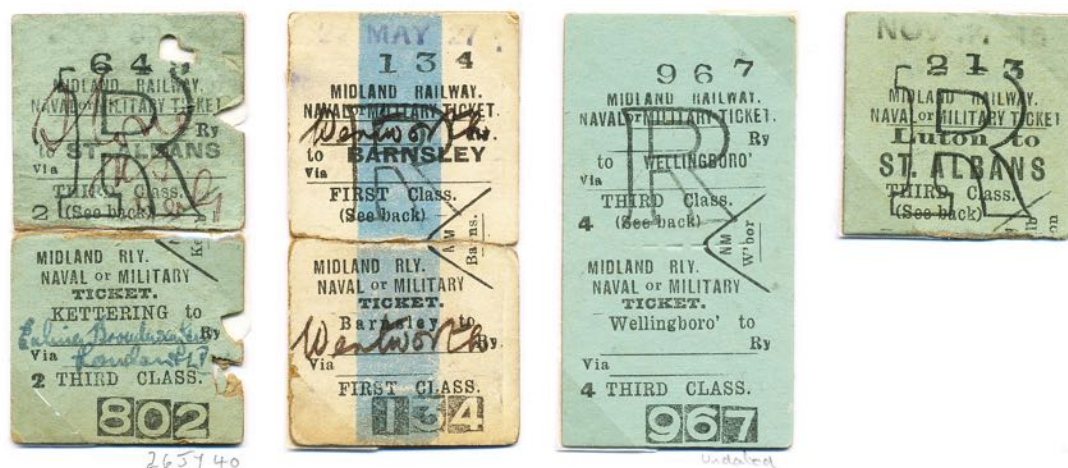
## MILITARY ETC RETURNS - ON DUTY

Surprisingly few duty returns have survived, and none of them are pre-1912. This suggests that the use of edmondsons for such traffic was unusual, with paper tickets being predominant.

The tickets have the initial B in the audit snip. Earlier prints show the rate as single fare and a third, this was later changed to specify soldier at  $\frac{2}{3}$  fare - obviously the same value. Longer availability tickets were in use for Anglo-Scottish traffic.



Tickets with the "Naval or Military" designation and with NM in the audit snip, these have conditions R5 on the backs. Note the indiscriminate use of a large or small R overprint on the return half, unlike ordinary returns the size of the overprint does not appear to be date-related.



Later tickets with conditions R6.





## MILITARY ETC TICKETS - ON LEAVE

From 1 December 1890 soldiers and naval seamen travelling on leave and in uniform were entitled, on production of their furlough paper or leave pass, to be issued with third class return tickets at the single fare. Officers could similarly obtain first class tickets, but they did not need to be in uniform. The tickets were only intended for issue when the period of leave was more than one week.

Very few forces leave tickets are known from the Midland, and it is likely that these were replaced by returns printed simply "Issued at Single Fare" as shown earlier in this volume and/or by the "Naval or Military at Single Fare" returns shown overleaf.



*Back: missing*



*Back: R4d*

## MILITARY ETC TICKETS - HALF FARE

It has been stated that as from 1 October 1883 any number of officers or men travelling on duty in excess of 150 were charged at ½ the ordinary fare. This arrangement continued for the Army only after the July 1896 revisions, but with the threshold reduced to 125.

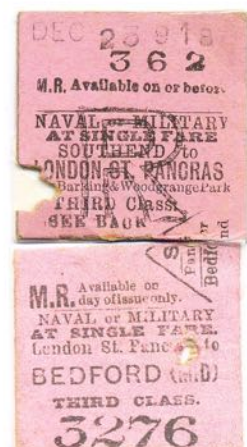
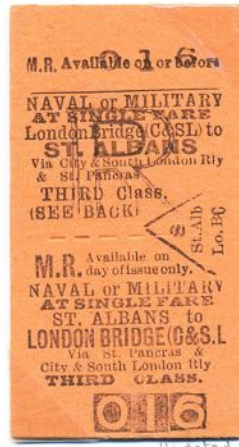
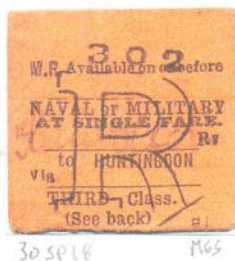
It is difficult to contemplate a situation where a booking clerk presented with an appropriate voucher solemnly proceeded to date and issue 4 first class officer and 121 third class soldier (the required ratio) edmondsons at ¾ fare and then moved on to issue however many more half fare tickets were required, when all he needed to do was make out one paper ticket to cover all the passengers. To find printed stock of half fare edmondson singles may thus be considered surprising, but there was one circumstance in which their use could be seen as logical.

The RCH *Coaching Arrangements Book* dated 1 January 1905 includes a clause applicable only to special movements of more than 125 troops to another place for the purpose of training, drill, musketry etc, returning to their home station within three months. It provides that advance parties and stragglers forming part of, and travelling by the same route, as the main body are to be charged one half the ordinary fare provided that their warrant shows that they will form part of the main body for training. In these cases passenger numbers could be low and edmondsons could reasonably be used. The use of single tickets is also unsurprising, as any advance or straggling officer or man could well have returned with the main party.

Half fare single tickets.



Half fare return tickets. These could have been used under similar circumstances to those outlined above, but there is also the possibility that they were issued to forces travelling on leave and in uniform. The letter S appears in the audit snip, it was also used in the snip of the single fare returns shown earlier in this volume. Conditions R5, with the large reference number, are on the backs.





## MILITARY ETC TICKETS - VOLUNTEER & TERRITORIAL

During the 1850s and 1860s a number of Volunteer Artillery and Rifle Units were raised, controlled by the Lords Lieutenant of Counties. The new RCH military regulations of 1 October 1883 introduced concessionary fares for members of these Volunteer Corps, allowing return travel at single fare while travelling in uniform either on duty or to attend meetings for competition. In 1888 control of the volunteers was taken over by the War Office and they were grouped with regular infantry units. By 1905 the concessionary rate was also applicable to members of Cadet Corps, to Volunteers (not in uniform) travelling for rifle practice at their ordinary range and to civilian members of Volunteer Rifle Clubs.

Volunteer return tickets for booking office issue as required. It is likely that for most bookings these were replaced by returns printed simply "Issued at Single Fare" as shown earlier in this volume.



Led by the Secretary of State for War, Richard Haldane, Parliament passed the Territorial and Reserve Forces Act 1907, which saw the consolidation of all yeomanry and volunteer corps into the Territorial Force. The first units were stood up on 1st April 1908 and the Force was mobilised in August 1914, its soldiers fighting alongside, and indistinguishable from, the Regular Army. Upon demobilisation in 1918 Territorial Force units were disbanded, but were reconstituted in 1920 as the part-time Territorial Army.

The fare concessions previously enjoyed by the volunteers were continued for the territorials. The tickets shown here were for booking office issue as required.



## MILITARY ETC TICKETS - VOLUNTEER & TERRITORIAL

Much of the Volunteer, Cadet Corps and Territorial traffic was for the purpose of attending the annual camps and was catered for by specially printed, pre-dated tickets.

Single coupon tickets with blank backs.



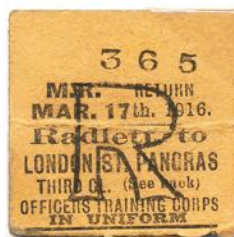
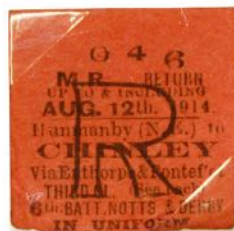
Two coupon tickets with conditions in the R4 series.





# MILITARY ETC TICKETS - VOLUNTEER & TERRITORIAL

Pre-dated Territorial, Cadet Corps and other military returns with conditions R5, including the large reference number. Ticket 200 dated 5 August 1920 is a late example of the use of these conditions, general use of the reference numbers is thought to have ceased in late 1919 or early 1920. It probably resulted from using up stocks of card already having pre-printed backs.



# MILITARY ETC TICKETS - VOLUNTEER & TERRITORIAL

Pre-dated Territorial, Cadet Corps and other military returns with conditions R6.



nos

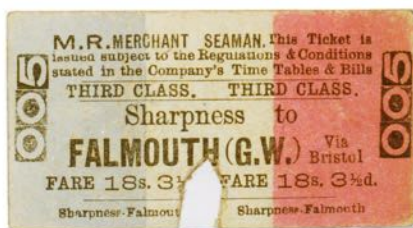
## MILITARY ETC TICKETS - OTHER CATEGORIES

This page shows other categories of ticket covered by the military arrangements.

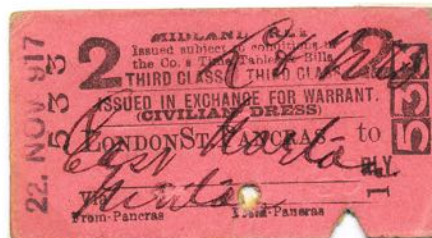
As already stated the July 1896 fare reduction did not apply to the police and some  $\frac{3}{4}$  fare tickets specific to that force were printed.



After 1 October 1883 Merchant Seamen holding Board of Trade Warrants issued by the Board of Trade Constable at the port from which they required to travel were to be given third class tickets in exchange, the Board being charged at 1d per mile.



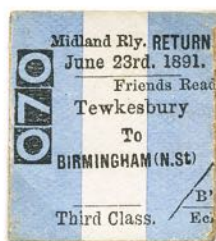
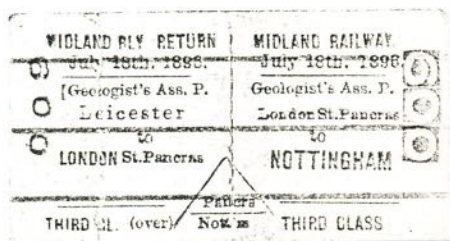
Warrant tickets for passengers in civilian dress. This category of traffic may not have been introduced until during the War.





## PARTY RETURNS - PRE-DATED

Pre-dated tickets printed specially for organised parties. Those shown here have ordinary, rather than excursion (q.v.), conditions and are printed on cards that do not conform to any of the colours usually associated with pleasure party tickets and their reduced fare successors. These are shown later in the volume.



# PARTY RETURNS - PRE-DATED

Continued from previous page, pre-dated party returns with ordinary conditions.



145



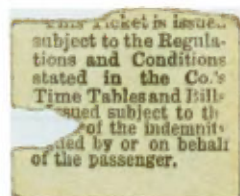
140



146



Tickets with an additional conditions clause for parties travelling off the normal passenger system.



Back



186/74



## PARTY TOURS - PRE-DATED

Special tickets were printed for theatrical groups, sports organisations and other parties going on tour. Following application to the local station or agent the organiser would be provided with specially printed tickets covering the different legs of the tour. The earliest known tickets were in single coupon format printed with the name of the organisation and listing the several journeys to be made together with the dates thereof.



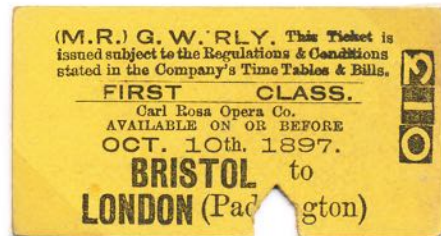
In later years the practice was to provide packs of tickets, each individual ticket covering one of the journeys to be made. The first such prints had three line conditions at the top of the ticket with the title at the start of the top line. This was either "Midland Railway" if the journey commenced at a Midland station or, if the journey was from a foreign station, "(M.R.)" plus the initials of the foreign company. Tickets were on standard yellow and drab card for first and third class respectively and, unlike standard singles, the serial number was printed at the right hand side only. The backs were blank.

These tickets are found in two contemporary forms, one with a fixed journey date printed thereon and the other with "AVAILABLE ON OR BEFORE" above a printed date. The latter were usually, but not exclusively, for theatrical parties while the former were mainly used for sports clubs.

Tickets with a fixed journey date.



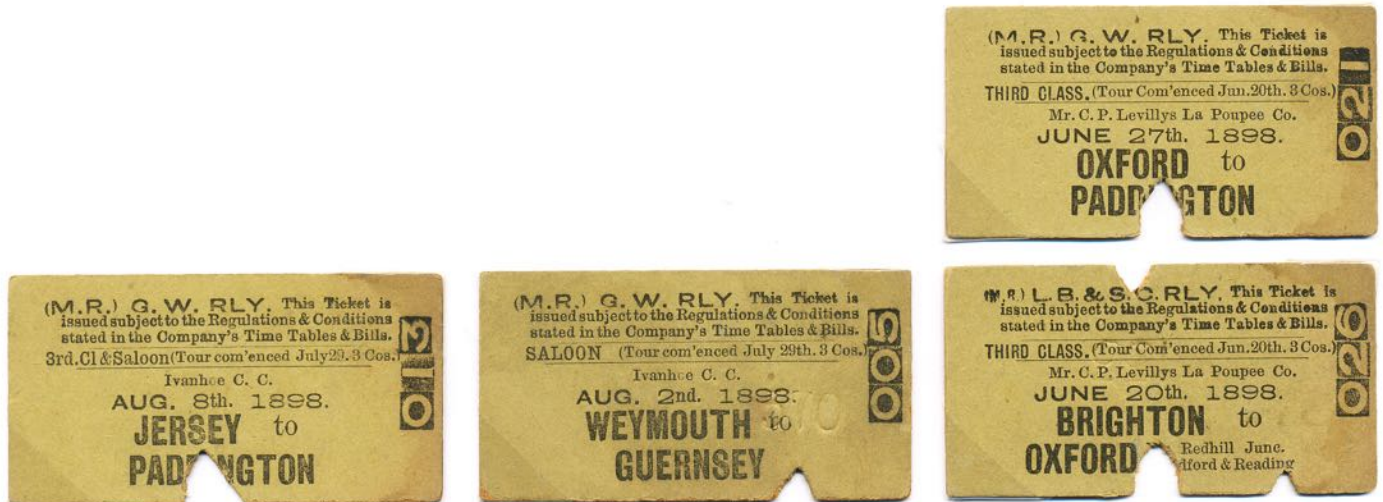
Tickets available on or before a given date.



## PARTY TOURS - PRE-DATED

In or before June 1898 tickets started to appear with, on the same line as the class, the tour starting date and the number of companies involved.

Tickets with a fixed journey date.



Tickets available on or before a given date.

In or before September 1898 the format was revised to show the title by itself at the top of the ticket with the conditions printed below it on two lines. This was to pre-date the corresponding change on ordinary singles by some twelve years. Clearly there was some overlap with the earlier format as some of the new tickets appeared without the tour starting date.





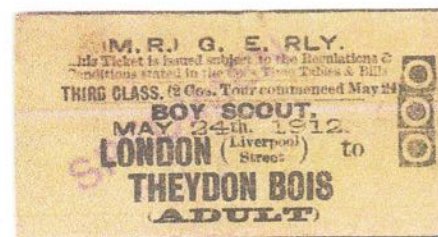
## PARTY TOURS - PRE-DATED

Most tickets with two-line conditions did show the tour starting date, but with the number of companies involved before rather than after this. The use of specially printed child tickets on green card again pre-dates the introduction of child ordinary singles.

The tickets on this page have a fixed journey date.



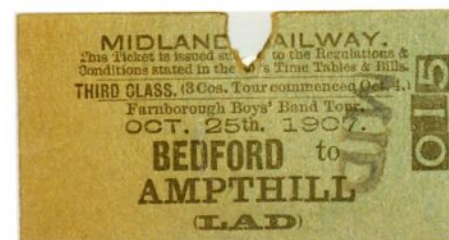
195/11



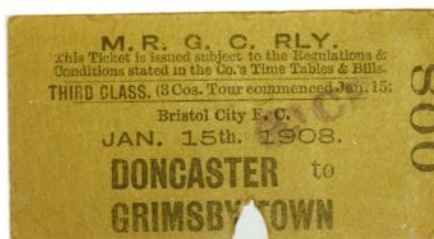
195/12



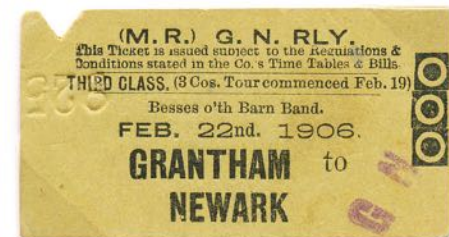
195/14



195/14



195/13



195/11



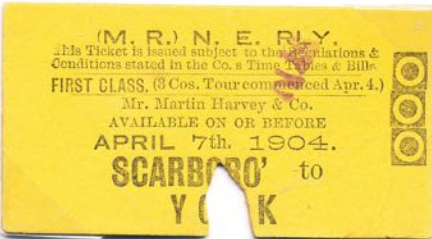
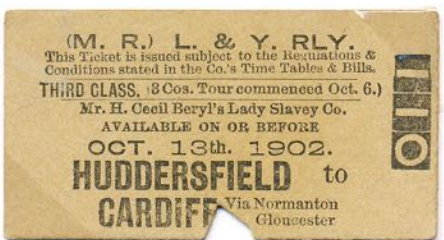
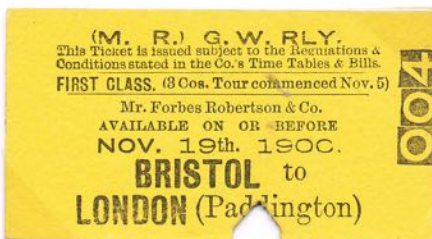
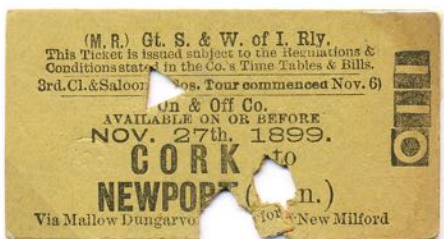
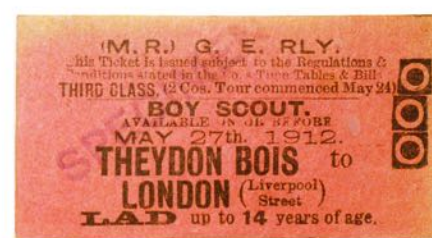
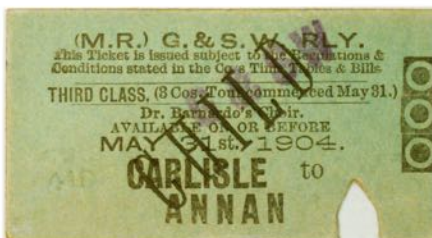
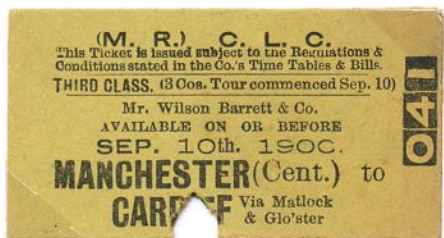
195/11



# PARTY TOURS - PRE-DATED

Continued from previous page; tickets with two-line conditions showing the tour starting date.

The tickets on this page were available on or before a given date.





## PARTY TOURS - PRE-DATED

Some party tickets were produced in the form of perforated strips of coupons, each covering one stage of the tour. The coupons shown here are from such strips.



It is worth recording that tickets titled "Midland Railway" were included in some packs produced by other railway companies, when one leg of the tour was to be wholly on Midland metals. These are not classed as Midland tickets but to aid recognition an example from each known company is shown below.



CLC



GNR



GWR



L&NW

## PLEASURE PARTY TICKETS

The first notice relating to pleasure parties appeared in the Midland timetables for the summer of 1854. Under the heading Picnic & Pleasure Parties it stated that first, second and third class return tickets at a single fare for the double journey will be issued to parties of not less than six 1st class or ten 2nd or 3rd class passengers desirous of taking pleasure excursions to places on this railway. Tickets were available to return on the same day only. Application had to be made in writing to the Superintendent of the Line at Derby not less than three days before the excursion and if an authority was issued it had to be given up to the booking clerk before the tickets were issued.

It was some years before standard pleasure party arrangements were agreed by the Clearing House companies and they first appeared in the RCH Regulations for 1882. By then the fare basis was single fare and a quarter for the double journey or single fare if the party was not less than thirty 1st class or fifty 3rd class passengers and the distance not less than 30 miles each way. Single fare and a quarter tickets were not issued to or from London except for parties of school children and tickets were not issued between manufacturing or business towns except to members of sports clubs and of church and chapel choirs.

The London concession for school children was later withdrawn. Over the next decade minor amendments were made and the list of sports club categories entitled to exemption from the journey restrictions as to manufacturing or business towns was expanded, the exemption was also extended to St. John Ambulance Association and to members of scientific and photographic societies in connection with their field excursions only. Following the 1892 revision the Office of the Superintendent of the Line issued Circular No. 605 dated 1 December that year, in which was set out in full the regulations governing pleasure party bookings.

Early tickets. Blank card and fully printed tickets were used as required.



Availability added, title changed to initial form and the heading changed to show "PLEASURE PARTY &c.". Conditions R2 are on the backs.

Earliest date seen:





## PLEASURE PARTY TICKETS

Shape and layout of the audit snip changed to a more elongated form, containing both station names and a space for insertion of the ticket serial number. The corresponding change on ordinary returns had taken place by August 1882. Conditions R2 continued on the backs.

Earliest date seen:



Conditions changed to R4a, with the second line showing "Regula-" and the text on one half of the ticket inverted so that both blocks face outwardly away from the centre of the ticket. This version of the conditions was in use on ordinary returns by 3 July 1888.

Earliest date seen:



The audit snip reverted to the earlier shape, but now contained only the names of the issuing and destination stations. The corresponding change had taken place on ordinary returns by February 1891. Conditions R4a continued.

Earliest date seen:





## PLEASURE PARTY TICKETS

From 15 July 1892 all new tickets were printed with a small serial number on the return half. The outward half serial number in this and in all succeeding prints may be in negative print (as before) or positive print. Conditions R4a continued. Earliest date seen:



Change to a vertical print format with "over" on the return half and with conditions in the R4 series (most commonly R4a) on the backs.

Earliest date seen:



The legend "over" on the return half changed to "See back". Conditions in the R4 series continued. This is the last type to use the "PLEASURE PARTY &c" heading.

Earliest date seen:





## PLEASURE PARTY TICKETS - SINGLE FARE AND A QUARTER

By the turn of the century there were two reasons why the use of pleasure party tickets had become unsatisfactory. The first was the accounting anomaly that they could be issued at either single fare and a quarter or at single fare, depending on the number of passengers travelling, and the second that the single fare and a quarter concession had been extended to individual members of rifle clubs and of golf clubs, to boat crews attending regattas, to firemen and lifeboat crews attending demonstrations, to waiters (not less than 10) and to parties of not less than eight members of bands of musicians, of professional singers and of bell ringers. The solution was to replace the earlier tickets with two series, one with the heading "AT SINGLE FARE & A QTR" and the other "ISSUED AT SINGLE FARE". The former maintained the earlier pleasure party format and colours and are shown here. Conditions in the R4 series continued. It is suspected that the earliest such prints did not show the fare and that there was then a very short period during which the fare was printed.

Earliest date seen:



The standard format that was settled upon was to print defined space for the fare at the bottom of the outward half, the same format being used both for blank card and fully printed tickets. Conditions in the R4 series continued.

Earliest date seen: 26 Jun 1902



As a result of the 1902 colour revision the cards used for single fare and a quarter tickets were changed to yellow with red stripes for 1st class and plain red for 3rd class. The return half was distinguished by an overprinted skeleton letter 'R'. Some anomalies are found, for example ticket 594 shows that stocks of existing card were used up after introduction of the overprints. Conditions in the R4 series continued.

Earliest date seen: 13 Jun 1903

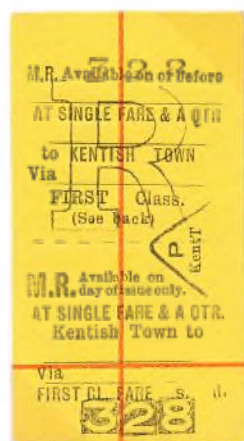




# PLEASURE PARTY TICKETS - SINGLE FARE AND A QUARTER

Initial 'P' added in the audit snip, presumably indicating Party return. Conditions in the R4 series continued.

Earliest issue date seen: 22 Oct 1909



Tickets similar to the preceding type, but with the skeleton 'R' on the return half in a smaller and more pointed format. These are shown separately here, but the distinction is not as clear cut as for ordinary returns and both forms of overprint appeared on later types with no apparent date significance. Conditions in the R4 series continued.

Earliest issue date seen: 16 Jul 1910



Conditions moved to the front, with the backs blank. The skeleton 'R' is in either the large or the small version. It is thought that this is the last type in which single fare and a quarter fare tickets were printed, the rate for pleasure parties and similar traffic being later increased to single fare and a third. Conditions in the R4 series continued.

Earliest issue date seen: 5 Jun 1912



## PLEASURE PARTY TICKETS - SINGLE FARE AND A THIRD

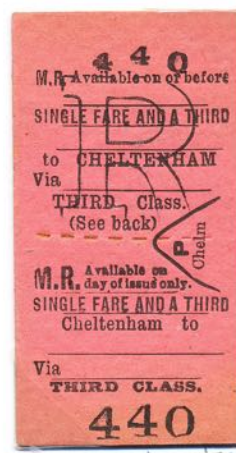
Tickets from around the turn of the century. No obvious reason for their use has been noted.



These replaced single fare and a quarter returns following a rate revision that took place probably in 1912. The tickets are in the same colours as before and continue to show the same initial 'P' in the audit snip. The earliest prints have the conditions on the front of each half and blank backs. The skeleton 'R' on the return half may be in the large or small version. Earliest issue date seen:



Conditions moved to the back, in form R5 including the large reference number 1 or 2 on 1st or 3rd class issues respectively. The first known use of such a reference number on any Midland ticket is 19 August 1912, their purpose is not yet known. The skeleton 'R' on the return half may be in the large or small version. Earliest issue date seen:





# M I D L A N D

## RESTORATION OF CHEAP TICKETS

for

## PLEASURE PARTIES

---

**TICKETS AT REDUCED FARES**  
(available on day of issue only) will be issued to parties of  
not less than **12 Adult Passengers** travelling together.

---

## EXTENDED FACILITIES for FOOTBALL PARTIES

---

Pleasure Party Tickets issued to Football Parties  
will be available **from the day before to the day**  
**after the event.** (Sunday not considered a day).

---

Prior application for these Tickets should be made at the  
Booking Offices of the Company or to the General Superintendent,  
Midland Railway, Derby.

---

**FRANK TATLOW, General Manager.**

Derby, 1921.

Bemrose & Sons Ltd., Printers to the Company.

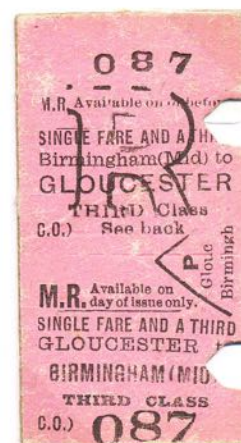
## PLEASURE PARTY TICKETS - SINGLE FARE AND A THIRD

Conditions changed to any one of the R6 series. Earliest date seen:

All reduced fare facilities were curtailed during the First World War and the suspension of many of these was announced in the Midland Railway Excursion Train Notices. That dated 17 February 1915 stated that on and after Monday February 22nd most reduced fares for individuals and parties would be suspended. A lengthy list of sports clubs and other organisations is given together with, specifically "fare-and-a-third" bookings in connection with conferences and meetings and field excursions for scientific societies. The only bookings at this rate that were to be continued were those for concert parties, professional choirs and individual members of rifle clubs. These survived at least until the end of 1915 and possibly for the duration of the War. The years 1920 and 1921 saw a gradual re-introduction of cheap booking arrangements and the concessions were restored to many of the organisations previously covered by pleasure party arrangements. The format of post-War tickets was, so far as is known, unchanged.



15FE36



Undelivered



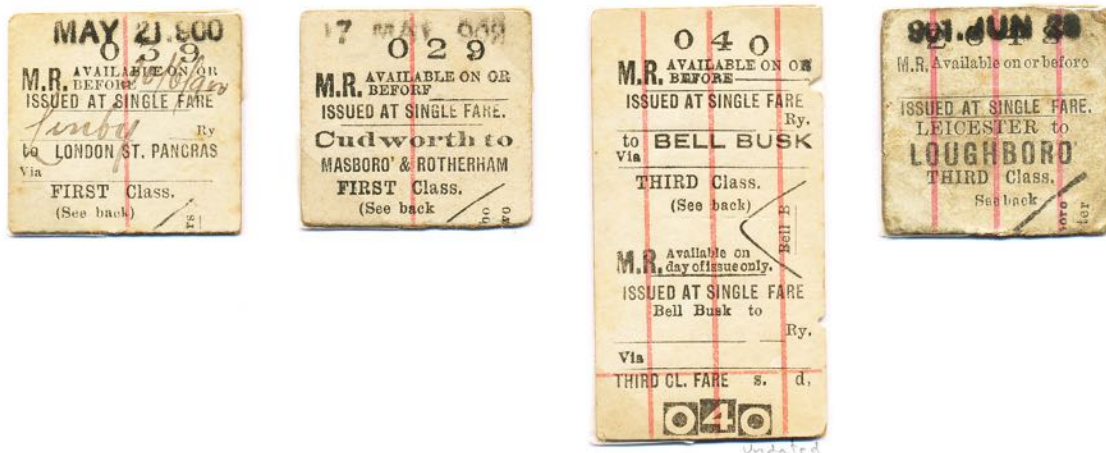
## SINGLE FARE RETURNS

During the nineteenth century, returns at single fare were issued to members of pleasure parties if the party was not less than thirty 1st class or fifty 3rd class passengers and the distance not less than 30 miles each way. The minimum numbers were increased in 1900 to fifty 1st class and 100 3rd class. The 1905 RCH *Coaching Arrangements Book* also showed that single fare return bookings were available to groups such as orchestras, factory girls and women on holiday from London, blind, deaf and dumb pupils and poor children on holiday. The rate also applied to some military and related bookings.

It is thought that returns marked "ISSUED AT SINGLE FARE" were introduced at the same time as single fare and a quarter returns on the abolition of pleasure party tickets at around the turn of the century. This is the first known type, on white card with one longitudinal red stripe on 1st class and three on 3rd class tickets and a transverse red stripe on the outward half. If the sequence for single fare and a quarter tickets was followed then the earliest prints did not show the fare and there was then a very short period during which the fare was printed.



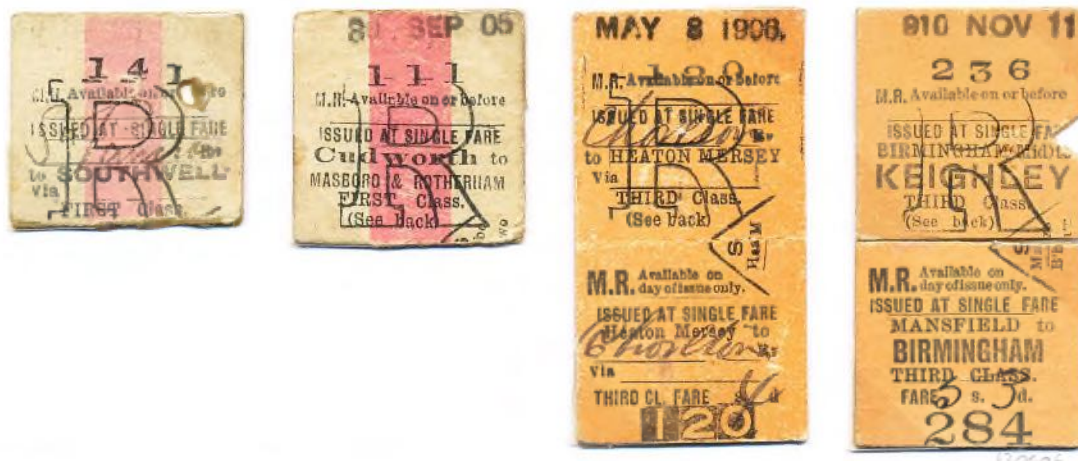
The standard format that was settled upon was to print defined space for the fare at the bottom of the outward half, the same format being used both for blank card and fully printed tickets. Conditions in the R4 series continued. Earliest date:



As a result of the 1902 colour revision the cards used for single fare tickets were changed to white with a pink band for 1st class and plain orange for 3rd class. The return half was distinguished by an overprinted skeleton letter 'R'. Conditions in the R4 series continued. Earliest issue date seen:

# SINGLE FARE RETURNS

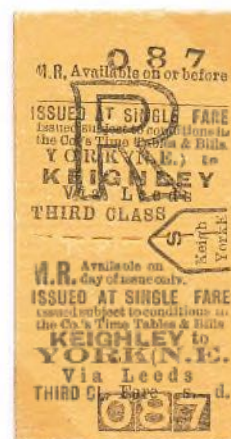
Initial 'S' added in the audit snip, presumably indicating Single fare return. Conditions in the R4 series continued.  
 Earliest issue date seen: 30 Sep 1905



Tickets similar to the preceding type, but with the skeleton 'R' on the return half in a smaller and more pointed format. These are shown separately here, but the distinction is not as clear cut as for ordinary returns and both forms of overprint appeared on later types with no apparent date significance. Conditions in the R4 series continued.  
 Earliest issue date seen:



Conditions moved to the front, with the backs blank. The skeleton 'R' is in either the large or the small version. Conditions in the R4 series continued.  
 Earliest issue date seen:





## SINGLE FARE RETURNS

Conditions restored to the back in form R5, including the large reference number 1 or 2 on 1st or 3rd class issues respectively. The first known use of such a reference numbers on any Midland ticket is 19 August 1912, their purpose is not yet known. The skeleton 'R' may be in either the large or the small version.

Earliest issue date seen: 29 Oct 1915



Conditions changed to R6. The skeleton 'R' may be in the large or small version. Issue at single fare during the War continued for e.g. wives and dependent children accompanying them of Petty Officers, Marines and Seamen of His Majesty's Ships stationed at Ports in the United Kingdom (*Excursion Train Notice No. 73/1915 issued 2 November 1915*). It is likely, therefore, that the type continued in use until the grouping.

Earliest issue date seen:



## SINGLE FARE AND ONE EIGHTH RETURNS

At the same time that the rate charged for small pleasure parties changed from single fare and a quarter to single fare and a third (in about 1912) that for larger parties was increased from single fare to single fare and one eighth. Their withdrawal during the War will have been similar to that for single fare and a third tickets.

## PLEASURE PARTY ETC RETURNS

This page shows non-standard pleasure party and associated reduced fare tickets.

Tickets printed with train restriction notices.



R4a



R4a



R4a



R4a

Pre-dated tickets for named parties printed on cards of the colours noted on the foregoing pages. Party tickets on cards of other colours are shown earlier in this volume.



R4a

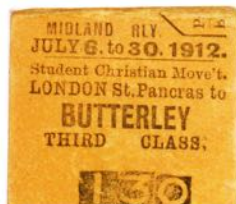
123/18



R4a



R5



176/20



R5



R5



## PLEASURE PARTY ETC RETURNS

This page continues non-standard pleasure party and associated reduced fare tickets.

Specially printed child tickets.

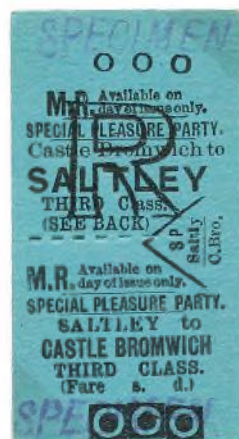


Back: Rha. Unrated



Back: Rha

Special pleasure party tickets, the distinction between these and ordinary pleasure party tickets is not known. Later tickets have the initials SP, for Special Party in the audit snip.



Back: Rha. Unrated



24/26



172001 101/3

Other tickets.



Back: Rha  
Agency replaces  
'See back'.



23703 14/19  
Back: Rha. Longue  
availability.

## RAIL & ADMISSION TICKETS

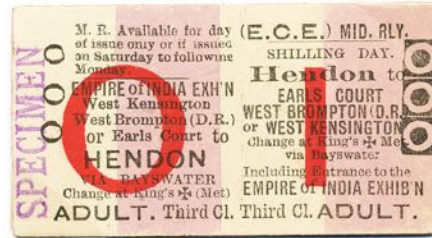
Combined rail and admission tickets date back to at least the 1860s. Their first known use on the Midland was in connection with the 'Ilkeston Bath', situated at the bottom of Town Street (later Bath Street) next to the Rutland Hotel. The Bath building was erected in 1831 at a cost of £1,000 and Victorian guidebooks described Ilkeston as "a famous health resort, owing to the efficacy of its mineral waters" which were considered "the most powerful yet discovered in the Kingdom". Ilkeston Town was served by a branch from the Erewash Valley line, an unadvertised exchange station at Ilkeston Junction together with the branch opened on 6 September 1847 and was worked by horses until closure on 2 May 1870. It was re-opened with locomotive working on 1 July 1879. Fashions changed, and it was also said that local coal mining disturbed the flow of clean underground water to the spa; in any event by 1899 Ilkeston Bath had been closed to the public. The ticket illustrated is in Nottingham Central Library, the back is blank.



The Royal Yorkshire Jubilee Exhibition was held at Saltaire in 1887 in celebration of Queen Victoria's golden jubilee. Combined rail and admission tickets were issued at Midland stations in the area.



Major exhibitions were held at Earl's Court from 1887 onwards. By 1897 at the latest combined rail and admission tickets carried the bold initials E.C.E and were printed on cards coloured according to stipulations laid down by the Metropolitan District Railway. Tickets also carried red I and O overprints on the respective halves, indicating validity for travel on either the iinner (anticlockwise) or outer (clockwise) tracks of the Inner Circle line.





# RAIL & ADMISSION TICKETS

Tickets to Crystal Palace including admission. Most of these specify admission on a One Shilling Day, this was the ordinary admission charge to the Palace and grounds but on what is thought to have been one day per month the charge was raised to 2/6d. Note the variety of routes that appear on the later tickets.



4AV92



R4a

Undated



R4a

Undated



R4a

Undated



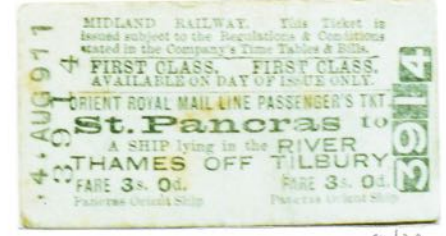
R4a

Undated

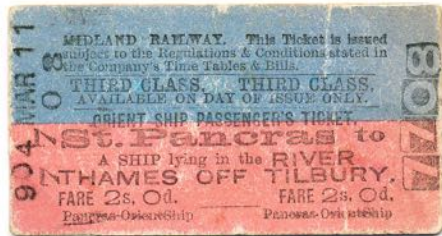
## SHIP PASSENGER & FRIEND TICKETS

The first special trains run from St. Pancras to Tilbury for this traffic were in connection with the Orient Line Steamship *Oruba* on Friday, 1st May 1896. Passengers holding first and second class ship tickets and their friends departed from St. Pancras at 10.55 a.m. and arrived at Tilbury at 11.40. There the LT&SR provided steam tenders to convey all passengers between Tilbury and the steamship in the river, returning with friends of the passengers in time for the return special leaving Tilbury at 12.45 p.m. First and third class accommodation was provided and the passengers were able to obtain their railway tickets at the shipping office or at St. Pancras station. Third class ship passengers were issued with their tickets by the Orient Company and were required to travel by coaches attached to the 9.30 a.m. train from St. Pancras, detached at Barking and worked forward to arrive at Tilbury at 10.40 a.m.

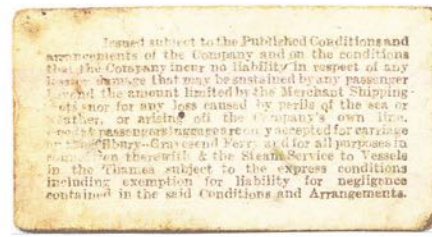
Ship passenger singles. The backs are blank.



84/22



13/31



These conditions on 052 reflect later practice.

Ship passenger friend's returns.



144a



246

173105



13106

722511



24a



144a

57504

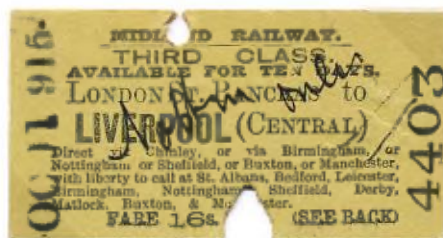


## SHIP PASSENGER & FRIEND TICKETS

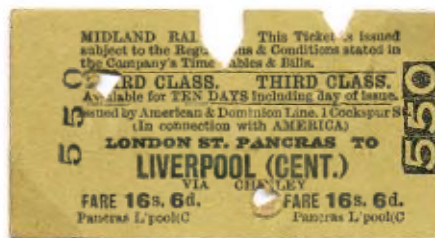
Tickets for sailings from Tilbury other than by the Orient Line. The backs are blank.



Tickets from London to Liverpool for American and other passengers. These usually had extended availability and generous break-of-journey provisions. The backs are blank unless otherwise indicated.



Date: 5/10



12/10/16



19/10

### SATURDAY - MONDAY RETURNS

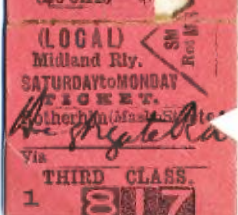
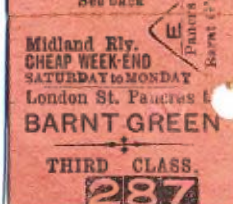
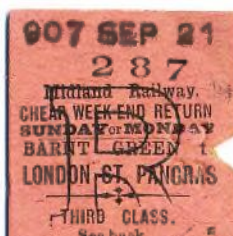
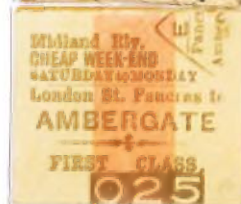
Railway Gazette for 22 Feb 1907 reported (p190) that the Midland began issuing Saturday to Monday tickets between almost all stations on 16 Feb 1907 at 1¼ single fare, minimum 4/- 1st class and 2/6d 3rd class. They were used in fully printed, blank card and foreign blank card versions. The initial 'E' appeared in the audit snip, the same letter used for contemporary week-end returns shown in a later volume. Conditions are in the R4 series. Seen dated 18 May 1907.

Initials in the audit snip changed to 'SM', presumably to avoid confusion with week-end (Friday to Tuesday) returns. Probably at the same time the word 'LOCAL' was added to local blank cards at the top of the outward half and the foot of the return half and the 'FOREIGN' designation was moved to the same position. The words 'See back' were replaced by 'over' in order to give the extra space. Conditions in the R4 series continued.

Earliest date seen: 8 Jun 1908

The words 'CHEAP WEEKEND' omitted and an extended return availability notice added to the return half. Conditions in the R4 series continued.

Earliest date seen: 13 Nov 1909





## SATURDAY - MONDAY RETURNS

Change to show the title in initials on the return half in order to allow the words 'SUNDAY' and 'MONDAY' to be emboldened. Conditions in the R4 series continued.

Earliest date seen: 22 Oct 1910

Tickets similar to the above type, but with the skeleton 'R' on the return half in a small and more pointed format. These are shown separately here, but it should be noted that both forms of overprint appeared on later types with no apparent date significance. Conditions in the R4 series continued.

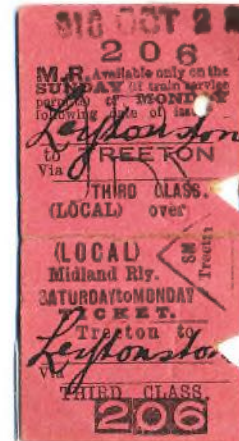
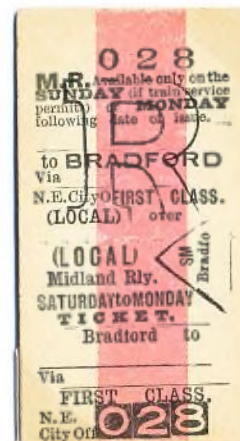
Earliest date seen: 26 Mar 1910

Conditions moved to the front, with the backs being blank. The 'R' overprint may be in either the small or the large version.

Earliest date seen: 3 Jun 1911



10 DE 11



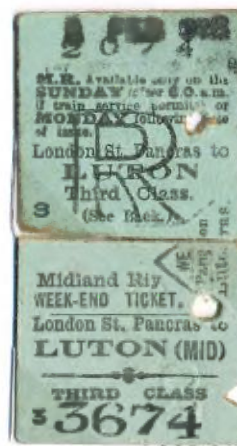
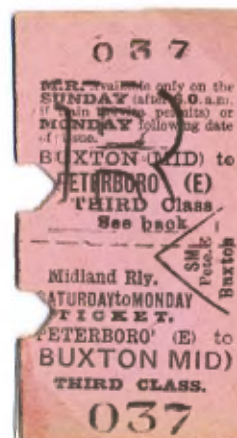
## SATURDAY - MONDAY RETURNS

Conditions changed to R5, including the large reference number 1 or 2 according to class. The availability notice on the return half is also changed and it is assumed that the two alterations were made at the same time. This type was current when these bookings were suspended as from 22 February 1915, due to the war (*Midland Rly Excursion Train Notice 22 of 1915*). Seen dated: 8 Mar 1913.

Following the War, Saturday to Monday returns were reinstated as from 5 November 1921 at the increased rate of single fare and a third, subject to minimum fares of 10/- first class and 5/- third class. (*Company handbill dated October 1921*).

These examples are post-War prints, with conditions in the R6 series on the backs. Third class tickets were printed on a paler red (more accurately pink) card than before.

From 19 May 1922 (*Railway Gazette* Vol 36 page 870) weekend tickets were made available after 5 p.m. on Friday if the fare was not less than 30/- 1st class and 15/- 3rd class. Outward halves were thereafter headed 'WEEK-END TICKET', the initials 'WE' were in the audit snip and 3rd class tickets were on blue card. Conditions in the R6 series continued.





## SPECIAL TRAIN TICKETS

Tickets for horse racing meetings at the City of Birmingham Racecourse. Bromford Bridge station opened on 9 March 1896 and handled race traffic only, it was not shown in public timetables. The backs of the tickets are blank.



20/79



1765



# SPORTS CLUB TICKETS

Most sports club bookings were probably catered for by Pleasure Party tickets, but in some cases specific tickets were printed.



Book: 240 2A092



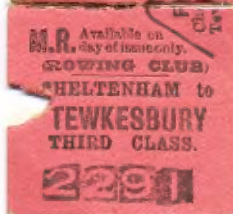
Book: 240 1A092



Book: 240 26812



Book: 240



Book: 25 4744



### THREE-QUARTERS FARE SINGLES

The first traffic at three-quarters fare was that of naval, military and police forces travelling on duty as provided for in the Cheap Trains Act 1883 and dealt with in the earlier military ticket pages of this volume. From July 1896 the fare basis for the army was reduced to two-thirds, but naval and police travel continued at the  $\frac{3}{4}$  rate. From 1 September 1896, as announced in Superintendent of the Line's Circular No. 697, the  $\frac{3}{4}$  rate concession was extended to operative and theatrical companies of all descriptions, provided they numbered ten or more persons. Much of this traffic was catered for by specially printed pre-dated party tour tickets as also shown earlier in this volume, but for the more casual business booking offices were supplied with edmondsons for issue at the reduced rate.

This will have been the first type used. First and third class tickets were used and both may have been printed in blank card and in fully printed form, the fare was not usually shown. The backs are blank.



Format of the ticket changed to give prominence to the fare basis, the backs are blank. Earliest date seen: 13 June 1899



Later third class tickets were printed on a blue-grey card, this may have been as a result of the 1902 simplification of ticket colours.



### THREE-QUARTERS FARE SINGLES

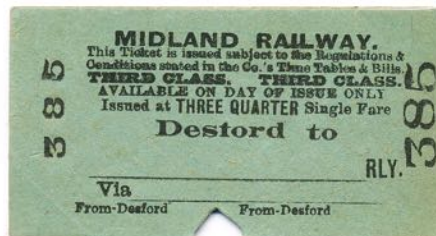
The adoption of the large reference numbers 1 and 2 for first and third class tickets respectively dictated a further revision of the layout, back to a more conventional form. The earliest date seen on any Midland ticket with such a number is 19 August 1912, their purpose is not yet known. The backs are blank.



The company's *Excursion Train Notice No. 32* issued on 23 March 1915, announcing the suspension of most reduced fare bookings, specifically stated that cheap tickets for naval forces and for theatrical companies were to continue and it would thus seem that three-quarters fare tickets remained in use during the War. Use of the reference numbers was discontinued in about 1918/19, the tickets shown below are likely to have been post-War prints. The backs are blank.



163(31



Non-standard tickets, including tickets with longer availability for Anglo-Scottish travel and tickets with the fare printed thereon. The backs are blank.



29N-103



# THREE-QUARTERS FARE (SINGLE FARE & A HALF) RETURNS

Return tickets were issued under the same arrangements as set forth on the preceding pages.



FH



Book: R4a Wey

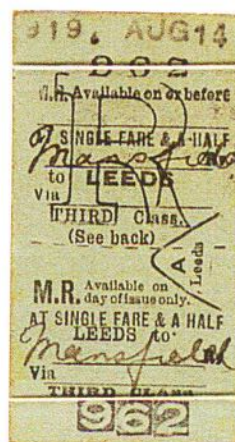


R4a

FH



Book: R4a Undated



W6



Book: R4a

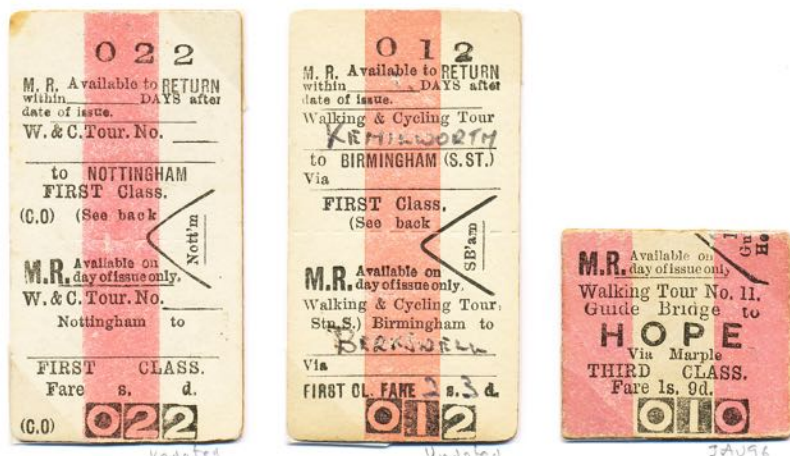


Book: R4a

## WALKING & CYCLING TOURS

Superintendent of the Line's circular *Issue of Tourist & Periodical Excursion Tickets Season 1896* indicates the introduction of these tickets (from 1 May 1896) as follows: "**Walking and Cycling tours.** - A number of tours of this description have been arranged from Morecambe, Lancaster, Bradford, Sheffield, Manchester, Stockport, and Guide Bridge, and particulars of them are shown in the tourist programme. These bookings will be carried out by a special series of tickets supplied by the Accountant, and the concession must be made as widely known as possible." The number of stations at which these tickets were issued increased in later years.

First types used, the colours were the same as those used for pleasure party and the later single fare and a quarter tickets. Conditions in the R4 series are on the backs.



As a result of the 1902 colour revision the cards used for walking and cycling tour tickets were changed to yellow with red stripes for 1st class and plain red for 3rd class, again following the colours used for single fare and a quarter returns. The return half was distinguished by an overprinted skeleton letter 'R'. On the tickets shown the initial 'W' is printed in the audit snip but there may have been an earlier version without this initial. Conditions in the R4 series continued.



Conditions changed to R5, including the large reference number 1 or 2.





## OTHER CATEGORIES

Cattle Drover's tickets. Superintendent of the Line Circular No. 608 dated 20 December 1892 advised that it had been agreed by all companies that the issue of free passes to dealers, drovers, grooms and other persons in connection with the conveyance of live stock will be discontinued on 1 January 1893. From that date, Drovers when bona fide in charge of stock were allowed to travel by the same train, either in the Guard's Van or in the same vehicle as the stock or in a third class carriage if attached to the train. In all cases a certificate from the owner of the stock and an indemnity to the railway company signed by the Drover were required, and the ordinary third class fare had to be paid. Drovers could be booked at an ordinary booking office if in close proximity to the Cattle Dock, but Docks some distance from a passenger station were supplied with special series of tickets allowing Drovers to be booked there. Collection of tickets at the destination Cattle Dock was the responsibility of the foreman in charge.



Back: blank

Hunting tickets. These are known to have been in use by 1886, the fare basis from October that year being single fare and a half for the return journey. The concession must have been introduced later than 1881 as the 1882 RCH Regulations show that full fare was then being charged. The facility was suspended in 1915 (*Excursion Train Notice No. 67 of 21 September*), following which full ordinary fares were again charged.



125/13



93/12



Back: 24a 317A06

Voter's tickets. These were used in connection with the general elections of 1859, 1865, 1868, 1874 and 1880. Until and including the 1874 election only 1st and 2nd class tickets were issued, in 1880 third class were added and this was also the first year in which edmondsons were used for local bookings. A standard pattern for voters tickets was set by the Railway Clearing House, to which the Midland conformed. Candidates were permitted to send Orders to supporters living outside the constituency but entitled to vote therein. For example, voters in county elections were required to possess freehold land in the county worth 40/-, or to enjoy a guaranteed minimum annual income of the same amount. People with sufficient land in more than one county were qualified to vote in all those counties. Voting often occurred on different days in different counties, it would have been unrealistic to expect many of the travelling voters to arrange their own transport and it was common practice for candidates or their agents to provide this. The Orders were exchanged at the supporters' local stations for single or return tickets to the place where voting was to occur, and were then returned to the candidates for payment. The Representation of the People Act, 1867 prohibited payment for travel to some constituencies but was repealed by the Parliamentary Elections and Corrupt Practices Act, 1880. Regrettably, the election that year proved that corruption was still widespread and Royal Commissions were appointed. They led to the passing of the Corrupt and Illegal Practices Prevention Act, 1883, which imposed heavy penalties for those found guilty of bribery, excessive expenses over and above a prescribed scale, payment for vehicles or for travelling expenses, employing voters as agents and other malpractices. Voter's tickets were no more!



Back: blank

5AP80

## OTHER CATEGORIES

Return tickets issued at special fare and one third. This was clearly a post-War arrangement but the qualification for such a booking is not known.



Book: R6a

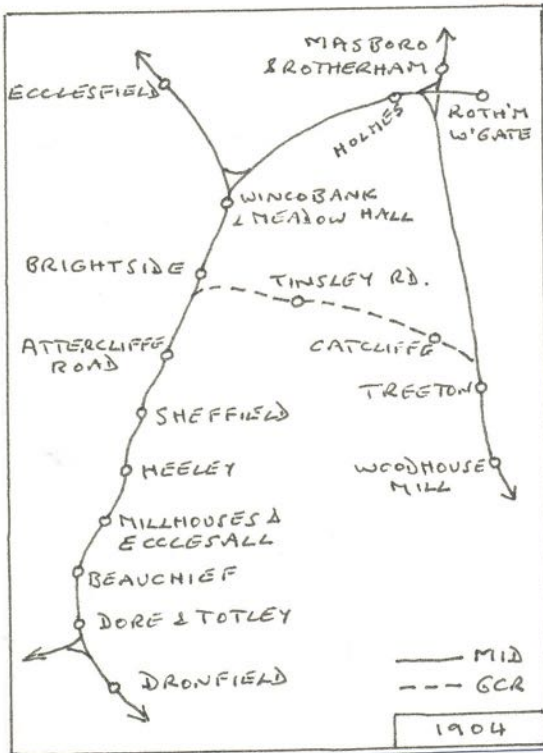


Book: R6b



## WEEKLY SEASON TICKETS

On Monday, 4 April 1904 the Midland started to issue weekly season tickets in the Sheffield district, on the same day the Great Central extended its system of weekly zone tickets to that city. Both companies advertised the new arrangements in the local press, e.g. in the *Sheffield Daily Telegraph* on 21 March and the *Yorkshire Telegraph & Star* on 22 March. On 4 April itself the former featured a short item on them and included copies of the companies' stylised maps. Tickets could be bought on a week-day at any of the stations within the defined zone and could be used for unlimited travel within that zone until expiry on the Sunday night following the day of issue. Originally there were four different zones, each designated on tickets by the letter Z and a number, which usually followed but occasionally preceded the letter.



The zone fares and boundaries were:

- Z1 Fare 1/- Heeley, Wincobank & Meadow Hall, Tinsley Road.
- Z2 Fare 1/- Attercliffe Road, Dore & Totley.
- Z3 Fare 1/6 Heeley, Ecclesfield, Rotherham (Westgate), Masboro & Rotherham, Woodhouse Mill.
- Z4 Fare 2/- Dore & Totley, Ecclesfield, Rotherham (Westgate), Masboro & Rotherham, Woodhouse Mill.

On 2 January 1905 a new zone was added [*Sheffield Daily Telegraph* 21 December 1904]:

- Z5 Fare 1/- Brightside, Masboro & Rotherham.

Similar weekly season tickets were used between Bath and Weston. There was also a weekly season arrangement in the Leeds and Bradford district, which appears to have commenced at an earlier date and which for at least some of the time used tickets in formats different from those for the Sheffield area.

Copies of the conditions on the backs of these tickets are shown below.

This Weekly Season ticket is not transferable and is issued subject to the Regulations and Conditions stated in the Co.'s Time Tables and Bills.

WS1

This ticket is issued at a reduced rate and in consideration thereof is accepted by the passenger on the express condition that the liability of the Company to make Compensation for injury or otherwise in respect of the passenger shall be limited to a sum not exceeding One Hundred Pounds.

WS2

**2**  
This ticket is issued at a reduced rate and in consideration thereof is accepted by the passenger on the express condition that the liability of the Co. to make Compensation for injury or otherwise in respect of the passenger shall be limited to a sum not exceeding One Hundred Pounds.

WS3

This ticket is issued at a reduced rate and in consideration thereof is accepted by the passenger on the express condition that the liability of the Co. to make Compensation for injury or otherwise in respect of the passenger shall be limited to a sum not exceeding One Hundred Pounds.

WS4

This ticket, which is not transferable is issued on the terms that it shall be given up on expiration, and that the holder shall be subject to the same rules and regulations as other passengers, as well as to the special conditions applicable to season tickets. The ordinary fare to be paid if the ticket is not produced when required.

WS5



## WEEKLY SEASON TICKETS - SHEFFIELD AREA

This page covers what is assumed to have been the first type used, although the earliest issue date seen is not until 6 September 1904. Conditions WS1 are on the back. For each of the five zones cards of six different colours were used, rotating on a six-weekly cycle in the order yellow, green, chocolate, red, white but chosen so that in any given week each zone was using tickets of a different colour.

Representative set from zone Z2.



Tickets showing the other four zones. It is not clear whether the 'via Catcliffe' wording on the earlier Zone 3 ticket 377 (it may also have appeared on early Zone 4 prints) is restrictive or permissive. The traditional Midland route from Sheffield to Treeton was via Holmes, but the opening of the Sheffield District Railway through Tinsley Road and Catcliffe on 30 May 1900 provided a more direct route. The SDR was leased to the Lancashire, Derbyshire & East Coast Railway with running powers granted to the Midland and from 1 July 1903 the Midland and LDEC started a joint service between Sheffield and Mansfield calling at the SDR stations, Treeton and Woodhouse Mill before reaching LDEC metals north of Killamarsh. It would seem perverse to limit holders of weekly season tickets to this service (5 trains each way per weekday are shown in *Bradshaw* for October 1904) and bar them from the trains running direct between Holmes and Treeton (eight trains each way per weekday). Whatever may have been the reality, any confusion was later removed by omission of the 'via Catcliffe' notice, as seen from 1772.





## WEEKLY SEASON TICKETS - SHEFFIELD AREA

'NOT TRANSFERABLE' and a two-line conditions notice added to the front of the ticket and the conditions changed to WS2 limiting the Company's liability to £100; it appears that the changes were simultaneous. The earliest issue date noted is 16 May 1905. On Monday, 18 September 1905 a further zone was added - Z6 for Sheffield and Attercliffe Road at a fare of 6d [*Sheffield Daily Telegraph* 11/09/1905]. The same six colours were used for tickets for the new zone, they still allowed each zone to use a different colour during every week of a six-week rotation. Two of the stations were renamed, Tinsley Road becoming West Tinsley on 1 July 1907 and Masboro & Rotherham becoming Rotherham (Masboro) on 1 April 1908.

Representative set from zone Z3 prior to the change of name of Masboro & Rotherham.



Tickets showing the other five zones, prior to the name changes.



Tickets from affected zones Z1, Z3, Z4 and Z5, showing the later names.





## WEEKLY SEASON TICKETS - SHEFFIELD AREA

At some date between 6 December 1909 and 7 February 1910 (and possibly from 1 January that year) the availability period was changed to expire on Saturday night. New tickets were modified accordingly, with the change being emphasised by the use of bold type. This layout for the fronts of tickets then continued in use until the scheme was withdrawn. Conditions WS2 continued.

Representative set from zone Z3, showing continuation of the six-weekly colour rotation.



Tickets showing the other five zones.



On Monday, 1 April 1912 the *Sheffield Daily Telegraph* included the following report: 'DRONFIELD ZONE TICKETS The issue of weekly zone tickets between Sheffield and Dronfield commenced yesterday. At 1s. 6d. a week this arrangement is decidedly cheap, seeing that the ordinary fare is 6½d each way. The privilege will be highly appreciated, not only by residents in Dronfield who carry on business in Sheffield, but also by the members of the Hallows Golf Club, whose links are situated within a mile of Dronfield station. It will also affect the demand that has been made for motor 'buses between Sheffield and Dronfield.'

What colours were to be used? Rather than upset the established six colour, six week rotation scheme for the existing zones it was decided that tickets for the new zone should be on new cards of crimson, orange and grey, rotated on a three weekly basis. It is just possible that the first tickets carried conditions WS2.



## WEEKLY SEASON TICKETS - SHEFFIELD AREA

Conditions changed to WS3, incorporating the large reference number 2. From about mid-1912 the company started to print reference numbers (1 to 5 were used) on most of their tickets. The earliest date seen on any Midland ticket with such a number is 19 August 1912, their purpose is not yet known.

This period is the most fully documented, the following information being abstracted by Glynn Waite from the Company's weekly notices dated from 29 May 1914 to 31 December 1915. The zones are confirmed as:

Zone 1	Available between Heeley, Wincobank and West Tinsley.
Zone 2	Available between Attercliffe Road and Dore & Totley.
Zone 3	Available between Heeley and Ecclesfield, Rotherham and Woodhouse Mill.
Zone 4	Available between Dore & Totley and Ecclesfield, Rotherham and Woodhouse Mill.
Zone 5	Available between Brightside and Rotherham (Masboro').
Zone 6	Available between Sheffield and Attercliffe Road.
Zone 7	Available between Dronfield and Sheffield.

The notices specifically state that tickets between Heeley and Woodhouse Mill (Zone 3) and between Dore & Totley and Woodhouse Mill (Zone 4) were available via Holmes or via Catcliffe. The period of use continued as from Sunday to Saturday night and the sequence of colours was as follows:

Week	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
1	Blue	Yellow	Green	Chocolate	Red	White	Crimson
2	Yellow	Green	Chocolate	Red	White	Blue	Orange
3	Green	Chocolate	Red	White	Blue	Yellow	Grey
4	Chocolate	Red	White	Blue	Yellow	Green	Crimson
5	Red	White	Blue	Yellow	Green	Chocolate	Orange
6	White	Blue	Yellow	Green	Chocolate	Red	Grey

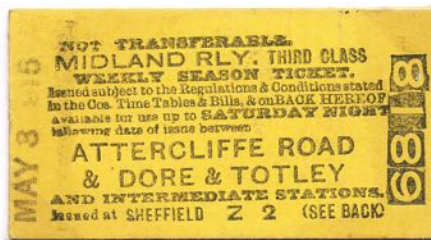
The same colour rotation is shown throughout the 18 month period covered. Note that only three colours were used on Zone 7 tickets. Chocolate is, incidentally, an interesting description of a colour that would more accurately be stated as lilac or purple; red is an almost orange brick-red.

Representative set from zone 3.



## WEEKLY SEASON TICKETS - SHEFFIELD AREA

Continued from previous page; tickets with conditions WS3 showing the other five zones initially covered.



Tickets with conditions WS3 from zone 7, showing the three colours used.



The final type used the same print format on the front of the ticket but had conditions WS4, omitting the large reference number. Weekly notices from 17 July to 9 October 1921 show that the same colour rotations continued. The issue of weekly season tickets was discontinued on and after Sunday, 30 October 1921. (*Railway Gazette Vol 35 page 787*).





## WEEKLY SEASON TICKETS - OTHERS

In addition to the Sheffield area tickets, the Company's notices previously referred to indicate similar facilities in two other parts of the system.

### Bath and Weston

The only local newspaper reference that has been found relating to weekly season tickets between the adjacent stations of Weston and Bath is in the *Bath Chronicle and Weekly Gazette* for 2 April 1908. It comes in a report of a meeting of Bath Rural District Council debating whether to lend support should Bath Electric Tramways Company decide to apply to the Board of Trade for an increase in the fares on its Weston route. The Councillor for Weston, S.T. Tanner, stated that he hoped they would not decide to support the application but leave the Company to take their own course in the matter and continued '*They had threatened to apply for a 2d fare. If they did so it would be a most suicidal policy on the Company's part, for they would lose the Lower Weston traffic almost entirely. They had the Midland Railway station near the point to which they proposed to make a penny fare and people would be driven back to the railway, which now gave a weekly season ticket for 9d.*'.

The Weston tram route had opened as part of Bath's new electrified system on 2 January 1904, that the Midland should wait for over four years (if indeed they did) before responding to the new competition is surprising. It is also surprising that the local paper did not see fit to report the introduction of the railway season tickets and that neither did the Midland advertise them.

It can be assumed that the same formats were used as for the Sheffield tickets, the weekly notices already referred to show the same weekly rotation of the original six colours. It may be assumed that the facility was also discontinued on and from 30 October 1921. The tickets shown have conditions as indicated.



WS2

14/32



WS2

### Leeds and Bradford District

The arrangements for the Leeds and Bradford District are more obscure. Ticket 160 is the only example seen, significantly pre-dating the Sheffield scheme. It is noteworthy in being first class and requiring the holder's name to be inserted, and possibly unique in having the format (blank) to (Station) & Back. Surely it must have been issued at Leeds.

But was it really the forerunner of the weekly season tickets referred to in the weekly notices? These state that the period of use commenced on Mondays, with three colours being used - red, white and blue. There was no standard sequence, for example over one period of 10 consecutive weeks in the 1914-1915 notices the colours to be used were red, white, blue, red, white, red, blue, white, blue, red. As yet, no specimen clearly matching these has come to light.

The tickets shown have conditions as indicated.



WS5