

Midland Railway Society

Midland Railway Luggage Labels

by Roy F Burrows and David Geldard

Fourth Edition



Midland Railway.

CAMDEN ROAD

Midland Railway

BOSTON

P. F. 70.
R 2-10,000-1/10.

Midland Railway.

EXETER

(Via BRISTOL & G. W. RAILWAY.)

Midland Railway. P. F. 70.

BRISTOL

P. F. 70.
R 2-7/11.

Midland Railway.

HULL

(Via Cudworth and Hull & Barnsley.)

Midland Railway. P. F. 70.
R 2.

BRIDLINGTON
VIA
HULL

P. F. 70.
R 2-25,000-12/00.

Midland Railway.

Matlock Bridge

P. F. 70.
R 2.

Midland Railway.

WINDERMERE

(L. & N. W. Station.)

LUGGAGE LABELS OF THE MIDLAND RAILWAY AND ITS ASSOCIATED COMPANIES

VOLUME 1 - INTRODUCTION

This work performs a dual function. Firstly, it provides an overview of the collection of luggage labels owned by The Midland Railway Society and held in the Midland Railway Study Centre at the Derby Silk Mill Museum of Making. As such it stands as Volume 1 of a guide to that collection, in conjunction with three further volumes which act as catalogues. Volume 2 and Part 1 of Volume 3 deal with the ordinary luggage labels used by the Midland Railway on its main system, Part 2 of Volume 3 with London, Midland & Scottish Railway labels based on Midland designs and Part 3 with MR and LMS labels for Carted Luggage and Luggage in Advance. Volume 4 comprises Part 4 covering labels of certain Midland joint lines, Part 5 labels of the London, Tilbury & Southend Railway both before and after its takeover by the Midland and Part Six with the Midland in Ireland. The four Volumes are catalogued in the MRSC as Item Numbers 14257-60.

Perhaps more importantly this volume acts as a stand-alone reference work to the standard luggage labels of the Midland Railway and the two main companies that it absorbed – the LT&SR and the Belfast & Northern Counties Railway.

The section dealing with the Midland Railway is based on the Third Edition of an earlier work on the company's luggage labels (RPS Handbook H1) undertaken by The Railway Print Society. The RPS was founded in 1976 to encourage the study and discussion of, and exchange of information about, all forms of printed material issued by the railways of the British Isles. Later changing its name to the Railway Ephemera Society, it was forced to close down in 2017 due to falling membership and a lack of volunteers to join the Committee. Custodianship of the Handbook then passed to the Midland Railway Society.

The author of the RPS work is Roy Burrows, whose extensive collection of Midland Railway ephemera and artefacts forms the basis of the Study Centre collection. As such, it is fitting to include in this document the original preface to that Handbook essentially as written by Roy even though later parts of the work have been edited to bring it up to date and make it more specific to the collection as it now stands. That editing has been done with as light a touch as possible in the discussion of luggage label types, but more changes have been made to the Alphabetical Listing of Standard Types by Destination. The pagination of this has been changed so as to facilitate future amendment and, while the vast majority of information remains unchanged, the contents have been updated to reflect the collection as it now stands. For these reasons each page has been marked to indicate whether it contains only original data from April 2011 or incorporates a later update.

The study of railway printed matter leads inevitably to the listing of information by individuals. Such lists are rarely complete in themselves but publication can prompt others to contribute further information from their own collection. If you have information or can make any other contribution to the future development of this document, please contact the Society.

A PDF of the latest available version of this document can be obtained from the Midland Railway Study Centre website at:

www.midlandrailwaystudycentre.org.uk/luggagelabels

CONTENTS

	Page
1 Preface to Third Edition	1 - 2
The Midland Railway Main System	
2 Ordinary Luggage Label Types	3
3 Standard Types	
The Types	4 – 7
Tottenham Joint Lines and the LTSR	8 - 9
4 Non-Standard Types:	
Printed Labels	10
Blank Labels	11- 12
5 Alphabetical Listing of Types by Destination:	
Explanatory Notes	13 -14
The Listing	L1 – L22
Associated Companies	
6 The London, Tilbury & Southend Railway	
Types	15 - 19
Listing by Destination	20
7 The Midland Railway in Ireland	
Introduction	21
Irish Destinations	22 - 25
Listing by Destination	26 - 28
Scottish and English Destinations (including Listing by Destination)	29 - 40

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1. PREFACE TO THE THIRD EDITION

This third edition is long overdue – some 18 years have passed since the second edition was published in 1993 and indeed the main work of updating that information was undertaken in 1999/2000 by the late David Wright, with minor inputs from myself. Very fortunately, David was a fastidious keeper of notes and records which, on this subject, he passed to me before his death. His wife, Sheila, did a superb job in typesetting the original alphabetical listing in a modern format and, some years later before she herself sadly died, found it on her computer hard disc and passed it to me by e-mail attachment. Our own computer then crashed with the loss of all e-mails (and attachments, I assumed). When Peter Ellis, our Chairman, contacted me in February this year asking if I had a clean copy of Issue 2 that he could use to produce a few more handbooks, I was finally shamed into “doing something”. I knew that typesetting the listing was totally beyond my capability, so it was a considerable relief to hear my wife, Anne, say that she thought the “Sheila listing” might have survived our computer crash. Fortunately, she was right and thus, with David’s original detailed notes to hand, the updating has been a relatively easy task. More shame on me for not tackling the job years ago.

My original intention was to expand the handbook to include information about labels of constituent and associated companies [e.g. LT&SR, B&NC and MR(NCC)] but, in discussions with Les Dench in 2006, we decided on balance that the Irish labels should really be dealt with in a separate publication. In order to meet Peter’s urgent requirement for copy, I decided not to delay Issue 3 any longer by attempting to incorporate the LT&SR material.

I have completely revised the text for Issue 3, but have retained the form of the alphabetical listing in Part 3 of Issue 2 (now Section 5 in this issue). I hope the use of colour for the illustrations will be a significant improvement. David Wright’s records show that he had access to lists prepared by the late Reg Martin. David, in turn, produced a list of Midland labels that were in Reg’s collection but did not appear in Issue 2 of the Handbook. These have now been incorporated in Issue 3. His notes indicate he consulted others to obtain information, but mention only one source – namely Glynn Waite. My somewhat belated thanks therefore to Glynn and to other members who may have helped David with information at that time.

Issue 2, of course, was based on my personal collection in 1993 (with contributions from others). That collection is no longer in my ownership. It has been preserved (with additions) for future public access in the Midland Railway Study Centre in Derby by the Roy F Burrows Midland Collection Trust. As part of Trust and Study Centre policy, the aim is to make it the definitive reference source for public information on Midland Railway labels (not just luggage, but including wagon, parcel and other labels). Readers will observe some of the items in the Section 5 listing are printed in red. These are known labels but examples of which are not in the Study Centre. In order to make the holdings of labels as complete as possible, Trustees are keen to fill the gaps, either by original labels or by photocopies. If you can help with this task by providing colour photocopies or scans – or even original labels (some funds are available for purchase) - please do get in touch. Costs of photocopying will, of course, be reimbursed.

New material in the field of railway memorabilia continually comes to light and, on the evidence of the last 50 years, this handbook will never be complete. So please let me know if you come across any new material or information – however small it may seem. Comments on Issue 3 are welcome and, please, if you find any errors, let me know. In spite of my best endeavours, it will not be error free.

Finally, my thanks to Les Dench for his inputs and advice; to Hugh Jones for the recent copy of the Ystalyfera label; to my wife, Anne, for all the keyboard work in preparing the text and updating the listing; and finally to Peter Ellis for taking the “raw material” and putting it into publishable form.

Roy Burrows
Ashton Under Hill April 2011

POSTSCRIPT

Following the merger of The Roy F Burrows Midland Collection Trust with the Midland Railway Society in February 2016 any information or comments as requested by Roy should now be directed to the Society.

November 2020

2. LUGGAGE LABEL TYPES

The Midland luggage label was simple in concept. With one exception, it showed only the destination station and, in some cases, basic route information – particularly to Irish destinations. Complexities of colour coding were avoided. In his seminal work on pre-grouping luggage labels (RPS 1), the late Trefor David described seven basic types of Midland label and identified them as types M101 to M107. He, additionally, identified two “sub-types” M106/2 and M107/2. Thirty years later, still only one example of each of these has been found and I regard them as non-standard. In 1992, a new label was identified and classified as Type M102/2. Only one example has so far surfaced and it too is regarded as non-standard. Trefor also mentioned, in describing Type M105, that labels printed after May 1910 omitted the print quantity – a detail that had been shown since early in 1900. There are many of these labels in existence and it is now generally accepted that they should be recognised as Type M105/2, those with a print quantity being referred to as Type M105/1.

Type M103 saw the addition of a Form Number, P. F. 70, at the upper right-hand corner of the label, giving way in later types to what will be referred to as a “print cluster” usually comprising the Form Number, a ruled line underneath this and a Print Reference below that line.

Trefor did not deal with blank labels in RPS1. In the case of the Midland, these labels do not correspond with the standard types defined by Trefor and are treated separately herein. Additionally, since the publication of RPS1, some variable features within types have been identified and are described in the following sections, but none are judged to warrant allocation of separate type numbers.

In view of the above, for the purposes of this handbook, I have structured the descriptions under two headings – “Standard” and “Non-standard” (Sections 3 and 4 respectively). Included in the latter are Types M102/2, M106/2 and M107/2, together with blank labels.

Luggage label sizes vary significantly. The nominal size was probably meant to be 3¹/₄ in x 1³/₄ in for all labels except Type 107. In this case, it was clearly intended to be smaller – nominally 3¹/₄ in x 1¹/₄ in. Types 101 and 102 tended to be larger than later types. Luggage labels were printed on large sheets and guillotined to the small sizes we know. For a given printing, the type could be set several times for the same destination and this gave rise to many detail differences in layout. Some which occur relatively often are different lengths of the line under the title, variations in the position of the print cluster relative to the title and destination and, frequently, different typefaces for the destination itself. Different destinations are known to have been typeset to be printed on the same large sheet. Additionally, inaccurate guillotining could occur (giving rise to different sizes) and individual sheets could be accidentally wrongly positioned within a stack (see the explanatory notes to Section 5 for particular examples).

3. STANDARD TYPES

The development of the standard label through the years of the company's existence is fairly straightforward. There are three basic stages of evolution:

- (a) the early white and mauve/purple labels
- (b) the P. F. 70 purple labels
- (c) the later white P. F. 70 labels

At this point, a note on the use of colour descriptions "mauve" and "purple" is appropriate. The earliest labels (Type M101) were printed on white paper, as were the later ones from circa 1903 onwards (Types M105, M106 and M107). In between (for Types M102, M103 and M104) mauve or purple paper was used. In the main, the word "mauve" has been used over the years to describe these labels. In fact, there are two distinct shades of "mauve" paper which I believe may not have been contemporary. The earliest printings of Type M102 were on what I call mauve paper which has a pinkish hue. Later printings of Type M102 (and all of Types M103 and M104) were on purple paper – distinctively different from the early mauve – not only in colour, but in texture too. In fact, the texture of the mauve labels was much more akin to the early white labels than to the later purple. Henceforth, I use the terms "mauve" and "purple" with this distinction in mind.

Why the change was made from white to mauve to purple paper is not known. Maybe the coloured paper was cheaper but, whatever the reason, purple paper had the disadvantage that the destination was much less easy to read.

It is very difficult to date the early labels. The earliest could have been printed any time after the formation of the Midland Railway in 1844. The early whites (Type M101) were still being printed in the 1860s and were probably superseded by the mauve Type M102 around 1870. Purple paper was in use by circa 1875.

Although we know from other printed material that the general principles of the standard Midland Railway form numbering system were well established by 1880, it is difficult to assess when the Form Number P. F. 70 began to be applied to luggage labels to create Type M103. A best guess would be circa 1890.

The use of print references from 1900 permits more precision in attaching dates to the introduction of later types, as the following table demonstrates:

<u>Label Type</u>	<u>Recorded Dates</u>	
	<u>Earliest</u>	<u>Latest</u>
Purple M104	3/00	6/03
White M105/1	7/03	7/10
White M105/2	5/10	9/13

Evidence from other Midland material would indicate that, from circa 1913/1914, the date of printing was omitted to an increasing extent from new printings and in an apparently random way. The above table would indicate luggage labels fitted into this pattern. However, some dated printing (other than luggage labels) was still appearing marked 12/22 (which, I suppose, is a significant "sell by" date). It is therefore fair to assume white Type M106 labels started to appear circa 1914. The date of change to the smaller white label (Type 107) is unknown. The reason may have been one of economy after World War I, but that is speculation.

One feature of Midland labels is the use of widely different typefaces for the destination station, together with the random use of upper and lower case letters. These different features are so numerous, and their incidence so random, that using them for any meaningful classification system is impossible. The choice of illustrations has been made with a view to giving some idea of the wide variation of the typefaces used.

However, there are some minor variations of other label features within types that are noteworthy, although they do not justify a separate type classification. These include the use of punctuation, the arrangement of the print cluster and length of the line under the title "Midland Railway".

In marked contrast to the variation of destination typeface is the (almost) consistent use of one specific serif letter typeface for the title throughout all the years luggage labels were printed. But two exceptions are known, one is a change to what is very nearly a sans serif title on just a few labels within Type M106/1 (noted in Section 5) and the other is a solitary (so far) purple label with the company title printed entirely in upper case, judged sufficiently significant to be regarded as non-standard and covered as sub-type M102/2 in Section 4. It is perhaps all the more surprising in comparison with other Midland printed material, where a variety of styles was used over the years for the company title.

The use of a railway company's initials after a "foreign" destination to identify the particular station or line was standard practice and needs no further comment here. However, the Midland did use one or two abbreviations to identify the particular section of line within its own system on which a station was located in order to avoid confusion with similarly named stations elsewhere. The practice was by no means confined to luggage labels, where three examples occur:

- B & B Birmingham and Bristol. This appears on Eckington labels to avoid confusion with the similarly named Derbyshire station.
- L & H Leicester and Hitchin. This was used to distinguish between the "new" Wigston station and the original Midland Counties Wigston (South) station on the line to Rugby.
- M & B Mangotsfield and Bath. Labels to Weston carry this abbreviation to avoid confusion with Weston-super-Mare.

The following full size illustrations are examples of the "standard" label types that form the basis of the listings in Section 5.



TYPE M101

The earliest recorded type, printed on white paper and initially without any adhesive on the backs.



TYPE M102

This type is of similar size and layout to M101 but is printed on mauve or purple paper, generally with adhesive on the backs. There are a few examples, however, where this appears not to have been the case and these are annotated in Section 5.



TYPE M103

This is generally similar to the previous type, but with the Form No. P. F. 70 shown in the top right-hand corner and purple rather than mauve paper used.



TYPE M104

This is the final type on purple paper. A ruled line is shown below the Form Number and below this is a reference R2 together with the print quantity and date of printing, the whole forming a print cluster.

The significance of R2, and of the later R2a, is not known.



TYPE M105/1

This type marks the change back to white paper whilst retaining all the elements of the print cluster. Two examples are shown – the second being one of the very few with the print cluster in one line (see Section 5).



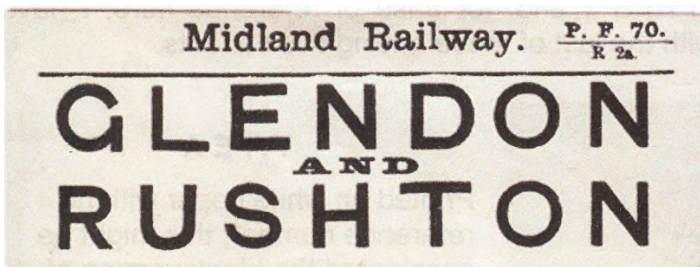
TYPE M105/2

The print quantity is omitted from this type – otherwise labels are similar to M105/1.



TYPE M106/1

These labels are the next development in which the date is omitted and the print cluster takes the form shown. Two labels are illustrated, the lower being one with the different style of title described on page 5 (catalogue Item No. 15350).



TYPE M107/1

This is the final "standard" type, smaller than its predecessors.

'R 2' now becomes 'R 2a'.

TOTTENHAM JOINT LINES AND THE LTSR

The LTS, while an independent company and as a Section of the Midland, is dealt with in Part 5 of Volume 4 (Item 14260). Following the full merger with the Midland from 1 October 1920 all references to the '(L.T. & S. Section)' were discontinued and all new labels for the Section were then printed with the simple 'Midland Railway' title. As such, the print layouts became identical to those in contemporary use for labels from the main system, Type M107/1. The (former) Section labels are therefore included in the Midland part of the MRSC collection, but a detailed understanding of the background to this is necessary.

The starting point is a Midland railway passenger service between Moorgate Street and Crouch Hill, on the Tottenham & Hampstead Junction Railway, which commenced on 1 October 1870 and was extended to South Tottenham from 1 May 1871. The opening for passengers on 9 July 1894 of the Tottenham & Forest Gate Railway from a junction near South Tottenham to an end-on junction with a new LTS branch to Woodgrange Park enabled the extension of this service to East Ham, where a specially provided bay platform was used. A less frequent service between St. Pancras and East Ham commenced on the same day, together with one train each way per day between St. Pancras and Southend. The latter was withdrawn (as planned) from 15 October 1894 and resumed with two trains each way on 1 June 1895, increased to four from 1 July that year. On the LTS main line calls were made at Barking, Leigh-on-Sea and Westcliff-on-Sea, with some trains also stopping at Upminster. The service was taken over by LTS locomotives from 4 April 1899.

On 1 May 1896 the Midland Railway started running special boat trains from St. Pancras to Tilbury Dock station. From some date in the 1900s Barking was used as an alternative rush-hour terminus instead of East Ham.

Standard Midland labels to the following stations are in the collection; the earliest type seen is given in brackets after each.

On the THJ (Midland and Great Eastern Joint): Junction Road (M101), Upper Holloway (M101), Hornsey Road (M102), Crouch Hill (M102), Harringay Park (M106/1) and South Tottenham (M104); i.e. all relevant stations except Highgate Road and St. Ann's Road (Gospel Oak was used by GE trains only).

On the TFG (run as a Midland and LTS Joint line until 1 January 1912 and then worked wholly by the Midland): All stations, i.e. Black Horse Road (M107/1), Walthamstow (M107/1), Leyton (M102), Leytonstone (M102) and Wanstead Park (M102).

On the LTS: Woodgrange Park (M107/1), East Ham (M102), Leigh-on-Sea (M106/1), Westcliff-on-Sea (M106/1) and Southend-on-Sea (M105/1)

As all these stations were served by Midland trains these are logical destinations, other possibilities are Barking and Upminster (to which there is a reported example of Type M107/1).

It is expected that labels to most, if not all, the above stations will have been held at St. Pancras and Kentish Town; some may also have been held at stations on the widened lines and possibly at other suburban stations on the Midland main line. It is also reasonable to think that Midland labels will have been stocked at the joint line stations for luggage to other joint line stations, and to some stations on both the Midland and the LTS. THJ stations may, of course, also have stocked GE labels for destinations on that company's system.

The collection further includes Midland labels to four other LTS stations – Benfleet (Item 08217), Dagenham (Item 08632), Pitsea (Item 09678) and Upton Park (Item 15384). These are all Type M107/1 labels (as are reported examples to Plaistow, Romford and Tilbury), stations never served by trains from the main Midland system. This is the last type of Midland label and the likelihood must be that they were printed after 1 October 1920 for supply to, and use at, former LTS Section stations. Their descriptions in the MRSC catalogue include a note to that effect.

The Tottenham Joint Lines formed the second route used by the LTS to reach central London. The first was, of course, over the GER to Fenchurch Street, with stops at the GE stations at Burdett Road and Stepney. Type M107/1 labels to Fenchurch Street (Item 08807) and Stepney (Item 09941) are in the collection and one to Burdett Road is reported. It would have been wholly illogical for any station on the main Midland system to hold labels to these destinations; again it is assumed that they were for use at a station on the former LTS Section or, but less likely, at a former T&FG or a THJ station. The catalogue entries are so noted.

From 2 June 1902 there was a third route into London, via the Whitechapel & Bow Railway and on to the Metropolitan District Railway, joint owners with the LTS of the W&B. No label (LTS or Midland) has been seen to any W&B station but Midland Railway labels to the District stations at Cannon Street, Charing Cross and Mark Lane are in the collection. The Mark Lane label (Item 09438) is of Type M106/1, and it is near certainty that it was printed earlier than 1 October 1920. Had it been for stock at an LTS Section station it would have been so titled, and it is unthinkable that it would have been held at any station on the main Midland system. The logical conclusion is that it was supplied to one of the TFG stations after the Midland gained full control in 1912 – for a passenger to have travelled from, say, Leyton to Mark Lane with a single change on to a District train at East Ham would have been entirely reasonable. A more remote possibility of having been stocked at a THJ station should also be recognised.

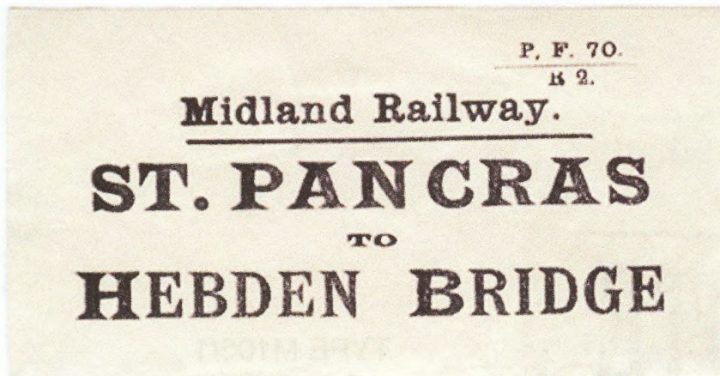
The labels to Cannon Street (Item 08449) and Charing Cross (Item 08493) are both of Type M107; again use at former TFG (or even THJ) stations would have been possible but these are more likely to have been stocked at former LTS Section stations and the catalogue entries are appropriately noted. But, as a final twist, while the Type M107/1 Charing Cross label is on the Midland's standard white paper, that to Cannon Street is on yellow and so has been given the non-standard reference Type M107/2.

4. NON-STANDARD TYPES – PRINTED LABELS



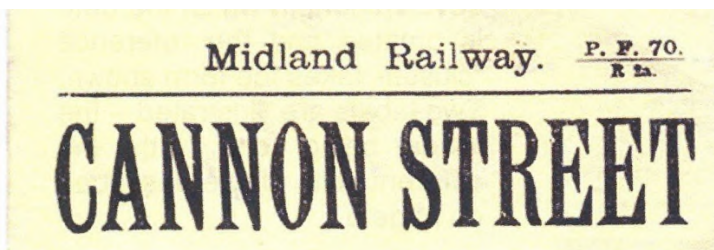
TYPE M102/2

This mauve label (catalogue Item No 08336) came to light in 1902. It is the only example, so far, of the title printed entirely in upper case.



TYPE M106/2

This label (catalogue Item No 09004) is the only known “station of origin” type used by the Midland. It is clearly of the same style as the very numerous Type M106/1. The reason for an apparently one-off experiment with this format of label is unknown.



TYPE M107/2

This label (catalogue Item No. 08449) is clearly in the style of the final type, but printed on yellow paper – the only known example..

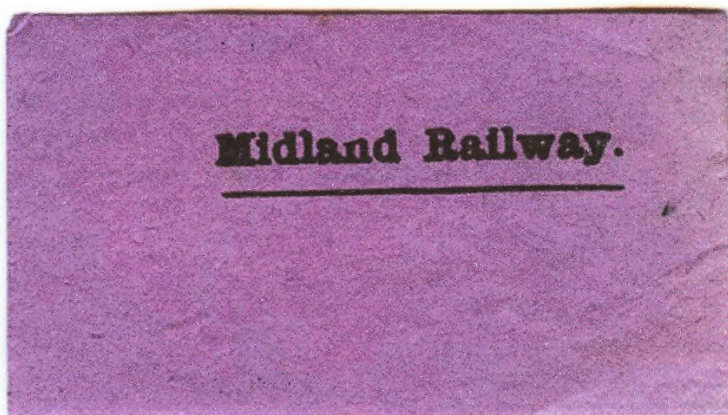
In RPS 1 Trefor David offers two possible explanations. It could have been simply printed in error on yellow paper and is thus really just another “small R2a” label. Alternatively, it was suggested that the colour was a legacy of the former London Tilbury & Southend Railway for a journey via the District Railway to Cannon Street. This arose from the thought that one or two LT&SR labels for westbound journeys to Burdett Road and Fenchurch Street are on paper that is ‘yellowish’. Closer inspection has resulted in the conclusion that these are actually buff; add to this the fact that these destinations are not on the District and the support for this theory falls away.

4 NON-STANDARD TYPES - BLANK LABELS



TYPE A

Printed on white paper with no reference number, this might be considered the blank version of M101. However, the 'texture' of the paper is quite different which suggests a much later printing.



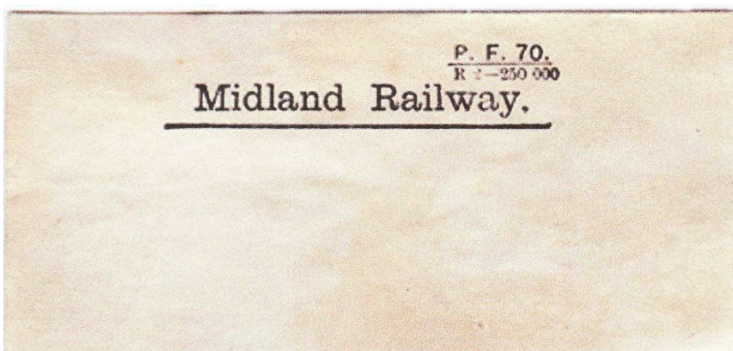
TYPE B

Printed on purple paper, this example is clearly contemporary with M102. There is also a purple "label" with no printing on it whatsoever. This is clearly a contemporary piece of paper of the period and was probably guillotined from a sheet that had been missed in the printing process.



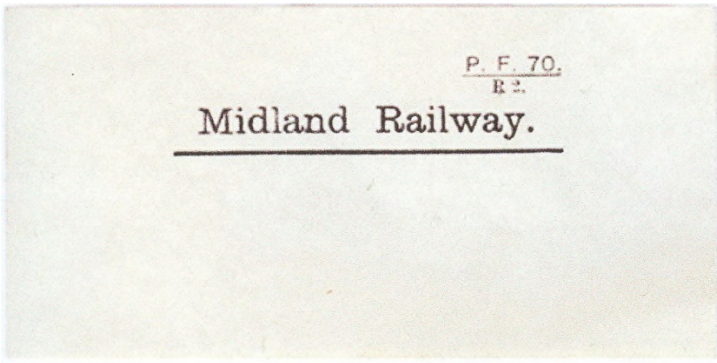
TYPE C

'P. F. 70.' appears on its own on this label printed on white paper. It has no equivalent in the main series. The typeface used for 'P. F. 70.' on this label and that on Types D and E is different from all other blank and main series labels.



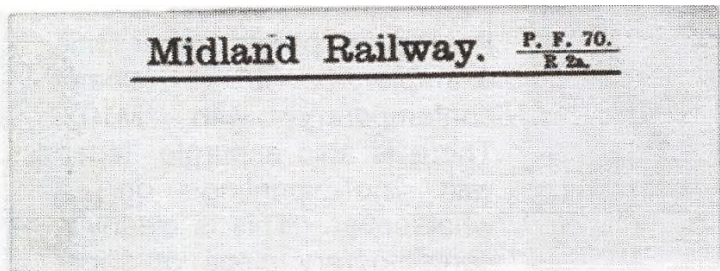
TYPE D

A print quantity is added but no date of printing. Again, there is no equivalent in the main series.



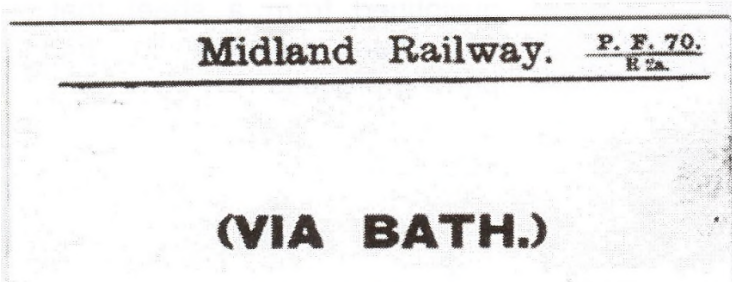
TYPE E

This label is in the same family as M106 except for the 'P. F. 70.' typeface change already mentioned.



TYPE F1

This is the blank equivalent of the final type of label M107/1 (with the standard 'P. F. 70' typeface).



TYPE F2

An unusual version of the 'small R2a' blank label with printed route information.

5. ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

EXPLANATORY NOTES

1. CONVENTIONS USED IN THE LISTING

To try and make the listing as useful a record as possible, the following conventions are used to help differentiate detail within types.

1.1 Destination Column

- (a) Upper and lower case letters are used in exactly the same way as they appear on the actual label.
- (b) Punctuation is similarly treated.
- (c) Use of ‘&’ or the word ‘and’ is again precisely repeated – as are the position of brackets, hyphens, etc.
- (d) For convenience, I refer to a particular combination of these elements as a “destination configuration” and this is the reason one station can be shown more than once in the listing.

1.2 Type Columns 101, 102, 103, 106/1 and 107/1

The existence of a label of particular type for the destination configuration listed is indicated by an ‘x’. If there are known variants of typeface or layout within the type for that particular destination configuration then ‘x’ is replaced by the number of variants. Where the non-standard ‘sans serif’ title (see Section 3) appears on a label it is indicated by a ‘z’, either alone or as ‘+z’ following an ‘x’ or numeral if a label(s) with the standard title is also known.

1.2 Type Columns 104 and 105/1

These columns cover labels with a print date and two items of information are shown – the print quantity first (in thousands) followed by each date of printing (month/year) known for the destination configuration. With few exceptions (each covered by a separate line entry), the print quantity is always the same within type and therefore is not repeated for each date of printing. In a few cases of M105/1 labels (catalogue Item Nos. 08702-4 and 09394-5) the print cluster is all on one line. These cases are indicated by the use of an ‘h’ immediately after the print quantity.

2. INCOMPLETE INFORMATION

Occasionally, in the print cluster, the compositor will have left out a character inadvertently or the label may have been damaged or the print partially obliterated. Where this renders classification information incomplete, a ‘?’ is used in the appropriate place in the listing.

3. MINOR VARIATIONS

Where a variation occurs that is not covered by the above conventions, reference is made to individual notes as follows:

- Note 1 For Types M104, M105/1 and M105/2 an asterisk (*) is used to indicate that, for a given date, more than one variant of typeface or layout has been identified for that particular destination configuration. The number of asterisks against a date indicates the number of identified variants.
- Note 2 Three of the Oban labels (Item Nos. 09621-3) are unique, not just for the length of the route description, but in having immediately above the destination on the left-hand side the railway company initials, which are key to the route in Scotland. A fourth label (Item No. 13079) has “via Airemore” as the route information, which so far has not been identified.
- Note 3 One version of the Ramsgate label (Item No. 09719) has P. F. 70 (with its line underneath) appearing in the bottom right-hand corner because of wrong horizontal guillotining. Because the rest of the layout is absolutely identical to the normal label, the ‘faulty’ label was probably part of one sheet in a stack which had become displaced relative to the others before being cut.
- Note 4 One of the labels recorded is of the type without original adhesive backing.
- Note 5 There are three versions of the 1/04 AMBERGATE label (Item Nos. 08050, 08053 and 08056) which arise because of wrong vertical guillotining displacing the destination off centre. In two different cases, parts of the first and last letters of the destinations on adjoining labels are visible. They are clearly different destinations, which makes it certain that the content of the large sheets mentioned in Section 3 were not restricted to printings of the same destination.

4. RED ENTRIES IN THE LISTING

Readers will notice that there are some **red entries** in the listing. These are known labels but examples of which are not in the Midland Railway Study Centre collection in Derby.

It is worth repeating that if you can help to fill these gaps in our collection either by actual labels or photocopies then please do contact the Midland Railway Society at:

www.midlandrailwaysociety.org.uk

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
A								
ABERDEEN					10 6/08		x	x
ABERFELDY					2 7/08		x	
ABERGAVENNY					10 5/04			
ABERYSTWYTH					10 5/06 3/09			
ABOYNE					2 9/07			
ACCRINGTON		x		10 10/02	10 3/07 1/09 **		2	x
ACKWORTH					10 8/08			
Alcester		x						
Aldersgate St. Aldersgate Street ALDERSGATE ST.	x			10 4/02			x	
ALDRIDGE							2	
ALFRETON		x			10 1/04		2	
ALLOA						7/10		
ALNWICK							x	
ALTON (N.S.)					2 4/10		x	
ALTRINCHAM								x
ALVECHURCH					10 11/08		x	
Ambergate AMBERGATE		x x			10 10/03 1/04*** 11/07 1/0? (See Note 5)		3	
AMBLESIDE AMBLESIDE (Via Fumess Ry. & Lake Side (Via Fumess Ry. & Lake Side)		2 2			10 8/06 10 2/09		x	
AMPTHILL	xx	x		10 7/00 8/02	10 7/03 6/09		x	
ANNAN					10 10/07		x	
APPERLEY BRIDGE AND RAWDON APPERLEY BRIDGE AND RAWDON.					10 10/07 12/08	12/10	x	x
APPLEBY		x		10 5/00	10 10/08		2	2
ARBROATH							x	
Ardwick		x						
ARKHOLME			x		10 2/09			x
ARLEY					10 3/04		x	
Armley ARMLEY		x x		10 11/00	10 11/08**			
ARNSIDE								x
ASHBOURNE					10 3/08		x	x
ASHBY		x		10 2/02	10 5/08		2	x
Ashchurch ASHCHURCH		x		10 11/01	10 2/09		x	x
ASHTON				10 4/02				x
Ashton-under-Hill				10 10/00	10 6/07			
ASHWELL					10 10/08		2	x
ATTENBORO'							x	
AUCHINLECK							x	
AULDGIRTH		x						
Aviemore AVIEMORE					2 7/04	9/13		
AVONMOUTH								x
AYR					10 6/06 4/07		x	

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
B								
BACUP							x	
BAGWORTH AND ELLISTOWN		x		10 3/01	10 3/10			
BAILDON		x						
BAKEWELL								x
BALLATER					2 7/06			
BALLYCLARE (Via STRANRAER & LARNE)					2 5/04			
BAMFORD					10 9/09		x	
BANGOR							x	
BARDON HILL					10 2/08			
BARNOLDSWICK	x				10 8/0610/08		x	
Bamsley BARNSELY		x		25 9/01	25 6/09 1/10		4	
BARNSTAPLE					10 10/08		z	
BARNT GREEN			x	10 2/03	10 9/08 3/10		2	
Barrow Hill and Staveley Works					10 4/08			
Barrow-in-Furness					10 5/08		3	2
BARROW-ON-SOAR and QUORN BARROW-ON-SOAR and QUORN.							x	x
Barton & Walton							x	
BASFORD					10 8/03 5/06			
BATH				25 7/02 4/03	25 1/05 7/05 8/06 9/08 7/09	11/10 9/11**	4	x
BEAUCHIEFF					10 3/04			
BECKFORD		x		10 4/02	10 10/05			
BEDFORD	x	x		50 9/00 2/03	50 4/05** 5/06 11/06 9/08	10/10	7	x
BEESTON					25 8/09		2	x
BEITH							2	
BELFAST (Via HEYSHAM). (Via HEYSHAM). (Via HEYSHAM). (VIA HEYSHAM). (Via LIVERPOOL)					10 10/04 25 5/07**	8/10 9/13	2 x	
Bell Busk BELL BUSK		x		10 6/01	10 10/09			
BELPER		xx		10 6/01 3/03	10 9/08 7/09	10/11	2	x
BENFLEET								x
BENGEWORTH					10 2/09**			
BEN RHYDDING					10 8/06			
Berkeley BERKELEY		x x			10 9/08			x
Berkeley Road BERKELEY ROAD					10 7/07		x	
BERWICK					10 2/09			x
BEVERLEY							x	
BEXHILL (Via Hendon and Heme Hill).					10 7/08			
Bingley BINGLEY		x	x		10 1/05 10/06		2	x
Birkdale Palace					10 12/08			
BIRMINGHAM		3		100 8/00 7/02 2/03	100 7/05 2/06 4/08 10/08 6/09	8//11	4	2
BISHOP'S ROAD		x						
BITTON							x	

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
BLACKBURN			x		10 10/03 8/06 3/08 8/08	7/11	x	x
Black Horse Road							x	2
BLACKPOOL		x	x	25 6/027/02	25 1/05 8/0712/08		3	2
BLACKWELL	x				10 3/04		x	
BLAIR ATHOLL						7/11		
BLANDFORD					10 10/07		x	
BLEASBY							x	
BLETCHLEY		x						
BOAT of GARTEN							x	
BOLTON				10 8/02	10 8/06 11/07 8/09	10/10	2	x
BOLTON ABBEY		x			10 12/03 11/0611/08		x	
BORROWASH					2 2/09		x	x
BORWICK					10 7/04			
BOSTON		x			10 2/04			
BOULOGNE Via TILBURY.		x						
BOURNEMOUTH				25 4/02	25 7/04 3/06 4/09	6/11 2/12	2	2
BOURNVILLE					10 6/08		x	
BOWNESS (Via Ulverstone & Lakeside.) (Via Ulverstone & Lake Side).		x		10 7/02			x	
BRADFORD	x	2	x		100 2/07 2/08 4/10		6	2
BRECON							x	x
BREDON				10 5/00	10 3/09		x	x
BRIDGE OF DEE						7/11		
BRIDGE of WEIR							x	
Bridlington via Selby & Market Weighton.		x						
BRIDLINGTON VIA HULL VIA HULL. (Via Selby & Market Weighton). (Via SELBY and MARKET WEIGHTON.) VIA YORK.		x			10 10/08 809		x 2	x x
BRIGHOUSE							x	
Brighton BRIGHTON			x		10 1/07	7/10	x+z	x
BRIGHTON ROAD				10 9/00		11/10	x	
BRISTOL		x	x	100 8/02	100 8/04 8/06 11/08	5/10 11/11	6	2
BRIXTON		x						
BROMLEY (L C & D.)				10 10/00				
BROMLEY CROSS (L.& Y.)							x	
Bromsgrove BROMSGROVE		x x			10 3/06 10/06		2	x
Brooksby BROOKSBY							x x	x
Broom Junction		x		10 5/02	10 12/08			
Broughty Ferry							x	x
BUCKDEN					10 5/04			
BUILTH					10 1/08			
Bulwell BULWELL		x					x	
BURDETT ROAD								x
BURNLEY		2		10 6/00	10 6/05 4/09		x	
Burslem		x	x				x	

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
Burton BURTON		2 3		50 8/00 9/01 8/02**	50 3/04 4/05 2/06 10/06 10/07 10/08	1/12	2	3
BURTON JOYCE		x					x	
BURY					10 10/08		2	
Bury St. Edmunds			x		10 10/08			
BUTTERLEY								x
Buxton BUXTON		x 2	x	50 5/00 8/01	50 7/05** 3/06 6/06 6/09**		3	2
C								
CALVERLEY AND RODLEY		x			10 5/07			
CALVERLEY AND RODLEY.		x			10 2/04			
CAM		2			10 1/08			x
CAMBERWELL NEW ROAD		x						
CAMBRIDGE				25 12/02		3/11	2	x
CAMDEN ROAD	x	x						
CAMP HILL					10 8/06 5/08		x	
Canterbury (L.C. & D.)		x						
Canterbury West (Via Hendon and Heme Hill).					10 9/05			
Cardiff CARDIFF		x			10 3/04		2	
CARDINGTON							x	
Cark & Cartmel					2 7/08**			
Carlisle CARLISLE		x 2		25 2/02**	25 3/04 6/05** 3/06 11/06 1/09	6/10 2/11	3	x
CARLTON and NETHERFIELD CARLTON AND NETHERFIELD							x	x
Carnforth CARNFORTH		x x			10 6/06 1/09	8/11	3	x
Castle Douglas		x						
CASTLEFORD							x	
CATON				10 5/02	10 10/08			2
CHAPEL-en-le-FRITH				10 4/01 10/02	10 2/05		x	
CHAPELTOWN					10 4/07			
Charfield CHARFIELD		x					x	
CHARING CROSS								x
CHATHAM		x						
Cheadle Heath CHEADLE HEATH				10 9/01	10 3/09**		x	
CHELTENHAM		2		50 8/01 10/02	50 7/03 7/05		3	2
CHEPSTOW			x		10 8/06	7/11		
CHESTER		x		10 10/02		3/11	x	x
CHESTERFIELD		x		50 5/00	50 10/03 8/06 3/08 2/09 1/10	1/11	8 x	3
CHILD'S HILL	x							
CHILTERN GREEN	x	2						
Chiltern Green FOR Luton Hoo					10 9/08			
CHINLEY		x			10 5/04 11/06		x	x
Chorley							x	
CHORLTON-CUM-HARDY					10 5/09			
Churchdown		x						
CHURCH ROAD		x						

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
CINDERFORD				10 12/02			x	
CLAPHAM		x		10 9/00			x	x
CLAY CROSS				10 12/02	10 7/04 1/10		x	2
CLEETHORPES					10 4/08**			
CLEEVE		x						
CLEVEDON					10 7/09		x	x
CLIFTON (N.S.)							x	
CLITHEROE					10 3/06			x
CLOWN					10 2/04			
COALEY							z	x
COALVILLE					10 11/05 9/09		2	x
Codnor Park CODNOR PARK		x		10 4/02			x+z	
COLBREN JUNC.		x						
COLERAINE (Via STRANRAER & LARNE).					10 11/04			
COLLINGHAM							x+z	
COLNE		x		10 10/01*** 6/03	10 3/09 10/06		3	
Congleton CONGLETON		x						x
CONONLEY							x	
COOKSTOWN (Via HEYSHAM).					10 11/04			
COTEHILL		x					x	
COUGHTON	x				10 1/09			
COVENTRY							2	x
Cranford CRANFORD				10 2/01	10 12/08		x	x
CREDENHILL					10 9/07			
CREWE							x	
CRICKLEWOOD						3/11	x	2
CRIEFF					2 9/07			
CROMER							x	x
CROMER Via PETERBORO' & G.E.R. (Via PETERBORO' & G.E.R.).		x			10 10/06 1/09 10 3/06		x	x
CROMER BEACH Via SAXBY and SOUTH LYNN.					10 8/06	3/11		x
CROMFORD					10 2/04 3/07		2	
Crosby Garrett		2						
CROSSMICHAEL						9/14		
CROUCH HILL		x			10 3/07			x
Crystal Palace		x						
Cudworth CUDWORTH		x			10 6/08	11/11	x	x
Culgaith CULGAITH		x			10 12/08**			
CUMWHINTON		x						
Cunninghamhead					2 6/09			
CUPAR							x	
CWM CLYDACH		x						

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
D								
DAGENHAM								x
DAILLY							x	
DALMELLINGTON					2 7/08			
DALMENY					2 7/05			
DALRY						9/13	x	
DAMENS		x						
DARFIELD							x	x
DARLEY DALE		x			10 9/09			
DARLINGTON				10 11/01	10 4/04 1/05 2/06 3/08		x	x
DARWEN							x	
DAWLISH							x	
Defford		x						
DEFFORD						12/10	x	x
DENT					10 2/04			
DERBY	x	xx		100 9/01 2/02	100 1/05 10/06 10/07 7/08 1/10	11/10 9/11	6	3
DERBY (NOTTINGHAM ROAD.)		x						
DESBORO'		x						
DESBORO' AND ROTHWELL				10 12/01 12/02			x	x
DESBORO' AND ROTHWELL.							x	
DESFORD					10 12/06		x	
Devonport Via BATH & TEMPLECOMBE Via BRISTOL & G.W. RAILWAY. DEVONPORT Via BRISTOL & G.W. RAILWAY		x			10 2/09		x	
DEVYNOCK						11/11		
DEWSBURY				10 10/00	10 5/07	5/10**		x
DIDSBURY					10 8/03		2	
DINGWALL						7/11		
DOE HILL					10 6/07			
DONCASTER		x		10 12/01 3/02	10 10/08	/10		2
Donisthorpe		x						
DONISTHORPE							x	
DORE & TOTLEY				10 11/00 10/02	10 11/05			x
DOUGLAS ISLE OF MAN (Via BARROW.) ISLE OF MAN (Via BARROW). (ISLE OF MAN) VIA HEYSHAM. ISLE OF MAN (Via LIVERPOOL.) ISLE OF MAN (Via LIVERPOOL).		x		25 1/01	100 4/05 50 4/08 9/09 25 8/06 10 8/09		x	
DOVER		2						
Dover Harbour (Via HENDON and HERNE HILL.)					10 1/08		x	
DRAPERSTOWN (Via STRANRAER & LARNE)					2 5/04			
Dreghom		x						
DRIFFIELD					10 2/09			
DROITWICH		x		10 8/02		11/10	x	
DROMORE					2 7/05			
Dronfield		x						
DRONFIELD				10 2/03	10 10/08			
DUBLIN (Via HEYSHAM). (Via HEYSHAM.)					10 10/08	3/11	2	x
DUBLIN (NORTH WALL)							x	

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
DUBLIN (WESTLAND ROW) Via HOLYHEAD							x	
DUDBRIDGE							x	
DUDLEY								x
DUFFIELD					10 2/05 1/08		2	2
Dufftown						9/13		
DUMFRIES		x		10 7/00	10 8/09	7/10	x	x
DUNBAR					10 2/04			
DUNDEE							x	x
DUNFERMLINE					2 6/09			
DUNGIVEN							x	
DUNRAGIT							z	
DURHAM		x		10 4/02	10 8/04		x	x
DURSLEY		x						
E								
EALING								x
EARBY					10 1/05			
East Ham EAST HAM		x						x
EAST LANGTON							x	
Ecclesall		2						
Ecclesfield ECCLESFIELD		x						x
ECKINGTON, B.& B.		x			10 11/09			
Eckington and Renishaw ECKINGTON AND RENISHAW		x		10 5/02	10 11/05 8/08			
EDALE				10 4/02			x	
EDINBURGH		x			25 11/09	4/11 9/11	3	2
EDWALTON				10 5/02				
EDWINSTOWE					10 12/03 7/09 7.09			
EGGINTON, N.S.							x	
Elephant & Castle ELEPHANT AND CASTLE	x	x						
ELGIN					2 1/07			
ELLAND (L.& Y.)						8/10		
ELMTON and CRESWELL							x	x
ELSECAR AND HOYLAND					10 8/06			
ELSLACK		x						
ELSTREE	x	x			10 12/03	11/11		3
ELY				10 11/02				
Embsay		x						
ETRURIA		x						
EUSTON						11/11	x	
EVESHAM					10 12/03 6/07		x	
Exeter (Via BRISTOL & G.W.RAILWAY).		x						
EXETER (Via BRISTOL & G.W.RAILWAY). (Via BRISTOL & G.W.RAILWAY.)					10 1/10		x	2

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
F								
FALMOUTH					10 11/05 4/10			
FARNWORTH		x						
Farringdon St. FARRINGDON ST.	x	2		10 11/00	10 5/07			
Fenchurch Street								x
FILEY				10 10/00	10 3/06 10/08		2	2
Finchley Road FINCHLEY ROAD	x	x						
FINEDON		x			10 1/07**		x	x
Fish Ponds FISH PONDS		x		10 11/01			2	
Fiskerton FISKERTON		x						
Five Ways FIVE WAYS		x					x	
Flitwick FLITWICK		x			10 8/06		x	
FOLKESTONE							x	
FORFAR							x	
FORRES					2 10/08			
FORT WILLIAM						7/11	x	
FRICKLEY					10 11/08			
FRISBY		x					x	x
FRIZINGHALL				10 5/02	10 11/05**	12/10	x	
FROCESTER					10 3/08		x	
Fumess Abbey			x					
G								
GAILES							x	
GALASHIELS							x	
GARFORTH							x	
Gargrave GARGRAVE		x			10 10/08**		x	
GARSTON		x			10 2/09			
GATEHOUSE OF FLEET							x	
GATESHEAD		x						
Geddington GEDDINGTON		x						x
GIGGLESWICK					10 2/10		x	x
GISBURN							x	
GLAIS					10 12/08			
GLASBURY							x	
GLASGOW		3		50 7/00	50 7/04 6/06 3/07 10/09	11/11**	3	x
GLASTONBURY				10 9/01				
GLEN		x						
GLENDON AND RUSHTON		x						x
GLENFIELD		x						
GLENLUCE							x	
Glossop		x						
GLOUCESTER		2		50 1/01 11/02	50 12/05 10/06 7/07 5/08 6/09 3/10	11/11	4+z	2
Godmanchester					10 10/03			
GRAFHAM		x		10 10/01**			2	

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
GRANGE			x	10 9/01	10 4/08 6/09		x	x
GRANGE-OVER-SANDS		x						
Grantham					10 12/08			2
GRASSINGTON				10 7/02	10 7/03		x	x
GRAVESEND						6/13		
Great Glen		x						
GREAT GLEN					10 4/07 2/10			x
Great Malvem				25 3/00	25 10/06		5	x
GREAT MALVERN								
GREENOCK				10 8/00*	10 8/03		x	x
GRESLEY					10 8/09			
GRETNA GREEN							x+z	
Gretton		x						
GRETTON					10 4/09		x	
GRIMSBY							x	
GRINDLEFORD							xx	x
Guide Bridge		x						
GUIDE BRIDGE			x	10 4/02				
GUISELEY					10 11/06		xx	
H								
HALE								x
HALIFAX							2	x
HALTON							x	
HANLEY				10 9/01			x	
HARESFIELD				10 6/00	10 11/08			
HARLINGTON For TODDINGTON.		x					x	x
HARPENDEN		x		10 3/02			x	2
Harringay Park							2	x
HARRINGWORTH		x						
HARROGATE		x			25 1/05 7/05 10/06 4/08 7/09	7/11 12/11**	2	x
HARVINGTON					10 8/06			
HARWICH					10 10/06			
HASELOUR					10 12/08			
HASSENDEAN							x	
Hassop		x						
HASSOP					10 3/07			
HATHERN			x		10 10/08			x
HATHERSAGE		x					x	
Haverford West		x					x	
Haverstock Hill					10 8/09			
HAVERSTOCK HILL	xx							
HAWES			x					
Hawes Junction				10 9/01	10 3/10			
HAWES JUNCTION		x						
HAWICK				10 12/00	10 5/08			
HAWORTH		x			10 2/09			
HAY							x	x
HAYFIELD				10 6/00				
HAZEL GROVE				10 7/02				
HAZELWOOD					10 5/07			
HEANOR		x						

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
Heaton Mersey		x			10 12/08			
Heckmondwike							x	
HEELEY					10 6/08		x	
Hellifield HELLtFIELD		x		10 9/02		2/11	x	x
HELPSTONE		x						
HEMEL HEMPSTEAD Hemel Hempsted HEMEL HEMPSTED		x x			10 8/04		x	
HENDON	x				10 5/07		3	X
Henlow HENLOW		x			10 10/06 3/07			
HEREFORD (BARRS COURT) HEREFORD (BARRS COURT).					10 5/06			2
HEYSHAM					10 10/06			
Heysham Harbour							x	
HEYWOOD							x	
HIGH BENTHAM				10 10/?			x	2
HIGHBRIDGE					10 6/07			
Higham Ferrers					10 6/09		2	
HINCKLEY					10 11/04 6/07 8/09		x	
HINTON				10 12/02	10 11/09			
HISTON		x						
Hitchin HITCHIN		x			10 7/07		2	
Holbeach		x						
Holbeck HOLBECK		x x		10 11/02			x	
HOLMES				10 4/02				
Holyhead		x						
HOPE (For CASTLETON.) HOPE (For CASTLETON).			x	10 10/02	10 9/07		2	
Hornby HORNBY		x x						x
HORNSEY RD. HORNSEY ROAD		2 (See Note 4)					2	x
HORTON		x		10 7/02				x
HUCKNALL							x	
HUDDERSFIELD		x		10 11/01		8/11	2	
HULL		3		10 9/01 7/02	10 2/05		2	
HULL (Via Cudworth and Hull & Bamsley.) (Via MILFORD JUNCTION). (Via MILFORD JUNCTION.)				10 10/01	10 11/09**	7/11		x x
Humberstone Rd.		x		10 11/02			x	
HUNSLET				10 11/02				
HUNSTANTON		x			10 7/04		x	x
HUNTINGDON							x	x
HYDE				10 4/02	10 7/03			
HYKEHAM							x	

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
I								
IDRIDGEHAY					10 2/08 10/08			
ILFRACOMBE (Via BATH & TEMPLECOMBE). (Via BRISTOL & G.W.RAILWAY). (Via BRISTOL and G.W.RAILWAY.)		x		10 5/02 10 7/02			x	x
ILKESTON		x		10 9/02		3/11 11/11	x	
ILKLEY			x	25 9/02	25 9/05 12/08		3	2
INGLETON		x			10 7/03		x	
INNERLEITHEN					2 12/09			
INVERNESS					10 10/08		x	
IPSWICH					10 10/06			x
IRCHESTER		x					x	
IRCHESTER For Rushden and Higham Ferrers. (For Rushden and Higham Ferrers.) (For Rushden and Higham Ferrers)		x x x	x		10 7/03 7/08			
IRON ACTON		x					x	
IRVINE							x	
ISHAM		x			10 5/04			x
J								
JEDBURGH							x	
JOHNSTON	x						x	
Junction Road							x	
JUNCTION ROAD	x							
K								
KEGWORTH		x			10 7/07		x	x
KEIGHLEY					25 7/04 2/09	12/11	2	x
Kendal		2						
KENDAL					10 10/07		2	x
KENTISH TOWN			x		100 3/06 9/07 6/09	12/10 1/12	3	
KENTISH TOWN.		x						
KESWICK		x			10 7/04		x	
Kettering		2						
KETTERING	x	x	x	50 2/01 7/01	50 1/05** 8/05 2/09 2/10		3	x
KETTON					10 2/04			
KIBWORTH		x (See Note 4)			10 10/03 11/04 7/09	4/11	x	
Kidderminster					10 11/08			
KIDDERMINSTER					10 10/08			
KILDWICK		x			10 2/09		x	x
KILKERRAN								x
KILLAMARSH		x			10 4/09			x
KILMARNOCK							x+z	
KILNHURST					10 10/05			
KILWINNING							x	

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
KIMBOLTON					10 5/04 11/08		2	x
KINGSBURY				10 5/02			x	
KINGS CROSS (G.N.).								2
King's Cross (MET.)		2						
KINGS CROSS (MET.)		x		10 9/00 1/01	10 2/10		x	x
KINGS HEATH					10 10/09		x	x
KINGS LYNN		x						
KINGS NORTON		2		10 4/02	10 3/04 11/08		x	
KINGUSSIE					2 9/07			
KINNERSLEY							x	
KIRBY MUXLOE					10 5/06			
Kirkby-in-Ashfield					10 11/08		x	x
Kirkby Lonsdale				10 6/00			3	
KIRKCOWAN								x
KIRKLINGTON		x						
KIRKSTALL		x						
KNUTSFORD				10 7/02			x	
L								
LAIRG						9/13		
LANCASTER		x			10 8/09			
LANGHOLM								x
Langley Mill		x						
LANGLEY MILL				10 4/02	10 2/09		x	x
LANGWATHBY				10 8/01				
LANGWITH					10 3/09			x
LARBERT		x						
LARGS						11/10		
LARNE						8/10		
LAZONBY AND KIRKOSWALD				10 12/01			x	
Leagrave		x						
LEAMINGTON					10 5/06			x
LEDBURY					10 4/0?			
LEEDS	x	2		100 5/00	100 8/05 3/06 10/08		6	3
LEEK				10 11/02			x	
LEICESTER		3		100 5/01 1/02 12/02 7/03	100 8/05 11/05 8/06 12/06 7/07 9/08 5/09 7/10	7/10 1/11 1 /12**	5	2
LEIGH-ON-SEA					10 12/06		x	x
LEUCHARS JUNC.								x
Leyton		x						
LEYTON		x						x
LEYTONSTONE		2					x	x
LICHFIELD		x			10 1/04		x	
LIFFORD							x	
LINCOLN	x				25 3/04 2/05 6/07 11/08		2	x
LINCOLN.		x						
Little Salkeld							x	
LITTLE SALKELD		x						
LIVERPOOL	x	x			100 1/05 2/06 50 1/10	9/11	5	2
LIVERPOOL (LIME STREET) VIA BIRMINGHAM And L.& N.W. RAILWAY.								x
LIVERSEDGE						12/11		
LIVERSEDGE (L. & Y.)						8/10		

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
LLANDUDNO								x
LOCKERBIE					10 11/08			
LOCHWINNOCH				1 7/02				
LONDONDERRY (Via HEYSHAM). (Via Heysham & Direct Boat.)					10 9/07		x	
LONG EATON					10 11/09	3/11 1/12	x	x
Long Marton LONG MARTON		x					x	
LONGPORT					10 2/04			
LONG PRESTON				10 6/03			x	
LONG STANTON	x		x					
LONGSTONE					10 4/07			
LONGTON, N.S.								x
LONGTOWN					2 5/04			
Loughboro' LOUGHBORO'		x x			25 3/04 11/05	11/11	2	x
LOWDHAM					10 8/06		x	
LOWESTOFT						12/10	2	x
Ludgate Hill		2						
LUTON	x	x		25 3/00 9/01	25 1/05 5/05	7/10	6	x
Lydney Junction		x						
LYDNEY TOWN		x						
LYTHAM							x	
M								
MACCLESFIELD		x						
Maidstone (L.C.& D.)		x						
MALLAIG							x	
MALTON					10 8/04			
MALVERN LINK							x	
Malvern Wells MALVERN WELLS		2 x		X 8/00	10 9/05 10/06			x
MANCHESTER CENTRAL MANCHESTER CENTRAL. MANCHESTER (CENTRAL).		xx x x		100 1/01 100 8/01	100 5/05 3/06 10/06 5/09 3/10		2	x
MANCHESTER (L. & N.W.)Via BIRMINGHAM							x	
MANCHESTER (VICTORIA) MANCHESTER (VICTORIA). MANCHESTER (VICTORIA).		x	x		50h 3/07 11/09		3 2	2
Mangotsfield MANGOTSFIELD		x x			10 11/05 11/06 10/07			x
MANNINGHAM		x		10 3/02	10 4/10**			x
Mansfield MANSFIELD		x x		25 9/00	25 1/05 4/07 7/08 3/09	3/11	3	x
Mansfield Woodhouse							x	
MANTON		x			10 8/08		2	x
Marchington N.S.							x	
Margate MARGATE Via TILBURY MARGATE (Via TILBURY.)		x x			10 7/08			

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
MARGATE WEST (Via Hendon and Heme Hill).					10 9/07			
Market Bosworth MARKET BOSWORTH		x			10 2/07			
Market Harboro' Market Harbro'	x	x	x				2	x
MARK LANE							x	
MARPLE		2		10 9/00 9/01	10 12/05		x	
MARYPORT		x						
MASBORO'				25 5/?	25 6/05 12/05 11/08	12/11		
MATLOCK					25 6/05** 1/09	7/10 5/11	3	x
MATLOCK BATH MATLOCK-BATH		x x			25 4/05 11/06 7/08"		4	x
Matlock Bridge				25 12/00				
MAUCLINE						8/10		
MEASHAM				10 9/01	10 3/09			
MELBOURNE					10 7/04			
MELLING					10 2/05			
MELROSE					10 8/06			
Melton MELTON		x 3						
Melton Mowbray					25 2/04 2/07 10/07 3/09		2	x
MENSTON		x			10 9/07		x	
METHLEY		x			10 1/09			
MEXBORO'				10 4/02				
MIDDLESBRO'								x
Millers Dale MILLERS DALE		x 2			10 12/07		x	
MILL HILL	x		x		10 3/06		x	
Milliken Park							x	
MOIRA								x
MONSAL DALE		x						
MONTGRENAN		x						
MONTPELIER					10 8/06 1/08		x	
MONTROSE							x	
Moorgate Street		x		10 9/00	10 9/03 2/05 3/06			x
MOORHAMPTON				10 5/02			x	x
MORECAMBE		x			50 8/06 4/10		x	2
MORRISTON					10 12/08			
MOSELEY		x		10 9/01			x	
MOTHERWELL		x						
N								
NAILSWORTH					10 2/05			
NAIRN					2 9/08			
NAPSBURY					10 6/05			
NARBORO'		x						
Neath NEATH		x			10 5/07		x	x
NELSON					10 5/08		x	
Newark NEWARK	x	x x		25 6/00			x	
NEW BIGGIN							2	
Newcastle-on-Tyne						12/11	3	x

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
NEWCASTLETON					2 5/06			
Newcastle-under-Lyme Newcastle-under-Lyme		x					2	
NEWLAY AND HORSFORTH					10 6/09		x	
Newmarket NEWMARKET		x			10 3/09			
NEW MILLS					10 7/08		3	
NEWPORT		x					2	
NEWSTEAD				10 3/00			x	
NORBURY (N.S.)							x	
NORMANTON		2 (See Note 4)	x	10 3/02			x	
Northallerton NORTHALLERTON					10 12/08			x
NORTHAMPTON	x	3		25 3/02 10/02	25 9/05	4/11	x	2
NORTHFIELD						6/10	2	
NORTHWICH					10 2/08			
NORWICH via PETERBORO' & G.E.R. Via PETERBORO' & G.E.R. (Via PETERBORO' & G.E.R.)		x	x				x	x
NOTTINGHAM		x	x	100 11/00 10/02	100 1/05 6/05 4/08 1/07 11/08 12/09	9/10 1/12	5	2
Nuneaton NUNEATON		x x			10 7/08 10/06 3/09	8/10	3	x
0								
OAKAMoor, N.S.								x
OAKHAM		x					x	x
OAKINGTON	x	x						
OAKLEY		2			10 7/07			x
OAKWORTH				10 4/00	10 4/07			
OBAN (Via AIREMORE.)						7/11 (See note 2)		
G. & S.W. OBAN via Settle, Carlisle, Glasgow or Greenock, and Crinan Canal.		x (See Note 2)						
N.B. OBAN via Settle, Carlisle, Waverley, Cowlairs, Craigendoran Pier, and Crinan Canal.		x (See Note 2)						
OLD CUMNOCK							x	
OLD DALBY							2	
OLDHAM					10 11/07		x	
OLLERTON							x	
OLNEY		x		10 7/01**			2	
ORMSIDE		2						
OTLEY		x			10 11/06 8/08	7/10	x	x
OXENHOPE							x	

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
P								
Paddington PADDINGTON		x x			10 9/03 9/05		2	x
PAISLEY							2	
PARKMORE (via STRANRAER & LARNE)					2 5/04			
Pateley Bridge							z	
PEAK FOREST		x		10 10/01				
PEMBROKE DOCK		xx (See Note 4)						
Penrith PENRITH		2		10 8/00 10/02		3/11	2	
PENWYLLT		x						
Perth PERTH		x			10 8/08**			x
Peterboro' (G.E.)		x		10 3/00 5/01				x
Peterboro' (G.N.)		x		10 12/00			3	
PETERBRO'		x						
PIDDINGTON							x	
PINWHERRY							x	
PINXTON					10 6/07		x	
PITLOCHRY					2 7/06	7/10		
PITSEA								x
PLAISTOW								x
Pleasley		x						
PLUMTREE				10 11/01		1/11	x	
Plymouth PLYMOUTH PLYMOUTH (Via Bath & Templecombe) (Via BATH AND TEMPLECOMBE).		x		10 10/00	10 8/06		x	x
PONTARDAWE					10 12/08		x	x
PONTEFRACT							x	x
PORT GLASGOW								x
PORTRUSH (Via HEYSHAM). (Via STRANRAER & LARNE).					10 11/04 10 11/04**		x	
Portsmouth Town (Via Hendon and Woking).					10 3/06			
PRESTON					10 2/06 7/08	12/11	2	x
PRESTWICH (L. & Y.)							x	
PRESTWICK (GSW.)								x
PYE BRIDGE		x		10 11/01 12/02	10 8/05* 11/07 7/09**		x	x

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
R								
RACKS							x+z	
RADFORD					10 10/03 10/08			
RADLETT	2	x				11/11	x	x
RADSTOCK								x
Rainham								x
RAMSGATE	x	x			10 5/05** (See Notes 1 and 3)			
Ramsgate Harbour (Via Hendon and Herne Hill).					10 9/05 10/07			
RANDALSTOWN (Via HEYSHAM).							x	
Raunds		x						
RAUNDS					10 4/10**			x
RAWTENSTALL							x	
REARSBY		x					x	
REDBOURN		x			10 10/06			
REDBOURNE		x						
Redcar		x						
REDCAR						2/11		
REDDITCH		x		25 10/02	25 10/05		2	
REDLAND		x			10 2/08			
REPTON AND WILLINGTON						7/11	x	
RHYL					10 6/05		x	x
RIBBLEHEAD				10 4/00			x	
Richmond		2						
RIPLEY				10 4/02		11/11	x	
RIPON							x	x
RIPPLE					10 12/08			
ROCESTER							x	x
ROCHDALE				10 12/01	10 5/04 11/09			
Rolleston Junc.							x	
ROMFORD								x
ROTHERHAM				25 3/02	25 10/09			
ROTHERHAM (MASBORO' STATION)							x	
ROTHERHAM (MASBORO' STATION).					25 3/08			
Rothesay						9/13		
Rowsley		x						
ROWSLEY		x					2	x
ROYSTON		x						
RUGBY				10 5/03	10 2/04 10/06		x	x
RUSHDEN				10 11/00 12/02	10 10/08		3	2
Rushton		x						
RUTHWELL					2 5/05		x	
RYEFORD				10 5/02				

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
S								
Salford Priors SALFORD PRIORS		x					x x	
SALISBURY				10 9/01				
SALTAIRE					10 12/09			
SALTBURN				10 10/00			x	
SALTCOATS							x	
SALTLEY		xx		10 12/02**	10 10/06		x	x
Sandal & Walton SANDAL AND WALTON	x	x		10 3/02	10 5/04		2	x
SANQUHAR							x	
Sawley Junction		x						
SAXBY		x			10 4/10		x	
SCARBORO'				25 8/01	25 7/05 7/08 4/10	12/11	x	2
Scotby		x						
SEATON (L. & S.W.) (Via BATH and TEMPLECOMBE.)							x	
SEDBERGH								x
SELKIRK					10 3/10			
SELLY OAK							3	x
SETTLE		2			10 8/07			x
SHACKERSTONE		x						
SHARNBROOK		2	x		10 7/06 7/07	1/12	x	x
SHARPNESS					10 8/09			
Sheepbridge SHEEPBRIDGE		x			10 5/07			
SHEFFIELD	x	2		100 7/00 7/01 9/01	100 2/05 2/06 10/06 9/09	1/12	3	3
Shefford SHEFFORD		x					2	
SHEPTON MALLETT		2						
SHERINGHAM								2
SHIPLEY		x		25 8/02	25 7/04 10/09	1/12	x	xx
Shipley Gate SHIPLEY GATE		x		10 5/02				
SHIREBROOK						11/11		
SHOTTLE					10 10/08**			
SHREWSBURY				10 4/02			x	
SILEBY				10 4/02	10 12/07		x	x
SKIPTON					25 8/05 10/06 4/10	7/11	2	x
SOUTHAMPTON					10 4/05		x	x
Southend-on-Sea					10 9/07		x	2
Southill SOUTHILL		x			10 12/08			
SOUTH LYNN						7/10		
SOUTHPORT					25 8/04 10/07	5/11	2	x
SOUTHPORT (CHAPEL ST., via Manchester, Vic.)					10 10/06		x	
SOUTHPORT (LORD STREET, C.L.C)					10 8/09			
SOUTH SHIELDS							x	
South Tottenham				10 9/01	10 5/06		2	x
SOUTHWELL		x						
SOUTH WITHAM					10 3/10			
Sowerby Bridge							x	
Spalding SPALDING		x			10 8/06			

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
SPONDON							x	
ST. ALBANS	x	x		25 7/02 3/03	25 10/09		2	x
ST. ANDREWS								x
St. Ann's Road		x					x	
ST. BEES		x					x	
ST. IVES							x	2
ST. LEONARDS (Via Hendon and Heme Hill).					10 10/06			
ST. PANCRAS		x			250 2/04 5/07 9/09	6/10	5	x
STAFFORD		2					x	
STAMFORD					10 2/05 3/08		x	
STANTON GATE				10 5/02			2	
STAPLE HILL								x
Staveley STAVELEY		x x						
STAVELEY TOWN					10 12/08**			
STEETON					10 10/07		2	
STEPNEY								x
STEVENSTON							x	
STOBS							x	
STOCKINGFORD							x	x
STOCKPORT	x	x			25 2/04 4/08		3	
STOCKTON							x	x
STOKE							x	
STONE		x						
STONEHAVEN						9/13		
STONEHOUSE				10 3/03	10 10/06			x
STRANRAER							x	
Stratford-on-Avon					10 7/03 7/06 7/08	8/11		x
STRATHPEFFER					2 1/05			
STRETTON		x			10 11/05		2	x
Stroud		x			10 8/06			x
STROUD							2	x
STUDLEY		x						
STUDLEY and ASTWOOD BANK					10 7/05 7/07			x
SUDBURY (N S)		x						
SUNDERLAND				10 5/01	10 12/09		x	x
Sutton Coldfield				10 4/02	10 10/06		x	
Sutton Junction					10 4/07			
SUTTON PARK					10 12/03			
SWADLINCOTE							2	
SWANNINGTON							x	
SWANSEA						5/11	x	x
SWAVESEY		x						
SWINDERBY								x
SWINDON (Via Cheltenham & Mid.& S.W.Jc.Rly.)							x	
Swinton		x						
SWINTON	x						x	
SYSTON	x				10 9/09			x

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
T								
TALGARTH				10 11/02				x
Talylyn Junction				10 2/02				
TAMWORTH					10 12/08 6/09	8/10 9/11	2	x
TAUNTON							x	x
TEBAY					10 5/04			
TEIGNMOUTH							2	x
TEMPLECOMBE				10 9/01	10 11/07			x
TEWKESBURY		x					x	x
THETFORD					10 5/04			
THIRSK		x						x
Thornbury		x						
THORNBURY		x		10 8/02	10 2/05			x
THORNHILL					10 2/10			
THORNHILL (G. & S.W.)							x	
THORNTON	x	x						
Thorpe-on-the-Hill							x	
THRAPSTON							x	x
THRAPSTONE					10 1/07			
THREE COCKS				10 9/01				
THURGARTON						5/10		
THURSO						7/10		
TILBURY								x
TILBURY DOCKS							x	x
TODMORDEN							x	
TONGE and BREEDON					10 7/01			
TOOME (Via STRANRAER & LARNE)					2 5/04			
TORQUAY		x		10 6/00	10 9/07 8/08		2z	2
TORRE (Via BRISTOL).					10 9/07			
TREETON		x			10 5/04			
TRENT	x	5			10 9/05 1/10		2z	x
TROWELL							x	
TRURO				10 11/02			x	
TURNBERRY							x	
TURVEY	x	x					x	x
TUTBURY, N.S.				10 11/02			x	x
Twywell		x						
TWYWELL					10 10/05		3	
TYNEMOUTH							x	
TYTHERINGTON		x						
U								
Uffington		x						
ULLESTHORPE				10 4/02			x	
ULVERSTON					10 8/06 11/08		x	x
UNSTONE		x			10 10/03			
UPMINSTER								x
Upper Broughton					10 5/04			
Upper Holloway				10 9/01			x	x
UPPER HOLLOWAY	x							
Upton-on-Severn							2	x
UPTON PARK								x
UTTOXETER				10 5/03				

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
V								
VICTORIA		2						x
W								
Wadboro'		x						
WAKEFIELD		x						
Wakefield (L. & Y.)		x			10 11/09		x	x
WAKEFIELD (L. & Y.)								
WAKEFIELD (L. & Y.)								
Wakefield (WESTGATE).		x					x	
WAKEFIELD (WESTGATE)		x		10 4/00	10 10/09	8/11	x	
WAKEFIELD (WESTGATE).							x	
WAKEFIELD (WESTGATE.)							x	
WALKERBURN					2 7/07			x
WALSALL				10 10/02	10 7/04 6/06 10/06 6/07 10/08	8/10	2	x
Walthamstow								x
WALTON JUNC.				10 10/00			x	
Wanstead Park								x
WANSTEAD PARK		x						
Warmley		x						
WARRINGTON				10 10/01	10 8/05 9/08	12/10	x	
WATER ORTON							x	
WATH		x						
WELDON					10 2/05	7/10	x	
WELLINGBORO'	x	2			25 8/04 11/05		x	2
WENNINGTON				10 5/01	10 7/07 12/09			
Wentworth and Tankersley					10 11/05			
Westcliff-on-Sea							x	x
West End		x						
West Hampstead					10 10/05			x
West Hartlepool							x	
WESTHOUSES AND BLACKWELL					10 11/08			
Weston, M. & B.		x						
Weston-on-Trent							x	
WESTON-S-MARE					25 7/09**	7/11		
WESTON-S.-MARE							xx	x
Weston-sup.Mare							2	x
Weston-sup.-Mare								x
Weston-up.-Mare								
West Timperley					10 9/08			
WEYMOUTH (Via BATH and WIMBORNE).		x			10 1/04			
WHALLEY							x	
Whatstandwell							2	
WHISSENDINE					10 9/07		x	x
WHITACRE		x			10 12/07			
WHITBY			x				2	x
WHITEHAVEN					10 7/05		x	
WHITNEY			x		10 12/05			x
WHITTINGTON		x						
WHITWELL						7/10	x	
WICKWAR		x	x				x	
WIDMERPOOL				10 11/02			2	
Wigston		x						
WIGSTON (L&H.)							x	x

SECTION 5 - ALPHABETICAL LISTING OF STANDARD TYPES BY DESTINATION

	Early White 101	Early Mauve 102	Mauve PF 70 103	Mauve with Qty & Date 104	White with Qty & Date 105/1	White As 105/1 But no Qty 105/2	White Large R2 106/1	White Small R2a 107/1
Wigston (Sth.) WIGSTON (South)		x (See Note 4)				8/11	x	
WILLENHALL (MARKET PLACE)				10 4/01			x	
WILNECOTE				10 11/02	10 4/08	9/10		
WIMBORNE		x						
WINDERMERE		x						
WINDERMERE (Lake Side Station) (Lake Side Station). (Lake Side Station.) (LAKE SIDE STATION.)		x		10 8/00	10 3/04** 10 3/04 10/06		2 x	2
WINDERMERE (L.& N.W.Station). WINDERMERE (L.& N.W.Station.)							x x	x
WIRKSWORTH							x	
WISBECH		x			10 8/07		x	x
WITHINGTON					10 12/03			
WITHINGTON & WEST DIDSBURY WITHINGTON AND WEST DIDSBURY							x	x
WIXFORD		2			10 12/03			
Wolverhampton			x	25 4/01			2	x
WOODCHESTER		2			10 5/04			
Woodgrange Park								x
Woodhouse Mill		x						
Woodlesford WOODLESFORD		x			10 12/09**			
WOODVILLE						10/10		
WORCESTER		x	x		50 8/06 2/07	12/11	4	2
WORKSOP								xx
Y								
YARMOUTH							x	x
YARMOUTH via PETERBORO' & G.E.R.		x		10 6/01				
YARMOUTH BEACH via Saxby and South Lynn. (Via SAXBY and SOUTH LYNN).				10 7/01				2
YATE					10 3/09		x	
YEOVIL (Via BATH).				10 6/00				
YORK		x		50 8/02		1/12	2	x
YSTALYFERA							x	

6. LONDON TILBURY & SOUTHEND RAILWAY

The LTS was always dependent on other companies for its approach to central London. Its first public passenger train ran on 13 April 1854, it was incorporated as a company in its own right on 16 May 1862 and took over the management of its own line from lessees (the contractors Peto, Brassey & Betts) on 1 July 1875. At that date trains were running between Southend and Fenchurch Street with connections for Gravesend via ferry from and to Tilbury. The approach to Fenchurch Street was over the London & Blackwall Railway from Gas Factory Junction, although by then the L&B had been leased to the Great Eastern Railway which was the effective host for the Tilbury company.

Next came an approach to St. Pancras, with the opening on 9 July 1894 of an LTS branch from junctions near East Ham and Barking to Woodgrange Park and of the Tottenham & Forest Gate Railway thence to a junction with the Tottenham & Hampstead Junction Railway near South Tottenham. Both lines were jointly owned, the TFG by the LTS and the Midland and the THJ by the Midland and the GE. Junctions near Kentish Town connected the THJ to the Midland and that company was thus enabled to run trains direct between Moorgate Street or St. Pancras and the LTS.

The third approach resulted from the opening of another joint line, the Whitechapel & Bow Railway owned by the LTS and the Metropolitan District Railway. Opened on 2 June 1902 from a junction with the LTS just west of Bromley station this extended to a junction south of Aldgate and allowed the District to establish services between stations west of Earls Court and LTS stations as far as Upminster, with most trains terminating at East Ham.

The LTS was vested in the Midland with effect from 1 January 1912 (by an Act dated 7 August) under the title 'Midland Railway (London Tilbury & Southend Section)'. Despite the new ownership it retained much of its operational independence and did not become fully merged with the Midland until 1 October 1920, from when the Section sub-title was dropped.

Following this event all references to the '(L.T. & S. Section)' were discontinued and all new labels for the Section were printed with the simple 'Midland Railway' title. The print layouts are identical to those in contemporary use for labels from the main system and the (former) Section labels are therefore included in the Midland part of the MRSC collection. A more detailed background to this treatment is given on pages 8 and 9.

LTS and LTS Section luggage labels have their own coverage in RPS Handbook H1, where nine types are identified and given Type Numbers L101 to L109. That finding has been revisited in the light of new information and the conclusion reached that a more accurate analysis results in four types, here given numbers T1 to T4, each being divided into sub-types. Each new Type Number when first used in the following commentary is followed in brackets by the equivalent RPS number (if any). As for the Midland, sizes vary significantly and the probable nominal sizes are given.

Except for sub-types T1/1 and T4/2, these notes have been prepared on the basis of the labels actually held in the MRSC collection, with Type 4 being the last one specific to the LTS Section. This is a significant deviation from the Handbook which suggests that blue labels of this size existed with a print cluster comprising the Midland Form Number 'P.F.70' (used for all the company's standard luggage labels) with a ruled line below, underneath which is the Print Reference 'R2a'. The source for this appears to have been a somewhat garbled report, without supporting evidence, which has been provisionally considered as unreliable – but it would be great to see a specimen substantiating it!

Type T1 covers labels having a nominal size of 4¼ in x 2 in, thought to have been the earliest format used by the company. Nothing has been found that contradicts that conclusion. Non-adhesive paper is used, all print is in black and the label is headed with the title 'London Tilbury & Southend Railway' with a ruled line beneath. However, the Handbook states a presumption that all labels of this format were printed to show the station of origin as well as the destination. This is now considered incorrect and that there are three sub-types as follows:

Type T1/1 (None).

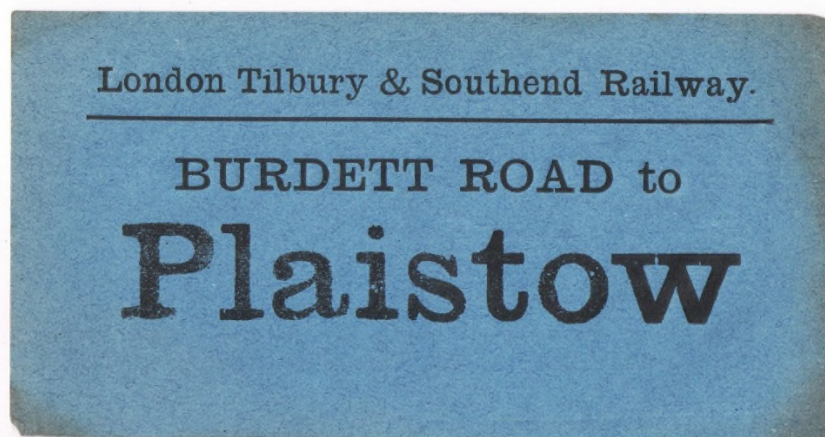
Printed on blue paper, with only the name of the destination station below the ruled line, in any one of a number of upper or lower case typefaces. Although no example has been seen its existence is assumed as a predecessor to Type 2/1. It is suggested that these were held at LTS stations for use only to other local stations.

Type T1/2 (L101/2).

Printed on buff paper with the same layout as Type 1/1. These are thought to have been held at LTS stations for use to foreign stations and specifically at the time to Fenchurch Street and maybe also Stepney and Burdett Road, the two other GE stations at which LTS trains called.

Type T1/3 (L101).

Printed on blue paper with, below the ruled line, the station of origin and the word 'to' and below that the name of an LTS destination station. These are thought to have been held at all three GE stations, although they have only been seen from Burdett Road. The distinctive layout could have been at the request of the GE and it is worth noting that the use of both station names was reasonably common on the GE's own labels to foreign destinations.

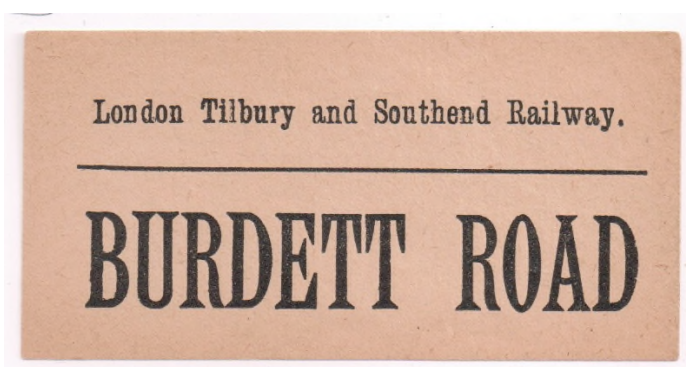


Type 2 covers labels having a nominal size of 3½ in x 1¾ in., the reduction was probably made for the sake of economy. The use of non-adhesive paper and black print continued as standard for this and all later types. Labels are headed with the title 'London Tilbury & Southend Railway' with a ruled line beneath. There are three sub-types as follows:



Type T2/1 (L103).

Printed on blue paper with only the name of the destination station below the ruled line, in any one of a number of upper or lower case typefaces. These are likely to have been held at LTS stations for use to local LTS stations (several examples are known), to stations on the route to St. Pancras (known to Crouch Hill and St. Pancras) and to W&B joint stations (known to Stepney Green).



Type T2/2 (L104).

As Type 2/1 but on buff paper and for use to GE stations (known to Burdett Road and Fenchurch Street).



Type T2/3 (L102).

Printed on blue paper with station of origin and destination station as set out for Type T1/3 and also thought to have been held at the GE stations only. Examples are known from both Fenchurch Street and Burdett Road.

Type 3 covers labels slightly smaller than Type 2 at a nominal size of 3¼ x 1½ and with the new title 'Midland Railway (London Tilbury and Southend Section.)' below which is a ruled line and the destination. In addition, the Print Reference 'R2' and date (month/year) is shown in the top right-hand corner. The same Print Reference is shown on Type M105/2 labels of the Midland Railway, on which the latest print date known is 9/13, and its adoption partially reflects the contemporary practice of the new owners (the Midland also used Form Number 'P.F. 70' on its labels but none seems to have been allocated for the Section). There is no evidence of any Type 3 label showing both issuing and destination stations and it could well have been that the Midland agreed with the GE that there was no further need for this distinctive format. Three sub-types are assumed.



Type T3/1 (L105).

Printed on blue paper and known to local LTS stations with print dates ranging from 3/13 to 6/13, to Leyton (on the TFG) with a print date 4/13 and to Whitechapel (on the W&B) with a print date 7/14. Use to other stations on the St. Pancras route seems likely.



Type T3/2 (L106)

Printed on white paper and known to foreign stations on the North London Railway (several examples) and on the District Railway (Charing Cross). Through trains between the NL terminus at Chalk Farm and the LTS were restored after a long suspension with the introduction of a daily Chalk Farm – Southend service on summer weekdays in 1907. In 1913 two Sunday trains each way were added and the enhanced service appears to have justified the production of labels to NL destinations, noted with print dates ranging from 7/13 to 12/13. Almost inevitably, the services ended due to the First World War; the last train is thought to have run on 31 July 1914.



Type T3/3 (L108).

Printed on white paper and showing the station of origin as Shoeburyness this is the only label seen with a blank destination and routing notice. With a print date of 1/15 this is the latest dated label known from the Section. The white paper is consistent with the thought that this was reserved for foreign traffic.

Type 4 covers labels having a further reduced nominal size of 3¼ x 1¼ in and with the Print Reference changed to 'R2a', without any date. Two sub-types are assumed.



Type T4/1 (L107).

Printed on blue paper and known to local LTS stations; use to stations on the St. Pancras route and on the W&B is possible although existing stocks of Type 3/1 may have sufficed.

Type T4/2 (None).

Printed on white paper for use to District Railway stations, by this time the only logical foreign destinations. No example is known and none may have been needed.

The following page shows a table that lists the known destinations for each Type. In order clearly to show the differences these are set out in three groups, the first covering local stations, the second jointly owned stations and the third foreign stations. In the Destination column upper and lower case letters are used in exactly the same way as they appear on the actual label and punctuation is similarly treated.

The other columns are each headed by a Type Reference as used in these notes. The existence of a label of a particular type to a given destination is indicated in several different ways. In the columns for Types T1/3 and T2/3 it is shown by a 'B' if the station of origin is Burdett Road or an 'F' if it is Fenchurch Street. In the columns for Types T3/1 and T3/2 it is shown by the month/year of the Print Reference. In all other columns it is indicated by an 'x'.

The red entries in the listing indicate labels for which the Midland Railway Study Centre does not hold examples. If you can provide actual labels or photocopies that either fills these gaps, or indeed supplies any unrecorded material, please do contact the Midland Railway Society at:

www.midlandrailwaysociety.org.uk

L.T. & S.R. - LISTING OF TYPES BY DESTINATION

Destination	LTSR Blue T1/1	LTSR Buff T1/2	LTSR Blue T1/3	LTSR Blue T2/1	LTSR Buff T2/2	LTSR Blue T2/3	MR LTS Sec Blue T3/1	MR LTS Sec White T3/2	MR LTS Sec Blue T4/1	MR LTS Sec White T4/2
LOCAL STATIONS										
Barking			B							
Dagenham				x						
DAGENHAM							4/13			
Dagenham Dock				x		F				
East Ham						B				
EAST HORNDON				x			4/13			
GRAVESEND							3/13			
GRAYS							6/13			
HORNCHURCH							4/13			
LAINDON				x			6/13			
OCKENDON			B							
PITSEA				x			4/13		x	
Plaistow			B							
PLAISTOW									x	
PURFLEET							4/13			
Rainham				x						
SHOEBURYNESS			B						x	
Southend-on-Sea						B				
STANFORD							6/13			
Thorpe Bay						B				
THORPE BAY							4/13			
TILBURY.						B				
Tilbury Dock			B							
TILBURY DOCK.						B				
UPMINSTER							4/13			
Wanstead Park							3/13			
West Ham				x						
Westcliff-on-Sea				x		F				
Woodgrange Park							6/13			
JOINT STATIONS										
Leyton							4/13			
STEPNEY GREEN				x						
WHITECHAPEL							7/14			
FOREIGN STATIONS										
BOW								12/13		
BURDETT ROAD					x					
CHARING CROSS								7/13		
Crouch Hill				x						
Dalston Junction								12/13		
Fenchurch St.		x								
Fenchurch Street					x					
Hackney								6/13		
Old Ford								12/13		
ST. PANCRAS				x						

7. THE MIDLAND RAILWAY IN IRELAND

The origins of that part of the Irish railway system that came to be in Midland ownership lay in the Belfast & Ballymena Railway, opened from Belfast to Antrim and Ballymena with a branch to Carrickfergus in April 1848. In 1860 the B&B took over the working of the Ballymena, Ballymoney, Coleraine & Portrush Junction Railway (opened in 1855) and the Londonderry & Coleraine Railway (opened in 1852/3) and adopted the name Belfast & Northern Counties Railway.

The B&NC absorbed the BBC&PJ in 1861 and the L&C in 1871 and further extended its broad gauge (5' 3") network by taking over the Carrickfergus & Larne Railway (opened in 1862) in 1890, the Draperstown Railway (opened in 1883) in 1895, and the Derry Central Railway (opened in 1880) in 1901. It also took over the 3' gauge lines of the Ballymena, Cushendall and Red Bay Railway in 1884, the Ballymena & Larne Railway in 1889 and the Portstewart Tramway in 1897.

On 1 July 1903 the B&NC was taken over by the Midland Railway and the title Midland Railway (Northern Counties Committee) was adopted for the lines of the former company. This title then continued in use until the grouping on 1 January 1923 when it was superseded by London Midland & Scottish Railway (Northern Counties Committee).

In the meantime, in 1907, the broad gauge Limavady & Dungiven Railway (opened in 1883) had been absorbed, and in the previous year the Midland had become joint owners with the Great Northern Railway (Ireland) of the narrow gauge system of the Donegal Railway which was then renamed as the County Donegal Railways Joint Committee.

Labels with the LMS (NCC) title and those of the CDRJC fall outside the scope of the Society's Collection Development Policy and are therefore not dealt with here.

For many years after its takeover by the Midland the NCC remained a very independent organisation, with its own management in Belfast looking after its own affairs – it even had to produce its own statutory accounts. Little of the Derby regime filtered down and it is clear that the sourcing of luggage labels continued unchanged from the days of independence.

The starting point for the following commentary is Railway Print Society publication RPS2 'Luggage Labels of Ireland' by Trefor David and subsequent additions thereto. Prepared in the 1990s this was compiled with the help of several of the leading collectors at the time but notes in the files of Roy Burrows contained significant additional information. This, coupled with new research, has led to a presentation here and in the collection itself (see Part 6 of Item 14260) that differs significantly from that in RPS2.

That publication allocated Type codes to the different label formats, those for labels from the B&NC period having the prefix 'IB' and those from the MR(NCC) period the prefix 'IM'. To facilitate cross-reference the same codes have been adopted here even though this results in them appearing out of numerical sequence. To a large extent this arises from a decision to present the labels in two groups, the first covering those to Irish destinations and the second those to destinations in Scotland and England. For each group a table is given that records the incidence of known labels.

One general point that should be made is that throughout the B&NC and NCC periods the use of Form Numbers and Print References on luggage labels appears to have been somewhat haphazard. RPS2 did attempt to use these in defining different types for labels to Irish destinations, but not to Scottish and English destinations and this will become clear from the commentary that follows.

IRISH DESTINATIONS

Belfast & Ballymena Railway



The only label yet known is printed in heavy black type on rather flimsy white paper that has yellowed slightly with age. It does not bear any immediate resemblance to subsequent B&NCR labels but the inclusion of the word 'for' before the destination was a feature of the latter company's practice. It is shown at full size.

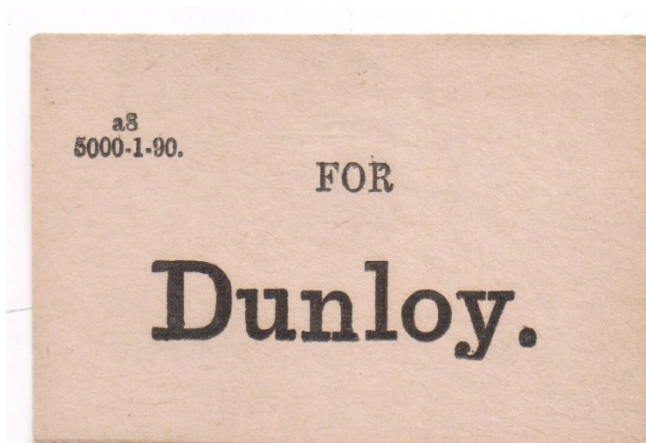
Belfast & Northern Counties Railway

Labels are illustrated at full size. Three types have been defined, all printed on white, non-adhesive paper. The vast majority of destinations are local to the B&NC but some on the Great Northern Railway (Ireland) and the County Donegal Railways Joint Committee are also represented. As mentioned above, the word 'FOR' is a particularly distinctive feature of the company's labels.



Type IB31

The B&NCR, being a fairly self-contained railway and operating mainly in the counties of Antrim and Londonderry did not originally see the need for its title to appear on luggage labels. This first type is by far the most numerous, with sizes varying widely from the largest at 4 x 2¾ in to the smallest at 2¾ x 1¾ in and typically around 3½ x 2 in. The same destinations often appear on labels of two or three different sizes. Labels of the type may have been in use from the 1860s and the existence of ones to Draperstown show that they were still being printed in 1883.



Type IB32

This is identical to the previous type except for the addition of the Form Number 'a8' above a Print Reference '5000-1-90.' (quantity and date) in the top left hand corner. Only two examples have been recorded, both measuring 2¾ x 1¾ in.

Type IB33 This covers, generically, labels headed with the company's title in initials. These are generally of a more consistent size at 3³/₈ x 2¹/₈ in, and can be sub-divided into three distinct varieties as follows; all destinations so far recorded exist in only one such variety.



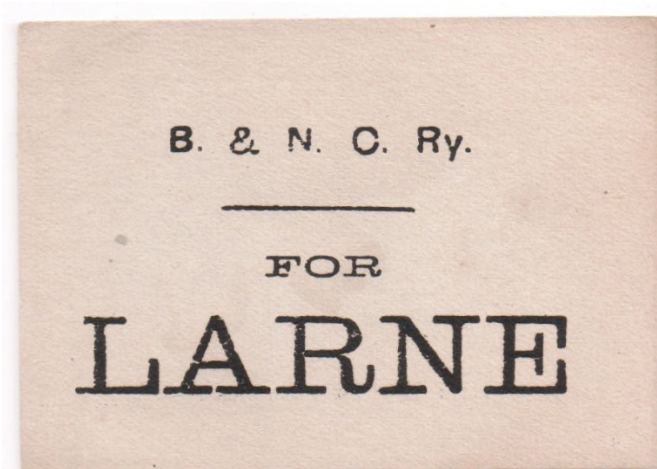
Type IB33/1

This is headed 'B & N C R' or 'B & N C R', both without full stops. There is a full width (or nearly so) underlining, and the destinations are printed in distinctive early typefaces.



Type IB33/2

The heading is 'B.& N.C.R.' (mostly with full stops where expected) in a much smaller typeface than that used for IB33/1. The underline is long but not quite full width, and destinations are shown in smaller and more modern typefaces.



Type IB33/3

Labels are headed 'B.& N.C.Ry' (with full stops) in either a serif or (more commonly) sans-serif style typeface of very similar size to that used for IB33/2,. The underline is very short and, as with IB33/2, destinations are shown in smaller and more modern typefaces.

Midland Railway (Northern Counties Committee)

Three MR(NCC) types with printed destinations have been defined, all printed on white, non-adhesive paper. The vast majority of destinations are local to the B&NC but some on the Great Northern Railway (Ireland) have been noted. Blank destination labels for use to GNR(I) stations are also known.



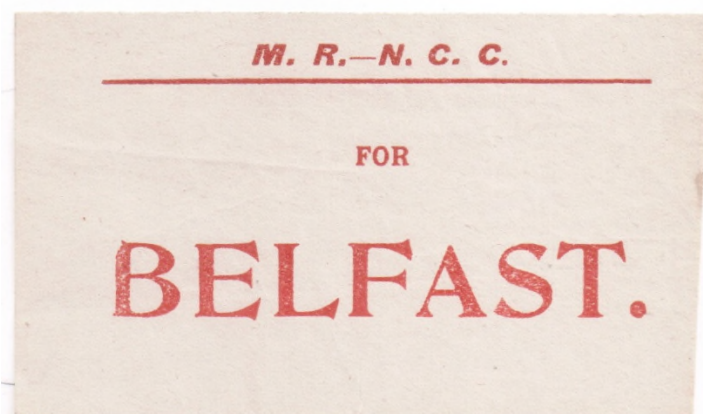
Type IM21

These are headed with the new title 'M.R.-N.C.C.' printed usually in italics (a few exceptions are known) and bear distinct similarities to the B&NC Type IB33 labels. The underlining is printed much more closely beneath the title than on B&NC labels and is long, but not quite full width. Sizes vary from 3½ x 2 in to 4 x 2½ in; there is no reason to suppose that they come from different periods.



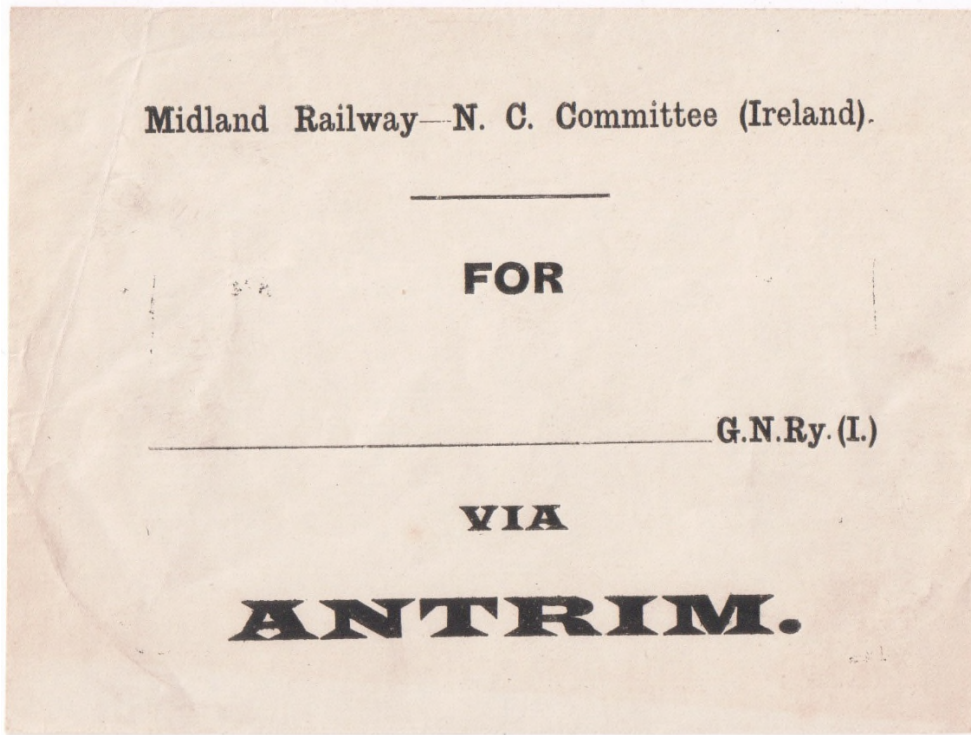
Type IM22

These are similar to Type IM21 but include Form Number 'A.9' in the top right hand corner (often in very small and indistinct characters) or, on one variant, 'A No. 9' in the top left hand corner. There is no reason to suppose that these are other than contemporary with Type IM21.



Type IM23

These are printed in red; two ('FOR BELFAST' and 'FOR LONDONDERRY') are similar to the smaller size labels of Type IM21 and one ('FOR DUBLIN') is similar to Type IM22. It is thought that they may have been the result of a short-lived experiment confined to the most important stations.



Type IM29

Two large (4¾ x 3½ in) blank destination labels are known for use specifically to destinations on the Great Northern Railway (Ireland). One is routed via Antrim and the other via Cookstown.

The table on the following pages lists the known labels to Irish stations alphabetically by destination, showing these in upper or lower case with any punctuation exactly as on the labels. The other columns are each headed by a Type Reference as used in the foregoing notes.

The existence of any one type to a destination is indicated by an 'x' in the relevant column, whilst a numeral means that more than label, each with quite different typefaces are known. Labels which are just cut to different sizes are not distinguished and labels with blank destinations are excluded.

Examples of most known labels are in the Midland Railway Study Centre Collection but a few, shown in red in the table, are not. If you can help to fill these gaps either by actual labels or by photocopies then please do contact the Midland Railway Society at:

www.midlandrailwaysociety.org.uk

B&NCR AND MR(NCC) LISTING OF TYPES BY IRISH DESTINATION

Destination	B. & N.C.R.					M.R.-(N.C.C.)		
	IB31	IB32	IB33/1	IB33/2	IB33/3	IM21	IM22	IM23
A								
AGHADOWEY.	x							
ANTRIM.						2	x	
ARMAGH.	x			x				
ARMOY.	x							
B								
Ballycarry.	x							
BALLYCASTLE.	x					x	x	
BALLYCLARE.	x					x		
BALLYCLARE JUNC.	x							
Ballykelly.				x				
BALLYKELLY			x	x				
Ballymena	x				x			
Ballymena.	2							
BALLYMENA						2		
BALLYMONEY.	x					2	x	
BALLMONEY.							x	
Banbridge.				x				
BELFAST.						x		x
Bellarena.	x							
BELLARENA	x							
C								
Carrichue					x			
Carrichue.					x			
CARRICKFERGUS	x							
CARRICKFERGUS.							x	
C.dawson.	x							
CASTLEDAWSON						x		
Castieffinn.	x							
Castierock.	2			x				
Castlerock VIA D.C.Ry.	x							
CASTLEROCK.	x		x			x	x	
CLONES	x							
COLERAINE.	x					2	2	
CONVOY.	x							
Cookstown.	x							
COOKSTOWN.						x	x	
C'TOWN JUNC.			x					
C.TOWN JUNC.	x			2			x	
CRUMLIN.				x				
CULLYBACKEY.	x					x		
Culmore.				x				
CULMORE.	x							
D								
DERRY.	x							
Derryork	x							
Dervock.	x							
DESERTMARTIN.	x							
DOAGH.	x							

B&NCR AND MR(NCC) LISTING OF TYPES BY IRISH DESTINATION

Destination	B. & N.C.R.					M.R. (N.C.C.)		
	IB31	IB32	IB33/1	IB33/2	IB33/3	IM21	IM22	IM23
DOWNHILL	2							
Downhill,			x					
DRAPERSTOWN	x				x			
DRAPERSTOWN.						x	x	
Drogheda.				x				
DUBLIN.			?	?	?			x
Dunadry	x				x			
Dunadry.	x							
DUNADRY	x		x					
DUNADRY.							x	
DUNDALK				x				
DUNDALK.							x	
Dungiven.	x							
DUNGIVEN	x							
DUNGIVEN.						x		
Dunloy.		x						
E/F								
Eglinton.	x							
EGLINTON			x					
ENNISKILLEN	x							
G								
Garvagh	x							
Garvagh	x							
GARVAGH.	x							
Glarryford.	x							
GLARRYFORD						x		
GLYNN.	x							
GREENCASTLE.	x							
Greenisland	x							
GREENISLAND						x		
H/I/J								
JORDANSTOWN	x							
K								
KELLSWATER.	x							
KILLAGAN	x				x	x		
Killybegs.	x							
Killygordon.	x							
KILREA.	x						x	
Kilroot	x							
KILROOT.	x							

NOTE: The question marks in the Dublin entry mean that a Type IB33 Label is known but the variant is not recorded.

B&NCR AND MR(NCC) LISTING OF TYPES BY IRISH DESTINATION

Destination	B. & N.C.R.					M.R. (N.C.C.)		
	IB31	IB32	IB33/1	IB33/2	IB33/3	IM21	IM22	IM23
L								
LAGHEY.	x							
LARNE					x	2	x	
Lame Hbr.	x							
LARNE HARBOUR.						2	x	
LETTERKENNY	x							
Limavady.	x							
LIMAVADY.	x					x	x	
LIMAVADY JUNC	x							
LIMAVADY JUNC.	x							
LISBURN							x	
LONDONDERRY.						2	x	x
LURGAN.	x							
M								
Maghera.	x							
MAGHERA.						x	x	
MAGHERAFELT.	x					x	x	
MAGHERAMORNE.	x						x	
MAGILLIGAN.	x							
Monaghan.	x							
Money more.	x							
MONEYMORE			x				x	
Muckamore.		x						
N/O/P								
NEWRY.				x				
OMAGH	x							
Parkmore.	x			x				
Portadown.				x				
PORTADOWN.							x	
Portrush.	x							
PORTRUSH.						x	x	
PORTSTEWART.	x					x		
PORTSTEWART TOWN	x							
R								
RANDALSTOWN					x			
RANDALSTOWN.							x	
RAPHOE.	x							
ROSSNOWLAGH.	x							
S/T								
Stranocum.	x			x				
TEMPLEPATRICK	x							
Toome.			x					
TOOME.	x							
TROOPER'S LANE.	x							
U/V/W								
UPPERLANDS.	x							
WHITEABBEY	x							
Whitehead	x							
Whitehead.						2	x	
WHITEHOUSE	x							

SCOTTISH AND ENGLISH DESTINATIONS

This section departs radically from the treatment given in RPS2 and basically groups together B&NC and MR(NCC) labels according to which sea crossing was used. This leads to the Type References given in RPS2 (and later added material) not being followed in numerical order, both in this summary and in Part 6 of Volume 4 of the collection. Those references have, however, been retained.

The earliest relevant crossing was the paddle steamer service between Belfast and Fleetwood established in 1843 by the North Lancashire Steam Navigation Company. By an Act of 1870 the Lancashire & Yorkshire and London & North Western Railways jointly obtained powers to run steamers on this route and took over from the earlier operators. By 1890 six new paddle steamers had been added to the fleet and in the following year modernisation with steel twin-screw steamers commenced. Eight such vessels were purchased between then and 1909, with three still operating at the time of the grouping. The Belfast – Fleetwood sailings continued until 1928.

Two more services between Belfast and England started in 1852. The Belfast Steamship Company worked the Belfast - Liverpool station; it became part of the Coast Lines group in 1913 although continuing to operate under its own name until well after the grouping. The 'Little' North Western Railway commenced sailings between Belfast and Morecambe. Following enlargement of the harbour facilities at Barrow and the passenger opening of the Furness & Midland Railway on 6 June 1867 this service was transferred from Morecambe to Piel at the beginning of September that year. In May 1868 it was taken over by the Barrow Steam Navigation Company, in which the Midland Railway (which by then owned the NWR) was a partner. Sailings from Piel Pier continued until 1 October 1881 when the service (and its connecting trains) was transferred to a new, deep-water berth at Ramsden Dock Barrow.

Numerous attempts were made to operate a viable steamer service between Stranraer and Ireland, but not until the formation of the Larne & Stranraer Steamboat Company (Limited) in 1871 did any of these prove to be successful. Its first ship the *Princess Louise* inaugurated the new service between the two harbours on 1 July 1872 and the company was awarded a mail contract in 1874. On 1 January 1890 it was taken over by the Portpatrick & Wigtownshire Railways Joint Committee (4/5ths) and the Belfast & Northern Counties Railway (1/5th). The Midland was one of the four joint owners of the PP&W, thus when it absorbed the B&NC in 1903 its interest in the steamboat company was increased to 2/5ths. The steamers became the sole property of the London Midland & Scottish Railway from 1 January 1923.

Finally came the Midland Railway in its own right. The BSNCo partnership had not proved particularly successful; this, coupled with increasing pressure for Irish traffic and the then totally inadequate freight facilities at Morecambe, led the Midland to build a new harbour at Heysham together with a rail link from there to Morecambe. These opened on 1 September 1904, when a new steamboat *Antrim* made an overnight crossing from Heysham to Belfast in connection with a boat train from St. Pancras. The opening of Heysham severely affected traffic on the sailings from Ramsden Dock, which were reduced from a daily to a thrice-weekly service in 1908 and did not survive the Great War.

Labels specific to four of the five services are known, the only omission being (somewhat oddly) that of the Barrow Steam Navigation Company. The Larne – Stranraer route will be dealt with first, followed by the Belfast routes.

As all these labels are very large the illustrations appear at reduced size.

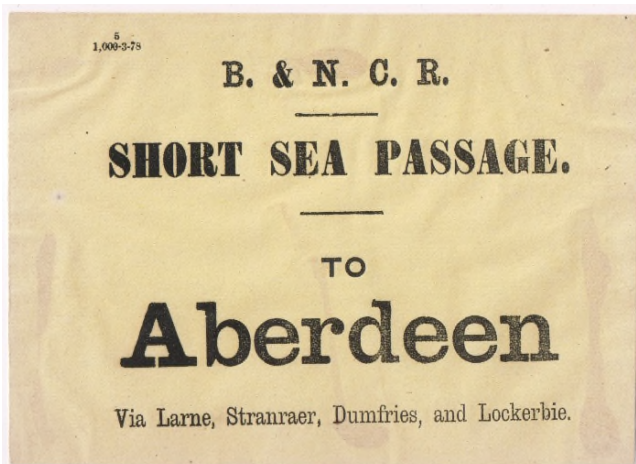
Larne - Stranraer



Type IB41

Before looking at the railway labels it is worth recording that a label bearing the title of the Steamboat Company is known. Printed on yellow paper and measuring $4\frac{7}{8}$ x $3\frac{7}{8}$ in it carries the bold upper case legend 'Short Sea Passage' and has a 3-78 (March 1878) print reference in the top left hand corner.

Only the broadest of brushes can be taken when attempting to divide B&NC labels for the service into distinct types and on this basis four have been identified, two carrying the company title in initials and two that are untitled. There is no evidence that these were used in any particular sequence and indeed there are indications to suggest that there was contemporaneous use. Within each defined type there are numerous variations, which will be mentioned in the commentary.



Type IB34

These have many similarities to the Steamboat Company label shown above. They carry the title B. & N. C. R. printed in any one of a number of large or small typefaces and having a short underline. Below this is the legend 'Short Sea Passage', usually in upper case (again in varying typefaces) although one label with lower case type is known, again with a short underline. Then follows the word 'for' (or 'to' in a few cases) and the destination station and route). Sizes vary from about $4\frac{1}{4}$ x $3\frac{1}{4}$ in to $5\frac{1}{2}$ x $4\frac{1}{8}$ in. A minority carry a Form Number and Print Reference or a Print Reference only in the top left hand corner, with print dates ranging from 9-77 to 6/00. They are known to destination in both Scotland and England.



The colour range of the paper varies from a true yellow for some (possibly earlier) labels to a clear white. By far the largest number are on paper that could possibly be faded yellow or, more likely, faded white (such as the Newcastle label) and in the Study Centre catalogue 'buff' has been used to describe this rather indeterminate range.



Type IB38

These are the only known B&NC labels to show the full journey, i.e. include the name of the station of origin. Only two are known, they are both from Belfast (to Perth and to Buxton), fall within the size range of Type IB34 and carry a Form Number and a Print Reference.



Type IB35

These are titled B. & N. C. R.; below this are the words 'Royal Mail Route and Short Sea Passage'. They are found in various typefaces and underlines are short. The word 'For' is then shown above the destination station and the route. Examples on yellow, white and buff paper are known and size variations are as for Type IB34. One of five known specimens has a Form Number and Print Reference in the top right hand corner, the date being 2/85. They have been seen to both Scottish and English destinations.



Type IB37

These labels are untitled but otherwise similar to Type IB34 in referring only to the 'Short Sea Passage'. Two of the four known examples have a Form Number and Print Reference in the top left hand corner, the print dates being 4/84 and 9/88. They are known on white paper and to English destinations only



Type IB36

These labels are untitled but otherwise similar to Type IB35 in referring to the 'Royal Mail Route and Short Sea Passage'. Two of the four known examples have a Form Number and Print Reference in the top left hand corner, the print dates being 10/85 and 2/88. They are known on yellow, white and buff paper, to English destinations only.



Type IM27/1

Although headed with the new Committee title these bear distinct similarities to the Type IB34 labels. The title is shown in one of three different formats - as shown, 'Midland Railway – Northern Counties Committee' and 'Midland Railway – N.C. Committee (Ireland)', with the last form possibly meant as 'standardised'. A minority carry the Form Number A11 but none has been seen with a Print Reference. They have been seen to both Scottish and English destinations.



Type IM27/2

These also carry the new Committee title, in the 'standardised' format. They carry the long legend 'Royal Mail Route and Short Sea Passage' and are thus similar to Type IB35. Form Number A10 is shown on some (and on one A11 – possibly in error), but no print reference. Once again, destinations in both Scotland and England are known.



Type IM25

This type shows the title as 'M. R. – N. C. C. (IRELAND)' in plain or italicised type. It omits both the promotional legends and is therefore smaller at approx. 4 x 2¾ in; it also omits the word 'For'. The Form Number A11 is shown in the top right hand corner.

It is notable that no known label of any of the foregoing types is for a journey to a London terminus. The closest that one comes is a Type IB36 print to Willesden Junction via Larne, Stranraer, Annan, Carlisle and L. & N. W. Ry. But, at least in later years, distinctive labels for luggage destined for the capital were used and were colour coded to distinguish between not only the Midland and the LNW routes but also between the sea crossings. They are shown on page.35.

Shown below is a table listing alphabetically the known labels of the foregoing types to Scottish destinations and overleaf is a similar table for those in England. Each shows the destinations in upper or lower case with any punctuation exactly as on the labels. The existence of any one type to a specific destination is indicated by an 'x' in the Type column, in red if no example is held in the Midland Railway Study Centre collection.

To avoid encumbering the tables with lengthy route details each of these is indicated by a number in the 'Route' column and a key to those numbers is given above each table. No attempt has been made to match the case or punctuation on the original labels as these vary widely. The English routes are colour-coded according to the final carrier, as are the destinations so reached. Red indicates the L&NW, blue the Midland and green the North Eastern Railway. Black shows that the route itself does not define the final carrier, although the destination itself may well do so.

STRANRAER ROUTE: LISTING OF TYPES BY SCOTTISH DESTINATION

Key to Routes

- 1 Via Larne
- 2 Via Larne & Stranraer
- 3 Via Larne, Stranraer, Dumfries and Lockerbie
- 4 Via Larne, Stranraer and Girvan
- 5 Via Larne, Stranraer, Girvan & Glasgow
- 6 Via Larne, Stranraer, Girvan, Glasgow & Cal. Ry.
- 7 Via Stranraer, Girvan, Glasgow & Cal. Ry.
- 8 Via Girvan and Glasgow

Destination	Route	Ref(s)	B. & N.C.R.					M.R. (N.C.C.)		
			IB34	IB35	IB36	IB37	IB38	IM27/1	IM27/2	IM25
Aberdeen	3	5: 1,000-3-78	x							
Aberdeen	6		x							
ANNAN	2		x							
Carstairs,	3		x							
DALBEATTIE	2	1,000-9-78	x							
Dumfries	2	A10							x	
DUNDEE	7		x							
EDINBURGH	3							x		
GLASGOW (G. & S.W.Ry.)	4							x		
IRVINE	4	1,000-6/00	x							
LOCKERBIE	2	10: 1,000-2/85		x						
MOFFATT	2	A11								x
NEWTONSTEWART	2								x	
PERTH	8		x							
PERTH	5	9: 1,000/4/84					x			
STIRLING	6		x							
STRANRAER HBR.	1	A11								x

STRANRAER ROUTE: LISTING OF TYPES BY ENGLISH DESTINATION

KEY TO ROUTES

- | | | | |
|----|---|----|--|
| 2 | Via Larne & Stranraer | 17 | Via Larne, Stranraer & Carlisle, L.& N.W. Railway |
| 3 | Via Larne, Stranraer, Dumfries & Lockerbie | 18 | Via Larne, Stranraer and Carlisle and Settle |
| 11 | Via Larne, Stranraer & Lockerbie | 19 | Via Larne, Stranraer, Carlisle, Settle & Helifield |
| 12 | Via Larne, Stranraer, Lockerbie & Birmingham | 20 | Via Larne, Stranraer & Midland Railway |
| 13 | Via Larne, Stranraer, Annan, Carlisle and L.& N.W.Ry. | 21 | Via Larne, Stranraer & Warrington |
| 14 | Via Larne, Stranraer, Annan, Carlisle and Midland Railway | 22 | Via Larne, Stranraer, Warrington and Stafford |
| 15 | Via Larne, Stranraer, Annan, Carlisle and Settle | 23 | Via Carlisle & Hexham |
| 16 | Via Larne, Stranraer & Carlisle | 24 | Via Carlisle, Stafford, Warrington and Rugby |

Destination	Route	Ref(s)	B. & N.C.R.					M.R. (N.C.C.)		
			IB34	IB35	IB36	IB37	IB38	IM27/1	IM27/2	IM25
BEDFORD	2		x							
BIRMINGHAM	16			x						
BIRMINGHAM	11			x						
BIRMINGHAM	20				x					
Bradford	2		x							
BRISTOL	12			x						
BUXTON	2	3½: 1,000-9-77						x		
Cambridge	17		x							
CARLISLE	2								x	
CHELTENHAM	15	10: 1,000/4/84				x				
CREWE (L.& N.W.)	16							x		
DERBY	14	0: 1,000-10/85			x					
HARROGATE	20							x		
LEEDS	13								x	
LEEDS (L.& N.W.R.)	11	A10							x	
LEEDS (MIDLAND RY.)	18	A No.11							x	
Leicester	14			x						
Liverpool	2		x							
MANCHESTER	13			x						
MANCHESTER	14								2	
MANCHESTER (Vic)(MID)	19		x							
Market Harboro'	20	a11: 1,000.2/88			x					
NEWCASTLE	23		x							
NOTTINGHAM	16		x							
OXFORD	2	A.No.10: 1,000-5/92	x							
PENRITH	2	9: 1,000-10-83	x							
PETERBORO'	20					x				
PETERBORO'	21	5	x							
PETERBORO.	22		x							
SHEFFIELD	20			x						
STAMFORD	20	a11: 500-9/88				x				
STAMFORD (L.N.W.)	24		x							
TROUTBECK	16	5	x							
WARRINGTON	16	9	x							
WELLINGBORO'	20					x				
WIGAN	11								x	
Willesden Junction	13				x					
YORK	2		2							



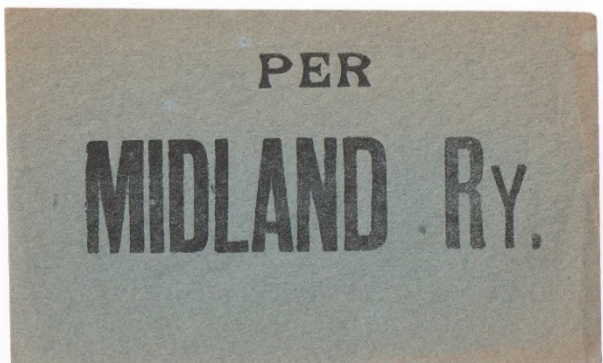
Type IB39

These are simple labels measuring approx. 4 x 2¾ in carrying the B. & N. C. Ry. title, the destination and the routing 'via Larne & Stranraer'. Labels via the Midland to St. Pancras are printed in black on blue paper (different shades are known), those via the LNW to Euston are in black on pink paper.



Type IM26

This is a straightforward, same-sized successor to Type IB39, with the 'standardised' NCC title, printed in a sloping, sans-serif typeface. A Form Number or Form Number plus Print Reference may be shown. The same colours apply as for Type IB39.



Type IB45

These are labels measuring 4¼ x 2¾ in that simply indicate the mainland carrying company. They are assumed to have originated in B&NC days and to have been mainly used on luggage not destined for London, although use in conjunction with an appropriate label from those shown above is also possible. Either way they will have assisted easy sorting of luggage into the correct boat train carriages. Again, different shades of blue have been noted for the Midland label.



(It is suggested in RPS2 that one of these shades is actually green and associated with the Belfast and Liverpool service covered on the next page. Closer examination has resulted in the conclusion that this is not the case).

Other labels via Larne and Stranraer came into use with the start of the Heysham – Belfast service and will be dealt with when the transitional effects resulting from this are considered on page 38.

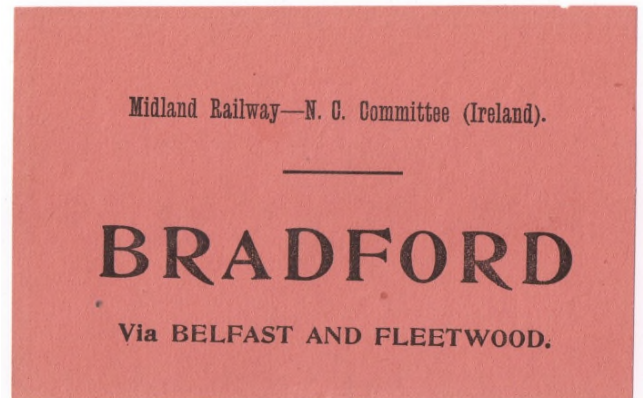
Belfast – Liverpool



Type IM24/1

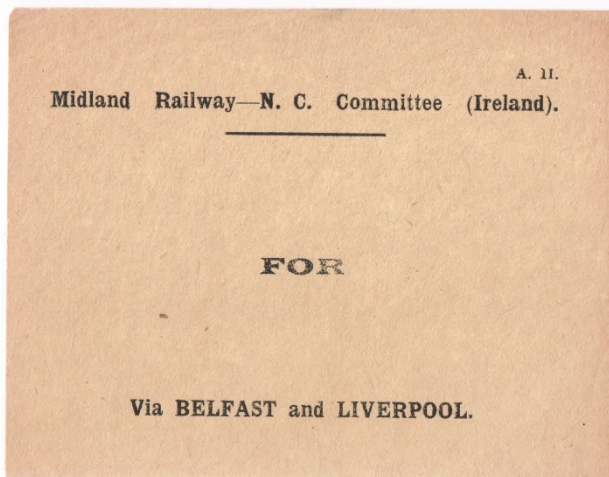
These are in the same format as Type IM26, with the same 'standardised' title and the word 'For' omitted. They are printed on a distinctive green paper. A label to Liverpool with Form No. A 48 is routed 'Via Belfast and B.S.S. Co.'s Steamer'. Labels to inland destinations are routed 'Via Belfast and Liverpool'; Form No. A 11 appears on some of these. Known inland destinations are Birmingham, Bolton, Leeds, London (Euston) and Manchester, a blank destination example also exists.

Belfast – Fleetwood



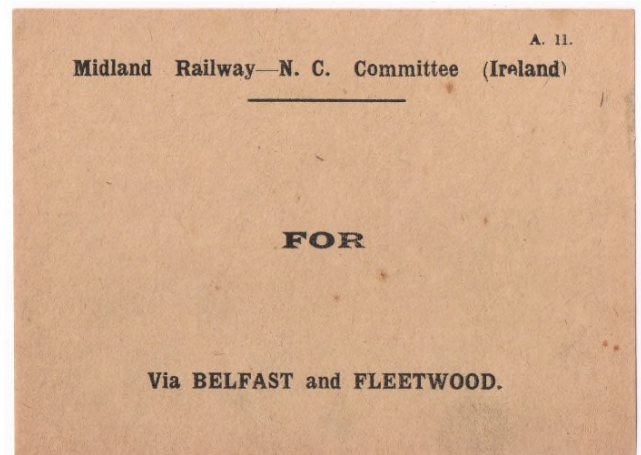
Type IM24/3

These are in the same format as Type IM24/1, but are printed on paper of a distinctive shade that is possibly best described as deep orange. A label to Fleetwood is routed 'via Belfast & Direct Steamer' while those to inland destinations are routed 'Via Belfast and Fleetwood'. The Form Number 'A 11' has been noted on a couple of labels. Known inland destinations are Bolton, Bradford, Leeds, London (Euston), Manchester, Nottingham and Preston.



Type IM32

This is a blank destination label also with the standardised title and Form No. A11. It is printed on yellow paper rather than the green used for other labels for the route.



Type IM32

This is a blank destination label also with the standardised title and Form No. A11. It is printed on yellow paper rather than the orange used for other labels for the route.

It is noteworthy that no label with the B&NC title has been seen for either of these routes. It is nevertheless suggested that they pre-date the start of the Heysham service.

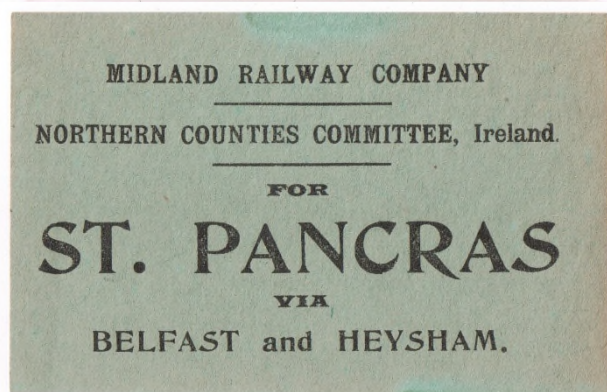
The Heysham Route and its consequences

The cross-Irish Sea labels dealt with so far may have represented practice before introduction of the Heysham service on 1 September 1904, and obviously at least some of them will have remained in use thereafter. Indeed, new runs may have been printed if so required.



Type IM28/2

New labels measuring approx. 5 x 3¾ in were probably brought into use immediately the route opened. They are known in two forms, a fully printed version to London (St. Pancras) via Belfast and Heysham on white paper and a blank destination version on buff paper with the same routing. Both carry the distinctive title 'M.R.-N. C. C. (Ireland)' and have Form Number A.12.



Type IM24/4

The new Heysham route also gave rise to a label on green paper having a unique title format. At approx. 4 x 2¾ in it is the same size as Type IM24/1.



Type IM28/1

In the same format as Type IM28/2 and clearly contemporary therewith is a label to St. Pancras routed 'via Larne and Stranraer'.

It may well have been a direct replacement for the St. Pancras version of Type IM26.



Type IM31/1

New routing labels also came into use, all on white paper and with the title M.R. – N.C.C. Versions via Belfast and Heysham are printed in black and in green with, at the bottom of the label, the legend 'Destination Station' and a ruled line on which this was to be written or stamped. These measure approx 4³/₈ x 3¹/₈ in and on slightly smaller paper are versions printed via Belfast and Fleetwood in red ink and via Belfast and Liverpool in blue ink. These do not have a line on which the destination is to be entered.



The Heysham Route 'P.F.' Series of Labels

In 1984 a small collection of Midland Railway Northern Counties Committee large, almost square, labels was found, all measuring approx. 5 x 3¹/₂ in. and printed on white, adhesive backed paper. Each has a Form Numbers prefixed 'P.F.' and all but one have the print date 11/05, the exception being dated 12/05. These were classified generically in RPS2 as Type IM30 and five variants exist: three with coloured diagonal crosses (blue – P.F.809, yellow – P.F. 810 and red – P.F. 811) and two with coloured circles (green – P.F. 812 and maroon – P.F. 813).

The P.F. prefix immediately points to the Derby numbering system, and the labels appear to be the only NCC printed material to carry it. So why should this be? Roy Burrows has advanced the following very attractive and logical theory which so far stands uncontradicted.

On 1 September 1904 the Midland opened its new harbour at Heysham, together with a rail link from there to Morecambe and the company's new steamboat *Antrim* made the first overnight crossing from Heysham to Belfast in connection with a boat train from St. Pancras. This very quickly became the Midland's principal route to and from Ireland and it has already been seen that the NCC produced new luggage labels specific to the service and in its traditional styles.

But after the first full year of operation it may well have been the case that there were problems at Heysham in dealing with the volume of passengers' luggage, particularly at peak periods. The Midland public timetable for July, August and September 1906 shows that the daily boat from Belfast was due to dock at Heysham at 4.25 am and that two trains ran in connection. The first was for St Pancras, timetabled to leave at 5.00 am, and the second at 5.30 am for principal stations to Manchester (Victoria) and Leeds.

Edwardian passengers did not travel light, and half an hour is not very much time to off-load from the boat and stow in the correct luggage van. If the boat was delayed the pressure would be even more intense. Quick and easy baggage identification would be essential to rapid handling and the X and O markings could have permitted segregated stowage on the boat before sailing from Belfast thus easing the handling at Heysham. As the need for these labels (on this theory) arose at the English end there is a clear reason for Derby having provided the labels, there is also the possibility that the printing may have been beyond the NCC facilities.

Looking more closely at the two trains, the first ran non-stop to Leeds (with booked connections there for NER destinations), by-passed Sheffield using the 'old road' and ran to Nottingham (with a connection for Leicester) and thence non-stop to St Pancras. Whilst passing Masboro' & Rotherham (as it was then called) it slipped a portion for Sheffield which was worked specially from Masboro' and attached at Sheffield to a train for Derby where it was in turn attached to a train for Birmingham and Bristol. The second train stopped at Lancaster and divided at Hellifield - the front portion going forward to Manchester (Victoria) at 6.26 am and the rear portion leaving at 6.38 am for Keighley (with a connection for Bradford) and Leeds. The labels match the above pattern of train service as follows.



Blue X: 5.00 a.m. train main portion – luggage out at Leeds:
Known labels: Leeds, Harrogate, Hull, Newcastle-on-Tyne, York, blank.



Yellow X: 5.00 a.m. train main portion – luggage out at Nottingham.
Known labels: Nottingham, Leicester, blank.



Red X: 5.00 a.m. train main portion – luggage out at St. Pancras.
 Known labels – London (St. Pancras), blank.



Maroon O: 5.00 a.m. train slip portion – luggage out at stops.
 Known labels – Sheffield, Birmingham, Bristol, blank.

This label is the only one seen with the 12/05 print date, shown (somewhat oddly) separately from the Form Number in the bottom right hand corner.



Green O: 5.30 a.m. train - luggage out at stops.
 Known labels: Lancaster, Manchester (Victoria), Bradford, blank.

Leeds passengers were clearly supposed to catch the 5.00 train rather than the 5.30. If the blank labels were used for luggage to the 'missing' stops (Derby, Hellifield and Keighley) as well as other destinations (either direct or by changing) to which bookings were relatively few then the set of known labels could well be complete and have been deliberately assembled as such, possibly even as specimens for internal company use.



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