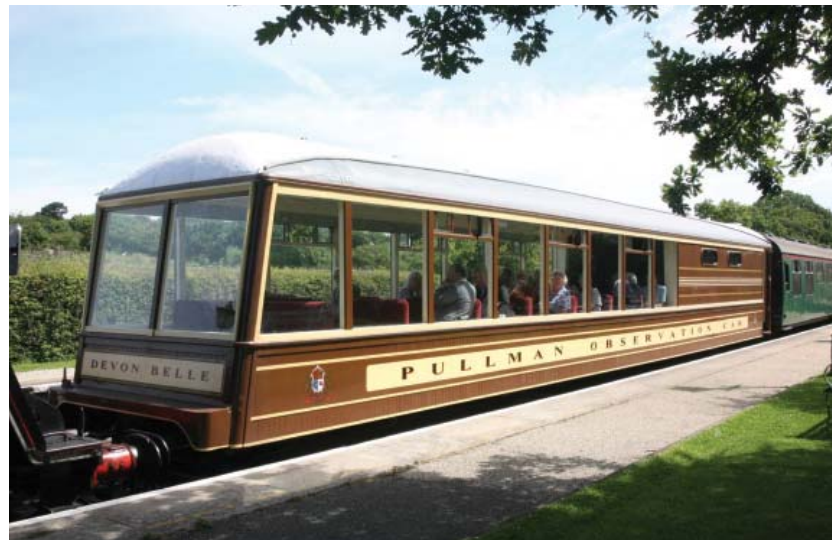


The Journal

of THE TRANSPORT TICKET SOCIETY

The Devon Belle (2)



On p.173/2023, we illustrated a ticket issued for the former *Southern Railway* Devon Belle observation car No.13 now used on the Dartmouth Steam Railway.

This month, *Sym Taylor* provides a ticket issued from a portable machine for travel on sister car, No.14 (above), which is used on the *Swangage Railway*.

Elsewhere, the *Ffestiniog Railway* has two Pullman observation cars built in the railway's own workshops, whilst the *Bluebell Railway* has an observation car, originally used by the L&NWR between Llandudno and Blaenau Ffestiniog, and the *Strathspey Railway* has one of the two L&NER Coronation (1937 version) "beavertail" Observation Carriages. Supplementary tickets?

David Harman



Journal

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Time	Destination	Plat
08:30	Glasgow Queen St	15
08:38	Helensburgh Ctl via	2
09:00	London Kings X	10
09:00	Glasgow Queen St	10
09:06	Helensburgh Ctl via	11
09:08	Bristol Temple Mds	18
09:10	Aberdeen	—

Announcements

Steve Skeavington, 6 Breckbank, Forest Town, Mansfield NG19 0PZ
stephenskeavington@virginmedia.com

PRESS DATES

All material should be with the appropriate section editor by the following date ;

October Journal Saturday **26 August**
November Journal Saturday **30 September**
December Journal Saturday **28 October**

BACK NUMBERS ETC.

Members are reminded that in the event of receiving a defective *Journal*, one damaged in the post or not having received one at all, that spare copies can be supplied by:

John Hagger

3 Kestrel Close, Sandown, PO36 9QL
tts@thehaggers.org

John Hagger also holds spares of earlier years of *Journal* and full details of which issues of which years are available, and cost, can be supplied on request.

MANCHESTER MEETING

Saturday **2 September** at the Friends Meeting House, 6 Mount Street, Manchester (behind the Central Library):
Ken Pudsey will again attempt to present *Part 3 of*

Members Secrets, subject to no rail disruption: 14.00hrs to 17.00hrs.

Brian Hughes

TTS PRESIDENT 2023/24

As members will be aware from a separate communication sent out in May, Robert Forsythe has advised that he cannot now undertake the role of President for 2023/24. Peter Mallory has been nominated in his place and a ballot on his appointment was conducted in June. We are most grateful to Peter for stepping into the breach at such short notice and are pleased to announce that he has been duly elected, with 97 votes cast in his favour, none against. Congratulations, Peter!

Alan Peachey, General Secretary

THIS MONTHS DISTRIBUTIONS

Please refer to the procedure on page 215/2023 before ordering Distributions. The Distribution Secretary to whom all orders should be sent is:

**Geoff Budd, 11 Church Hill, Luddenden,
Halifax HX2 6PZ**

geoff.budd975@btinternet.com

BRITISH ISLES RAIL – Distribution BIR23/8

British Rail: 12 Audit edmondsons from throughout the Western Region of BR, almost all with pre-decimal prices. Sets will all include tickets from or to closed stations, and some sets will also include a ticket for an interesting or complex journey.

Price **£3.00** including postage.

Restricted to no more than 3 sets per member.

OVERSEAS RAIL – Distribution O23/4

The Netherlands: 8 different types of Season and Day tickets, mostly issued in the late 1970's.

Price **£3.00** including postage. There is no purchase limit.

OVERSEAS ROAD – Distribution OB23/5

USA at least 40 tickets:

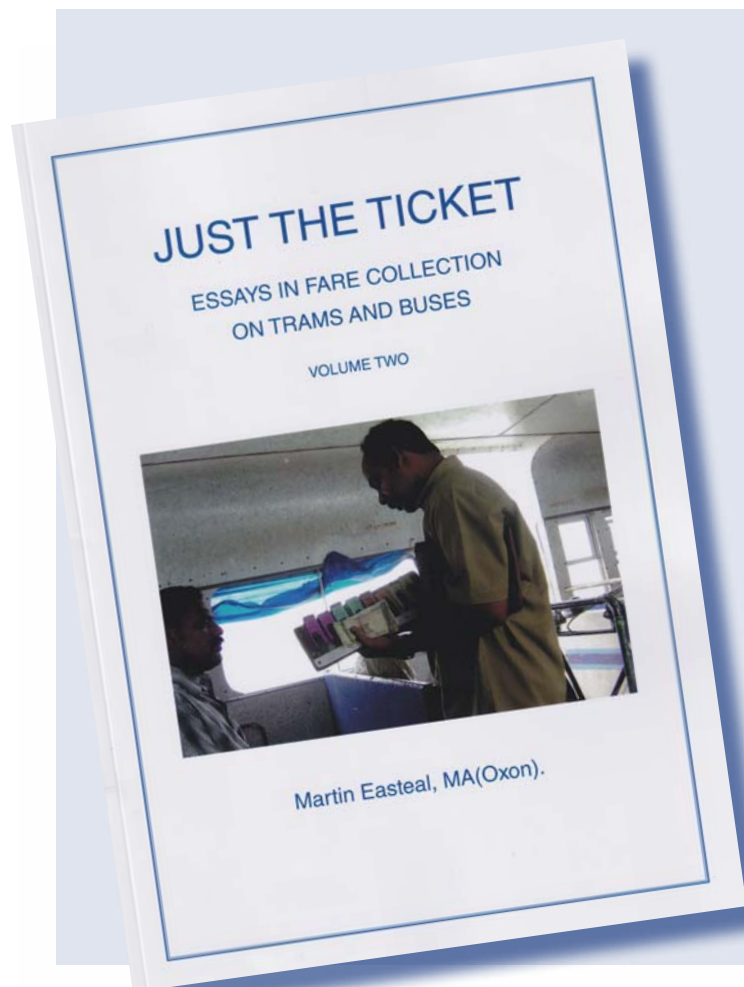
A selection of paper tickets from a selection of US cities. Expect tickets from Pennsylvania, New York, San Francisco, San Diego, Connecticut, Chicago, Atlanta, Baltimore, Los Angeles, and Buffalo. Mainly issued paper tickets, with a few members receiving a San Diego pass from the 1940's. Different tickets used over at least 70 years with reasonable variations between sets.

Price **£3.00** including postage.

To clear stocks and minimise the number of tickets left, there is no purchase limit.

Priority for distributing spot orders will be to start with giving members one set first. So far demand has not outstripped supply for 1 order or any multiple orders. It's not obvious what sets will be popular. As a result, there is a risk spot orders can't be fulfilled with very popular sets if

Advertisement



Just the Ticket

ESSAYS IN FARE COLLECTION
ON TRAMS AND BUSES ~ VOLUME 2

Martin Eastal M.A. (Oxon)

A collection of 15 essays on tickets and fare collection on trams and buses originally published in the *Journal of the Transport Ticket Society*.

A4 with card covers; 94pp,
fully illustrated in colour throughout
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£10 including post & packing

Cheques made payable to
Martin Eastal and sent to:
Lynbury, Potter Street, Harlow, Essex, CM17 9AE
enquiries: martin_eastal@yahoo.co.uk

you've not pre-ordered.

BRITISH ISLES ROAD – *Distribution Z23/8*

Arriva: The distribution includes eight or nine tickets from a miscellaneous selection comprising emergencies, seasons and laminates many of which are specific to Arriva The Shires, East Herts or Colchester. There are also more than twenty lengths of Wayfarer 3 or Wayfarer TGX150 rolls together with a few issued examples. Variation between sets is limited.

Price **£2.50** including postage. There is no purchase limit.

BRITISH ISLES RAIL

– Distributions BIR22/1, BIR22/2, BIR23/1 and BIR23/2. The restriction on the number of the above sets which may be purchased is now lifted.

PUBLICATIONS

Please note the following publications are no longer available for sale but can be downloaded free of charge by members from the Library in the Members Area of the website.

- *From White and Red to Green*
- *Saudi Arabia Tickets and Tribulations*
- *TTS Golden Jubilee 1946-1996*
- *Ashton SHMD and Stockport.*
- *For Information See Over*

Steve Skeavington

The Society Website : www.transport-ticket.org.uk

The **Members' Area** on the website is available to all current members of the Society. Before accessing the Members' Area, you must **Register**.

1. Go to:
www.transport-ticket.org.uk/register/

and complete the online registration form.

2. Your **Username** is your TTS membership number.
3. Please allow up to a week for your registration to be verified against the membership records. Once verified, you will receive an email containing a system-generated **Password**.

You only need to Register **ONCE**. You cannot Register more than once.

~~~

Log in on the **Members' Area** page with your **Username** and **Password** each time you wish to access the Members' Area.

*Copy & paste* the Password to avoid mistakes. Passwords are case-sensitive.

~~~

If you wish to:

1. Edit your personal details or
2. Change your email address or
3. Change the system-generated **Password** to one of your own choosing you can do so by going to the **Member Profile** page.

~~~

If you forget your **Password**, there is a link: *Forgot Password? Click here to Reset* on the **Members' Area** log-in page.

Click and then enter your **Username** and **email address**.

A new system-generated Password will be sent to the email address you have provided. Please allow up to two days for this to arrive. Your previous Password will no longer be usable.

If you forget your **Username** (membership number) consult the Membership List or *Journal* envelope or contact the Membership Secretary, Steve Skeavington ([stephenskeavington@virginmedia.com](mailto:stephenskeavington@virginmedia.com)) for a reminder.

~~~

For website queries, please contact: David Harman
webmaster@transport-ticket.org.uk

Distribution Notes

British Isles Road Z23/8 ~ Arriva

The 'Arriva' name first appeared in the autumn of 1997 when the Cowie Group was renamed. From April 1998 Cowie's various subsidiary operating companies were given a new identity, each taking a geographical name preceded by 'Arriva'. A uniform ticket policy was adopted, tickets bearing the former company names soon disappearing in favour of ones simply titled 'Arriva'. On-bus ticketing was generally by Wayfarer II or Wayfarer 3 machines and rolls with the new title soon appeared but as so often is the case, variants soon started to appear as different printers became involved and different needs arose in the subsidiary companies. The Society publication 'Wayfarer Ticket Rolls' lists some 36 different fronts on these rolls. Many of the rolls used carried promotions on the reverse and these were printed by Image Colour Rolls of Brighton.

Replacement of these machines by Wayfarer TGX150's began in 2001 and the last Wayfarer 3's were replaced in 2012. The new machines used wider rolls and as these machines could print much of the text previously pre-printed on the ticket rolls, the new rolls carried no more than the Arriva name and logo on the front. The reverse of the definitive rolls normally carried panels for Arriva information with the text in turquoise. Promotional rolls by ICR continued to be provided. Many of these were national promotions with rolls provided to Arriva for use in many parts of its operating area but other rolls carried advertisements for facilities in a specific town and would be used only by the local subsidiary.

The distribution contains a selection of Wayfarer tickets, a few are issued specimens, the bulk are lengths of roll. Note

with the TGX definitive rolls, the company's text on the reverse varies in both having differing panels (for example for driver recruitment or the safety issues for pushchairs) and the setting of text and lengths of the panels.



ARRIVA Emergency Ticket

No 33873

Single / Return / Day

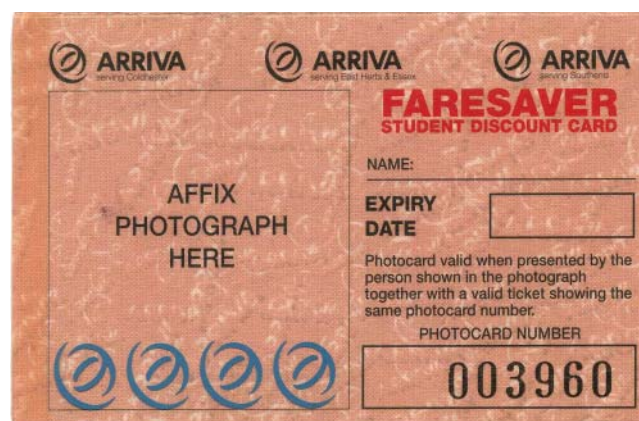
From _____

To _____

Fare _____

Date _____

valid only on date of issue



ARRIVA serving Cumbria **ARRIVA** serving East Herts & Essex **ARRIVA** serving Southend

FARESAVER
STUDENT DISCOUNT CARD

NAME: _____

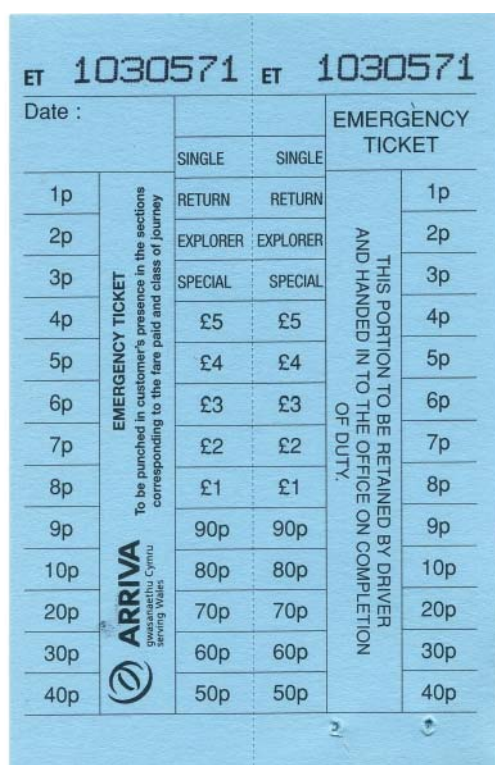
EXPIRY DATE: _____

AFFIX PHOTOGRAPH HERE

Photocard valid when presented by the person shown in the photograph together with a valid ticket showing the same photocard number.

PHOTOCARD NUMBER

003960



ET 1030571 ET 1030571

Date : _____

EMERGENCY TICKET		EMERGENCY TICKET	
SINGLE	SINGLE	SINGLE	SINGLE
1p	2p	3p	4p
5p	6p	7p	8p
9p	10p	20p	30p
40p			

ARRIVA gwastathu Cymru serving Wales

THIS PORTION TO BE RETAINED BY DRIVER AND HANDED IN TO THE OFFICE ON COMPLETION OF DUTY.

If you are not into Wayfarer rolls, do not despair. The distribution contains eight or nine other tickets drawn from a selection of 13. There are two prints of laminates to hold Wayfarer II or Wayfarer 3 tickets and a plastic wallet for the same purpose. There are five different styles of emergency tickets, three naming the subsidiary companies they were produced for, namely The Shires, Southern Counties and Cymru. There is a pad style office issue from Colchester, a magnetic card for The Shires and three issues for Colchester, East Herts and Essex/Southend – all in short supply. Enjoy the variety.

With thanks to the many members who have donated tickets included in this distribution who include, *Bob Davis, Hugh Fisher, David Harman, D. Payne, Keith Romig, Paul Smith, Glyn Weigh, Alan Wood* and the late *Graham Wootton*.

Geoff Budd



Tickets in Print

London Transport Museum Friends Magazine No.154 - Summer 2023

In *Ticket platform*, Laurie Akehurst summaries the history of the London numerical-stage ticket, known to generations of London busmen as “deaf & dumb”.

In fact, Laurie’s start date is 1911 when the fareboard style of geographical ticket was introduced. Numerical-stage tickets were also required for special services, for occasions when extra buses were needed on particular routes and for when stocks of geographicals ran out for any reason. Numerical-stage tickets had of course existed in London prior to 1911 but these are outwith this study.

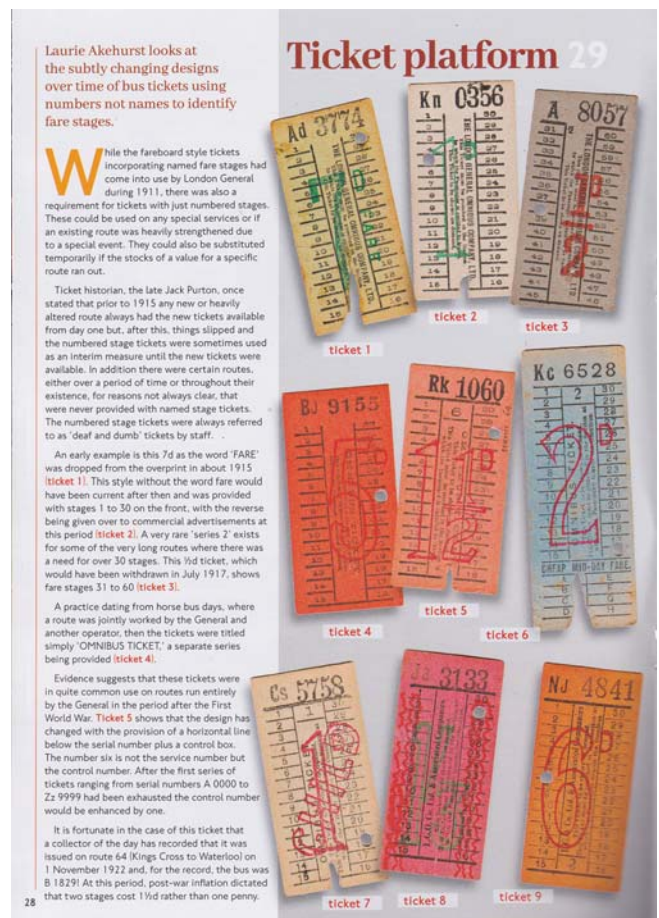
Laurie quotes the late *Jack Purton* as saying that prior to 1915, any new or revised route always had new geographical tickets ready on day one, but subsequently, standards slipped and numerical-stage tickets sometimes had to improvise before the geographicals arrived,

The succession of different styles are described and illustrated including variants like the Omnibus Ticket-titled sets and “series 2”. Also covered are “control numbers and their varying position on tickets, the smaller fare overprints, the “F series”, the Effra Road versions and the later emergency issues which persisted until someone at 55 Broadway decided to abandon stage numbers entirely at which point the story stops.

As always, a concise and useful account for the London ticket historian and collector, and an adjunct to Bob Williamson’s *LT Numerical Stage Deaf & Dumb Punch Tickets Part 2 – Central Area Buses* published by the Society in 2008 (available from the Society Library).

David Harman

- LT Museum Friends receive the quarterly Magazine free as part of their membership benefits. To join, visit www.ltmuseumfriends.co.uk



Heritage Railway

302, January 20 - February 17, 2023
Available from www.heritagerrailway.co.uk/

The cutting opposite was supplied by *Martin Easteal*.

The fifteen *County Donegal Railway* Setright Speeds, CDR01-CDR15 were unusual in that, like the machines supplied to *Córas Iompair Éireann*, they printed in Gaelic. They were also unusual if not unique, in printing the SCILLINGE (SHILLINGS) values above 9/- sideways, as shown below.

DRH



Right:
County
Donegal
Railways
return and
season and
roll tickets,
as issued
from the
preserved
Setright.
HUGH
DOUGHERTY



Right: County Donegal Railways conductor Jimmy McMullen wears one of the Setrights at Strabane station with former railcar motorman (now CDR bus driver) Collins Lafferty, left, and relief driver, CDR storeman Eddie Friel, right, in front of Leyland P317.

HUGH DOUGHERTY



CDR Setright is just the ticket for museum

By Hugh Dougherty

A COUNTY Donegal Railways Setright Speed ticket machine dating from 1959, when the railway closed its lines and replaced them with its own bus services, has been donated to the Donegal Railway Heritage Centre.

Cyril McIntyre, retired head of public relations and marketing at Bus Eireann, found the machine dumped in a chest at the former Midland & Great Western Railway's Broadstone station in Dublin, home to Bus Eireann's provincial bus fleet.

Cyril said: "I was delighted to donate this rare machine to complete the story of the CDR. Fifteen Setrights were bought in 1959 and railcar guards were trained on them so they could take on the job of conductor on January 1, when CDR buses replaced the trains on a like-for-like basis on the Strabane-Killybegs and Strabane-Letterkenny lines.

"The ticket machines were taken over by CIE with the CDR assets in 1971 and became obsolete after CIE went over to Almex machines between 1980 and 1986, although some were sent to Dublin for use of city services and some also in Limerick. When they were withdrawn, they were dumped in chests at Broadstone, and I was able to rescue this rare surviving example."

The CDR chose Setrights as the Great Northern Railway of Ireland had used them successfully since 1949, and they were popular with the Donegal guards who became conductors.

CDR conductors had to deal with through rail tickets to and from BR and Northern Ireland stations until 1965, when the Ulster Transport Authority 'Derry Road' line through Strabane – where the CDR buses connected with the main line trains – closed, as well as continuing the

railway tradition of carrying parcels, mail and newspapers.

Several other railway companies used Setrights, including the Ravenglass & Eskdale Railway for passengers joining trains at intermediate stations, and the Manx Electric Railway, for the same purpose.

Guards on the BR 'Blue Train' electric services on the Cathcart Circle lines issued Setright tickets to passengers on the trains on Sundays during the 1960s, when ticket offices were closed. Incredibly, at a time when electronic ticketing had taken over on both rail and road, the Londonderry & Lough Swilly Railway bus services continued to use Setrights right up until the company closed down in April 2014.

Cyril has also donated to the museum a circular issued to train guards becoming conductors, written by famous CDR manager Bernard L Curran in December 1959. It spells out their duties and threatens dire penalties to any conductor in the company's service failing to collect fares, not deliver parcels, or not observe the rule book, on which employees were examined.

It is significant that the instructions were to be signed for, and the conductor had to say which 'station' he was based at, as the main CDR stations remained in use as bases for the road passenger services which replaced the trains, and which were run in a very railway-like way.

Heritage centre manager Niall McCaughan said: "We are very grateful to Cyril for donating this rare survivor of the CDR rail replacement services.

"It helps bring the story of the CDR – which survived until 1971 as a road passenger and freight operator with great railway traditions and many former rail staff employed – up to the end of the company's history.

"We also have CDR bus timetable booklets, waybills and tickets to go on display along with the ticket machine."



The County Donegal Railways Setright machine 003 is now in Donegal Railway Heritage Centre thanks to Cyril McIntyre, who rescued it in Dublin. The punch on the machine was used for nipping through tickets.
DONEGAL RAILWAY HERITAGE CENTRE

Write to us: Heritage Railway, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ.





HILLMAN'S SALOON COACHES

Humble beginnings

Edward Henry Hillman was born in Croydon in 1889 in humble circumstances. His mother had died when he was just two years old and he always claimed never to have had a day's schooling. At the age of nine he was sent out to work for a local brush-maker. Three years later he enlisted as a drummer-boy with the 2nd Essex Regiment.

He was 22 when he married Eliza Kathleen Miller and they went on to have six children.

Hillman's military career was briefly interrupted by a spell as a brewer's drayman, but the advent of the First World War led him to rejoin the army, eventually to become a Sergeant-Major. It was in 1918, in Mons, that a riding accident resulted in part of his leg having to be amputated. This was replaced by a wooden one and henceforth he walked with a limp.

Invalided out of the army, he first worked as a chauffeur, but using his small army gratuity, then bought a motor-car and began a taxi service in the Bow area of east London. He progressed to opening a cycle sales, repair and hire shop at 52b Romford Road, Stratford, and later to hiring cars with drivers, trading as 'Hillman's Garage'.

Hillman's Daily Service

In July 1928, Hillman bought a Gilford motor-coach which was initially used for private hire, theatre etc. work. He borrowed money to buy a second coach in October and on 7 December, began running 'Hillman's Daily Service', a limited stop service between Stratford, Ilford, Romford and Brentwood. Hillman drove the coach himself with his 16-year old son, Edward Arthur John Hillman as conductor. Low fares were charged which attracted custom both from the railway and from local bus services,

This proved immediately successful and by October 1929 he had twelve Gilford coaches running to Brentwood. The route was extended to Chelmsford and Colchester a year later, and by 1930 to Clacton with 54 departures a day from Stratford. In the summer of 1931 six coaches were running daily to Ipswich, two to Great Yarmouth, and two to Norwich.

At the height of Hillman's operations, it was said that you could stand at the top of Brook Street Hill on the outskirts of Brentwood and one of Hillman's royal blue and white coaches would always be in sight.

Expansion

Hillman did not have the capital to finance purchase of the coaches and thus had to enter a partnership from 1 October 1930, with the *R B Syndicate* controlled by Percy Davis Roe and John Jeffrey Baker, who were also directors of the Gilford Motor Co. Ltd. A limited company, R B Syndicate Ltd, was registered on 27 February 1931.

The council had become increasingly concerned about congestion caused by the coaches turning and waiting at Stratford Broadway. In 1930, freehold premises at 127/131 Bow Road, between Campbell Road and Tomlins Grove were purchased and converted to a garage and coach station. This was conveniently situated for passengers' onward connections a minute's walk away from Bow Road Underground station,

Hillman eventually obtained financial backing from other sources and was able to clear the debts that tied him to the R B Syndicate on 6 June 1932. On 10 August 1932, he was able to register *Edward Hillman Saloon Coaches Ltd*, with company number 267639. The trading name, Hillman's Saloon Coaches, had earlier been registered under the Business Names Act, in March 1931.

It was also in 1932 that premises at 56 London Road, Romford were obtained and a new garage built to hold 90 coaches.

*Masthead: Ingrave Road, Brentwood, c1930
[commercial postcard]*

A marvellous photo that captures a scene largely unchanged today. Two Hillman's coaches wait to depart for Bow; between them is a small bus of *Old Tom* (Tom Webster) (see p.380/1987) on his Laindon via Billericay service, and a *London General ST* on the 26 for Romford and Stratford.

Ahead in Wilson's Corner, named after Wilson's department store out of sight on the right. Over the dog-leg crossroads is Ongar Road. Left to right is the High Street / Shenfield Road, the old A12; left to Romford, Ilford, Stratford and the City, right to Chelmsford and beyond.

In 1933, Ingrave Road and Ongar Road were to mark the eastern boundary of the new LPTB area.

The Upminster road

Inevitably the success of Hillman's Saloon Coaches led to competition on the Bow - Brentwood route which materialised from *Sunset Saloon Coaches Ltd.* in January 1930, and from *Green Line Coaches Ltd.* from 23 July 1930. With scope for expansion reduced, Hillman was undaunted and began to look further afield for opportunities.

The first was to repeat the success of the Bow-Brentwood route on the Upminster road. From London the road as far east as Ilford paralleled the Brentwood service and this seemed an obvious development.

Hillman began operating from Aldgate to Upminster on 11 February 1931. However, there was an incumbent running on the route: *Woodgrange Coaches* (Eastward Coaches Ltd.) of Goodmayes who had started a frequent service on 1 December 1930. Despite this, Woodgrange were already in financial difficulties over hire-purchase repayments on their coaches.

The Woodgrange Coaches story from this point onwards is a complex one. We will not dwell on it here; instead readers are recommended to one of the main sources for this article, *London's Buses Volume Two* by Blacker, Lunn & Westgate, where it is comprehensively recorded.

Suffice to say that Hillman used various means to take advantage of Woodgrange's misfortunes. These culminated in a High Court action involving several parties which was later remitted down to Bow County Court for judgement.

In due course, under an agreed settlement, the Woodgrange operations and assets passed to a newly-formed company, *Upminster Services Ltd.*, registered on 15 June 1932. Edward Hillman and P H R Harris (of *Fairway Coaches, Ltd.*, and previously a London independent bus owner) were directors.

From 15 August 1932, the Aldgate - Upminster coach service ran under the Upminster Services name. Hillman had succeeded in becoming established on the Upminster road albeit at some cost.

Onwards and upwards

The second avenue explored by Hillman was scheduled air travel, then in its infancy. He began with charter and pleasure flights (in 1931), and from 1 April 1932, a regular service between Romford and Clacton. At £1 return, this proved very popular. The Romford-Clacton coach fare (by Hillman's) was 8/6d return.

The De Havilland aircraft employed were based at Maylands Aerodrome, midway between Brentwood and Harold Wood. A coach service (run of course by Hillman's) linked central London with Maylands to connect with flights.

Rapid expansion followed with regular flights to Paris and later, to Brussels and Ostend, and Royal Mail contracts to carry mail to London, Liverpool, Glasgow and Belfast. Maylands Aerodrome soon proved too small, so from June 1934, Hillman leased the new and larger Essex Aerodrome at Stapleford Abbots.

Hillman's Airways Ltd. was registered on 12 December 1934, and was a successor company to *Edward Henry Hillman Ltd* (and possibly to a still earlier company).

Decline

The passing of the Road Traffic Act 1930 (which took effect from early 1931) was the first of two blows to the Hillman business. Coach services now fell under the jurisdiction of the Traffic Commissioners who determined fares, stopping places etc. They decided the Hillman services were to be licenced as express carriage services and required to charge a 1/- minimum to protect short-distance bus routes. This had an immediate impact on patronage and profitability.

This, plus the heavy finance charges on the coaches and the aircraft quickly began to weigh on the Hillman business.

The second blow was the formation of the *London Passenger Transport Board* which came into being on 1 July 1933. Most of the Hillman coach operations fell within the LPTB area. On 10 January 1934, the LPTB compulsorily acquired the Bow - Brentwood and Bow - Romford workings, the Aldgate - Upminster workings of Upminster Services, the new Romford garage and many of the coaches. This was especially disappointing in respect of the Upminster Services route over which considerable effort had been expended to get it established.

The bus and coach side of Hillman's activities ceased completely with the sale of the remaining Bow - Chelmsford service to the *Eastern National Omnibus Co Ltd* on 13 August 1934. The latter did a deal with *Eastern Counties OC* and *Grey-Green* (George Ewer & Co.) whereby the ex-Hillman licences for the Norwich, Great Yarmouth etc. services were abandoned.

Late in 1934, Hillman's Airways Ltd "went public" but within a year the company's assets were transferred (under an agreement dated 30 September 1935), together with those of *Spartan Airlines* and *United Airways* to form what eventually became *British Airways Ltd*.

In this way, the Hillman's empire disintegrated almost as rapidly as it had been created.



Edward Hillman beside a Hillman's Airways De Havilland Puss Moth plane

[Brentwood Library]

Edward Hillman took pride in never having had an education, yet by astute management he had built a business which became the largest independent operator acquired by the LPTB. He died, aged 45, on 31 December 1934.

Tickets

Edward Hillman had kept firm control of financial matters when running his business and one can discern this extending to fares and tickets too.

Unlike some of the other medium-distance coach operators around London who sprang up in the late-1920s, Hillman did not use booking agencies and thereby avoided paying commission. Passenger paid on the coach or at Hillman's own booking offices. As soon as ticket machines became available, Hillman adopted these.

The earliest tickets known are Bell Punch stock 'Omnibus Tickets'. Later, a self-advertisement was added to the back.



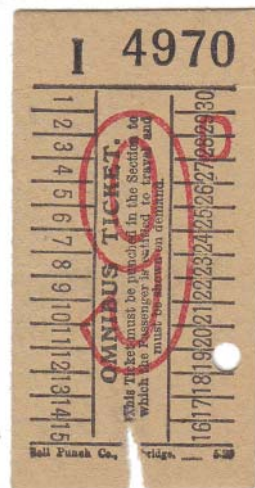
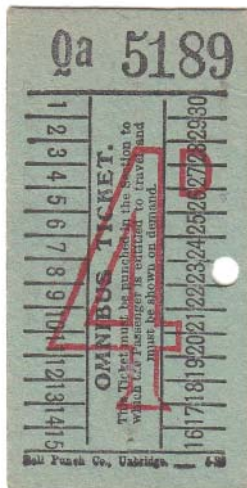
*Bell Punch Uxbridge
5-29 block*



*Bell Punch Uxbridge
3-29 block*



*Bell Punch Uxbridge
5-29 block*



*Bell Punch Uxbridge 5-29 block
/ ADVT No.1159 (?)*

110 Setright Fare Registers (also known as the 'narrow' insert Setright or Setright SR.D) were bought around 1931/2 (259,262/1988, 248/1989). The Registers were numbered with various two-digit letter/number combinations. These combinations were possibly assigned by Setright Registers and did not necessarily follow a sequential order.

The machines printed fares in 3d steps from X to 4/9d.

For:

- 3d, 6d, 9d ... 4/9d fares there were plain white tickets. A 3d ticket was stamped 3d; a 6d ticket was stamped 6d, etc.
- 1d, 4d, 7d ... 4/10d fares, there were green 1d surcharge tickets. A 1d ticket was stamped X; a 4d ticket was stamped 3d, etc.
- 2d, 5d, 8d ... 4/11d fares, there were buff 2d surcharge tickets. A 2d ticket was stamped X; a 5d ticket was stamped 3d, etc.

There were a number of different printings of these, all apparently by Punch & Ticket. The same tickets were used for singles and returns, the class being printed by the machine.

Similar machines and tickets were used on the associated Upminster Services coaches.

Known tickets are:

Hillman's

1. with IN / OUT in black; Blank reverse
2. with In / OUT and value overprint (where applicable) in red
3. with Inward / Outward and value (where applicable) in black. HILLMAN'S / Saloon Coaches for comfort / ROYAL BLUE & WHITE advertisement on reverse.
4. with FROM LONDON / TO LONDON and value (where applicable) in black. HILLMAN'S / AIRWAYS / To Save time on reverse
5. with FROM LONDON / TO LONDON and value (where applicable) in black. HILLMAN'S AIRWAYS / To Save time, plus time cancellation grid on reverse

Upminster Services

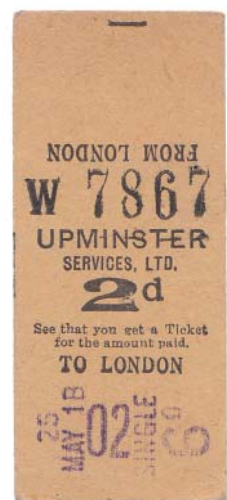
1. with FROM LONDON / TO LONDON and value (where applicable) in black; Blank reverse



1



2



Upminster Services



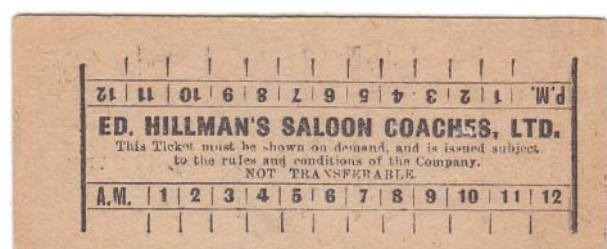
3



4

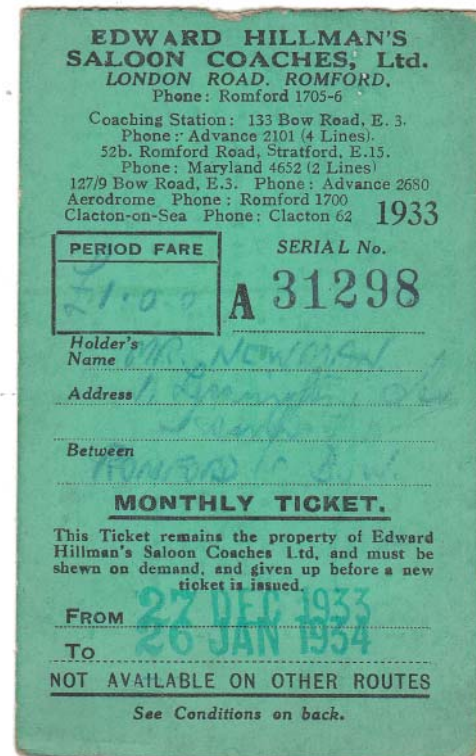
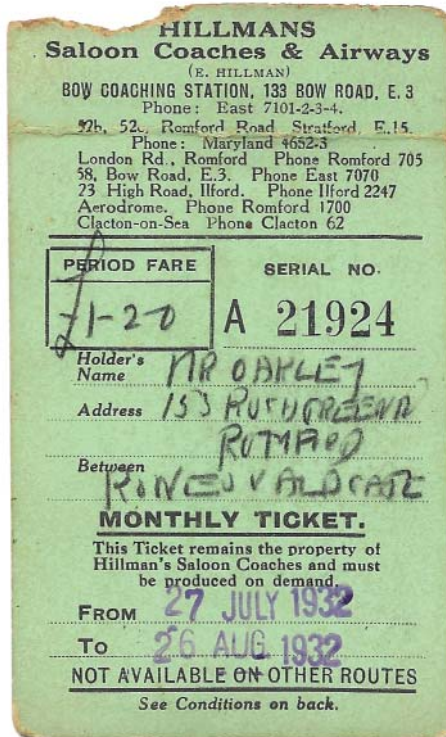


5



Later (perhaps about 1932/3), they bought some long-range Setright LR.D Registers which printed a fare range from zero to 11/11d. These were lettered A, B, C up to at least K.

For these, white single and pink return tickets are known, again apparently printed by Punch & Ticket..



After Hillman's services passed to the LPTB / Eastern National in 1934, the 'narrow' insert Setright Registers also transferred to the LPTB, although it seems some were passed to Eastern National and perhaps elsewhere. The LPTB continued to use them on their East London Green Line routes until the War (283/1972, 35/1973, 155,157/1989, 273/2003). Eastern National eventually centralised use of narrow insert Setrights (including those inherited from the Aylesbury Omn. Co. and from *The Borough Services*) at Grays.

The Hillman long-range Setright Registers were sold to the *City Coach Co/New Empress Saloons* and *City/New Empress* based their first tickets on the Hillman design.



There were also monthly card tickets; these are known in different colours, perhaps for different months or years. There may have been weeklies, quarterlies and annuals but this is not known for certain.

Illustrated are a 1932 card with *Hillman's Saloon Coaches & Airways* (E Hillman) title, and a 1933 card by which time the title had changed to *Edward Hillman Saloon Coaches Ltd.*

After the LPTB takeover, Hillman's routes were absorbed into the Green Line network. *Green Line Coaches Ltd.* had earlier offered season tickets on its competing route and the LPTB continued these for some years.

Illustrated is an LPTB four-weekly ticket for the Romford - Brentwood section of route Y (Brentwood - Aldgate) in the style inherited from Green Line Coaches Ltd. and based on Underground practice

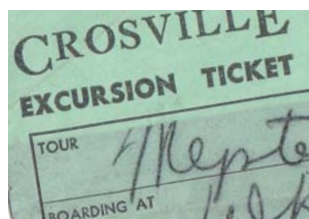
David Harman
including tickets from the Roger Atkinson Collection
and courtesy of John L King

References:

Blacker, Ken, Lunn, Roy and Westgate, Reg (1983),
London's Buses Volume Two ~ Country Independents 1919-1939 Part One, St Albans, HJ Publications
Omnibus Magazine ~ September 1932
Omnibus Magazine ~ February 1934
Roger Atkinson ~ Concordance Notes I



A Hillman's Gilford resplendent in royal blue & white



Points from the Past

David Harman, 24 Frankfield Rise, TUNBRIDGE WELLS TN2 5LF
journal@transport-ticket.org.uk

Identification Please!



Phil Drake has submitted this intriguing gem.

The title: *Bp Auckland & District Commercial Motor Association*; the imprint: M Blamire, Printer, Shildon.

The location is clear enough, Bishop Auckland.

Internet digging tells us that the Black Boy Colliery was situated about a mile from Auckland Park, a few miles south-west of Bishop Auckland. Nicholas Wood, a friend of George Stephenson ("the father of the railways") sank Black Boy Colliery in 1830. Boys were sent into visible seams to dig for coal, and came out filthy, thus giving the area its Black Boy nickname. The colliery closed in 1939

The school, Black Boy (Colliery) School (singular) was opened in 1853 by the colliery owners. The school became Auckland Park County Boy's School at date undetermined.

The Bishop Auckland & District Commercial Motor Association is fairly obviously an operator association which were once common in some areas, but nothing has come to light about it or its members, save presumably the one named at the bottom of the ticket. "Fothergill" is probably *JW Fothergill*, Gurney Valley, Bishop Auckland, recorded in *The Omnibus Society Master List of Operators ~ County Durham* as being in existence in 1922. His name on the ticket might suggest that other members of the association had their own tickets.

8d return seems a high fare but maybe it was for a week's travel?

Further comments welcome ...

David Harman

Looking back at Southampton ~2

(see previously 72-3/2023)

Southampton Corporation Tramways
by Bell Punch but without imprint.

Conditions prefixed by 1d WORKMAN'S TICKET, 2d
TICKET etc.

2d dated 1930 on reverse

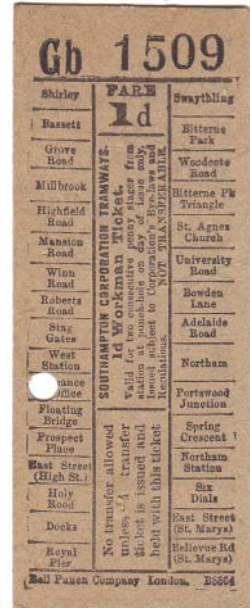




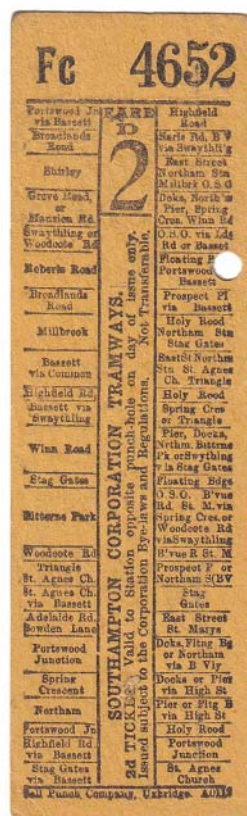
Southampton Corporation Tramways by Bell Punch on Uxbridge dated blocks; Conditions prefixed by 3d TICKET etc.



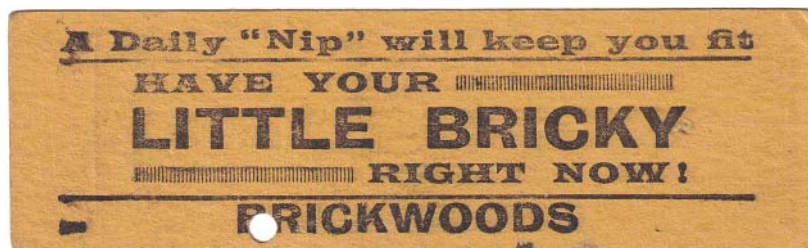
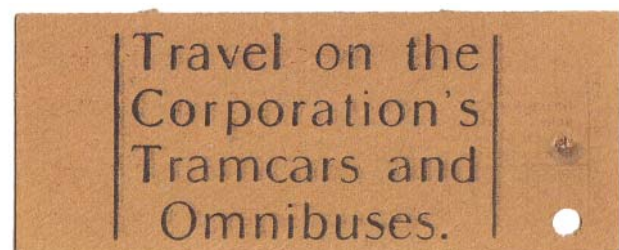
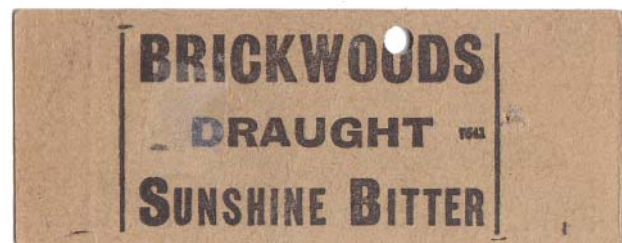
Southampton Corporation Tramways by Bell Punch on Bxxxx blocks; shorter tickets Conditions prefixed by 1d Workman Ticket, Children's Ticket, 1d Ordinary Ticket etc.



Southampton Corporation Tramways by Bell Punch on Uxbridge numbered blocks; Conditions prefixed by 2d TICKET etc.



Southampton Corporation Tramways by Bell Punch on Axxxx blocks Conditions prefixed by 2d TICKET etc. Stages now compressed



Southampton Corporation Tramways by Bell Punch on Cxxxx blocks; Conditions prefixed by 1d Ordinary Ticket etc. West Station now Cent or Central Station

To be continued ...

David Harman
Tickets from the Roger Atkinson
Collection

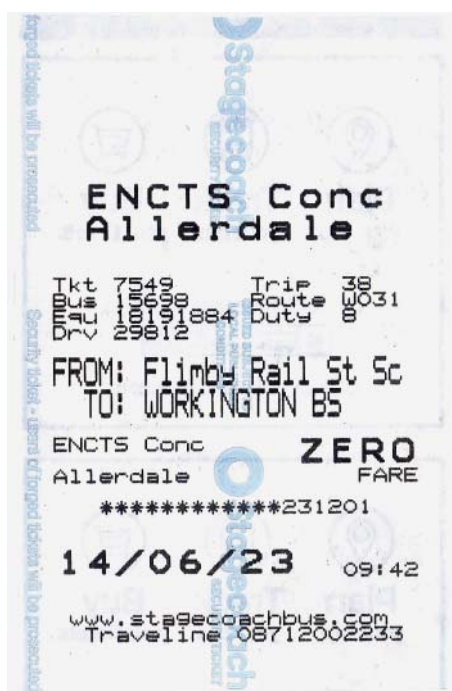


UK and Irish Bus & Tram News

David Harman, 24 Frankfield Rise, TUNBRIDGE WELLS TN2 5LF
journal@transport-ticket.org.uk

Stagecoach

STAGECOACH OXFORD (Thames Transit Ltd)
(329/2022, 74,227/2023) Tickets have reverted to their normal layout with no special design or text, but with the Stagecoach title and logo in the current style, as had



previously appeared on the "missing people" tickets.

Hugh Fisher

STAGECOACH CUMBRIA AND NORTH LANCs
(Stagecoach North West Ltd), Carlisle (394/2022, 227/2023)
An ENCTS Allerdale concessionary ticket is shown.

Murdoch Currie

General UK News

AARON'S OF WICK (A & R Shellfish Ltd), Wick
(393/2019) Operation of most of the Highland Council-
supported services in Caithness was transferred from
Stagecoach North Scotland (Highland Country) to this
company on 4 January. The Manual Concession ticket
shown is similar to the ticket previously reported, but not
illustrated (393/2019).

Murdoch Currie



DERBYSHIRE WAYFARER

(Derbyshire County Council) (268/2011)
This one day bus/rail facility continues with scratch-
off (advance sale) and laminated cards (on-bus/railway
station issue), blue/green for adult, blue/orange for child/



senior citizen). There is also a group (2 + 3) ticket, colours unknown.

The current concession scratch-off version has just one year, 2023 shown and the back is now plain blue; previously it bore a journey log for optional completion by the passenger and return to DCC.

A bus-only version was introduced from 23 April 2023, available for one day, adult, concession (young person), group, or seven days, adult, concession (young person), again sold in advance or on-bus/railway station.

David Harman
<https://www.derbyshire.gov.uk/>

FIRST + LAST MILE CIC, Witney, Oxon

Operates two services (411 & 418) serving Eynsham, Hanborough and surrounding villages, using a single minibus. Ticketing is by means of a Sunmi v2 portable device (previously described as “80 series”). The company name derives from use of the bus by commuters changing to and from the train at Hanborough station. *Hugh Fisher*



- > The *Sunmi V2* is an Android-based handheld POS (point of sale) terminal made by *Shanghai Sunmi Technology Co., Ltd.* of Shanghai, China. (www.sunmi.com/en-US/).

It is widely used by Deliveroo takeaway delivery drivers (whose units have a turquoise paper roll holder cover). In general purpose mode, the paper roll holder cover is orange. The integral Seiko printer unit handles rolls of 50mm to 58mm width.

In the UK, it is available installed with a fare collection application from *John Groves Ticket Systems Ltd.*, 1 Bradfield Road, Field End Road, London HA4 0NU (www.jgts.co.uk/)

JGTS are/were offering an earlier Sunmi POS terminal badged as the *iFusion JG900* (see 436/2021).

David Harman

GO SOUTH COAST LTD., Poole*the Key (357-360/2020)*

"We announced last year that our smartcard theKey is now over 10 years old and is considered old technology and sadly has become quite unreliable...."



Issue of tickets on *Bluestar*, *morebus*, *Salisbury Reds*, *Southern Vectis*, *Unibus* and *Unilink theKey* smartcards will cease from 31 July with remaining tickets to be used by 31 December 2023. At present, the multi-operator *Solent Go* smartcard and the *Swindon's Buses / Stagecoach travelcard* smartcard continue. *Peter Shelley*

GRAYLINE (Hartwool Ltd), Bicester, Oxon (136/2019)
Bicester town service E1 no longer operates and the Ticketer machine is now used on the bus operating service 21.

Hugh Fisher

HATCH GREEN COACHES LTD., Taunton, Somerset
The *Hatch Green Travel Card* a stored-value (ITSO stored travel rights) smartcard was introduced some time ago. This uses the *sQuid* digital transaction platform like other smartcard schemes in the south-west.

David Harman**HEYFORDIAN TRAVEL LTD., Bicester**

The firm ceased trading on 1 August citing inflation, rising costs, driver shortages, and "massive interest charges on our Bounce Back Loan."

*RouteONE ~ 2 August 2023***LANGSTON & TASKER**

(J Langston, HG Price and AJ Allen),
Steeple Claydon, Bucks (136/2019)

The Wayfarer Saver on the service 18 bus has been replaced by a TransMach TM920 (see overleaf).

*Hugh Fisher***OURBUS BARTONS LTD**, Chipping Norton, Oxon

(137/2019) The Wayfarer Saver has also been replaced by a TransMach TM920 (also overleaf). Note the appeal for donations and the injunction to "keep smiling!"

*Hugh Fisher***OXFORD BUS COMPANY** (The City of Oxford MS Ltd.)

(135/2019) The service between Bicester North station and Bicester Village operated on behalf of Bicester Outlet Village and Chiltern Railways has been taken over from *Wessex Bus* (Rotalla Group)). Ticketer continues in use, but the logo has been restyled and the footer text is in OBC's standard format. The ticket roll also has OBC's current advertising on the reverse. As before, no child tickets are available, but ENCTS concession passes are now valid (with no ticket issued).

*Hugh Fisher***PEOPLESBUS LTD.**, Aintree, Liverpool

Bus services have been sold to *Stagecoach Merseyside & South Lancashire* (Ribble Motor Services Ltd.) with effect from 9 July.

RouteONE ~ 21 June 2021



RED ROSE TRAVEL LTD, Aylesbury, Bucks
 (79,116/2023) Not all tickets show the title previously
 reported as evidenced by this "Rail Ticket Flat Fare"
 example, issued in Bicester on route 25 at a discounted
 fare for passengers holding a rail ticket to or from Bicester
 Village station. *Hugh Fisher*

SCOTTISH CITYLINK COACHES LTD., Glasgow
 (231/2023) The problem which led to tickets being issued
 again to concessionary travellers concerned transfers,
 which resulted in *Transport Scotland* being charged twice
 for some journeys. This was resolved and by 16 May such
 tickets were again no longer being issued.

Murdoch Currie

Email: Office@redrosetravel.com
 Website: www.redrosetravel.com
 Twitter: Red_Rose_Travel

Route: 25
 Vehicle: YX61 FZH - 50518
 Driver: 8795
 Machine No: 6801112
 Trip ID: 0802/0802
 Ticket: 057075
 Cash price: £1.00

**Rail Ticket
 Flat Fare**

Issued at: Village Centre
 Boarding stage: Upper Heyford

Paid by card: *****8934
 Contact customer services
 for journey details and refunds
 Thu, 15 Jun 2023 08:11

theshuttle
 from **unō**
 01707 255 764 | unobus.info

Route: 690
 Vehicle: 358
 Driver: 758999
 Machine No: 6781918
 Trip ID: 1610/11607
 Ticket: 171455

**Route Learning
 £0.00**

Issued at: Angerland P&R (A)
 Boarding stage: Angerland p&r

Mon, 06 Mar 2023 16:25

Thanks for travelling with Uno.
 Please keep your ticket for
 inspection. Tickets are
 not transferable.

THAMES TRAVEL (WALLINGFORD) LTD, Oxford
 (396/2021, 329/2022) *River Rapids* service X40 is now
 operated once again by Thames Travel instead of *Oxford
 Bus Company*, and service X39 has been discontinued. The
 Ticketer logo has been restyled, omitting reference to the
 three services previously operated *Hugh Fisher*

river rapids
 from **Thames Travel**
 01865 785400
 office@thames-travel.co.uk
 www.thames-travel.co.uk

Route: X40
 Vehicle: 252 - 252
 Driver: 8228
 Machine No: 6c01a07
 Trip ID: 0946/4023
 Ticket: 278167

**Manual
 Concession £0.00**

Issued at:
 Reading Town Centre, Station Road
 Boarding stage: READING TOWN CENTRE
 Valid to: THE MODERATION

Thu, 15 Jun 2023 10:09

UNO (Universitybus Ltd), Hatfield, Herts. (117-8/2023)
The Shuttle (route 690) is an inter-campus / park & ride
 route, primarily for students / staff of the University of
 Hertfordshire. Sources vary as to whether this is free to
 University ID card-holders but not to others or whether
 all passengers pay. [www.herts.ac.uk/contact-us/parking/
 park-and-ride](http://www.herts.ac.uk/contact-us/parking/park-and-ride) suggests the latter (fare = £1).

David Harman

At the South Hatfield, Angerland P&R site, self-service
 machines were reported (117/2023). but drivers were
 reluctant to take fares and issue tickets on-bus. I wrote
 to UNO's Commercial Manager who confirmed that fares
 should be charged on-bus and who also supplied a sample
 driver training ticket.

Hugh Fisher

ELIZABETH YULE, Pitlochry (129/2022)
 This company continues to issue tickets to concessionary
 travellers.

Murdoch Currie



London News

David Curson, 25 Merton Avenue, Rustington, Littlehampton, BN16 2EQ
davidcurson@dalecu.co.uk



HEATHROW FREE TRANSFER TICKETS (435/2018)
By March 2022 the tickets that are issued to allow free rail travel between the Heathrow terminals were amended to print a statement indicating that the ticket is not valid for travel to Paddington.

A similar ticket issued in March this year has been seen issued on standard Network Rail RSP No.9399 stock. These tickets make no reference to what the ticket is actually used for.

A visit in early July 2023 found a further change. The tickets also now state that they are not valid on London Underground. They are only valid on the Elizabeth line and HEX services between the three terminal stations. Tickets were obtained from all twelve machines and were using NR ticket stock suggesting that the dedicated ticket card is no longer used.

In addition to the list of machines at the above reference, another two machines are located in the Terminal 5 Arrivals hall numbered 4032 and 4035.

Peter Nichols, DC

PLATFORM TICKETS

Platform tickets will be withdrawn from sale from 3 September at LU stations with UTS machines. They will still be available at Southwark station.

DC



National Rail News

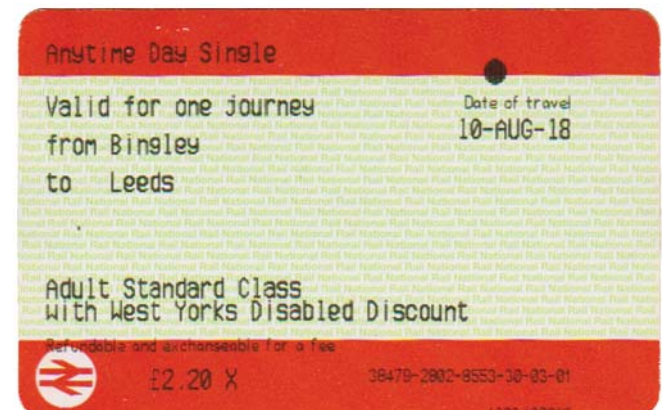
Matthew Davis, 3 Valentine Court, Eaton Gardens, HOVE, BN3 3TQ
trainticketmatt@hotmail.com

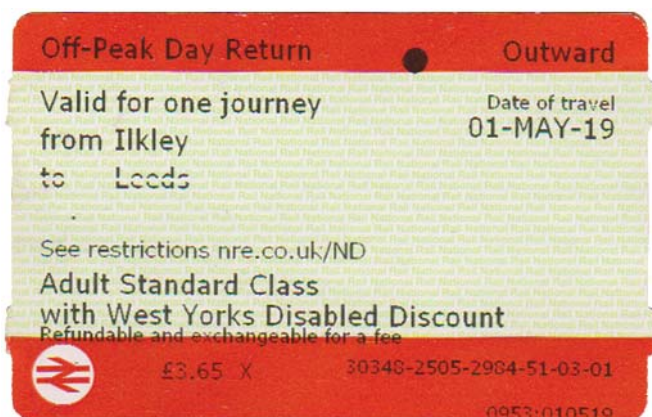
A NEW LOOK FOR TICKETS

Concession markers (172/2017)

Tickets from some West Yorkshire PTE concessionary

discount schemes mentioned at the above reference are illustrated here; more will follow in upcoming columns. Holders of WYPTE disabled person's concessionary passes

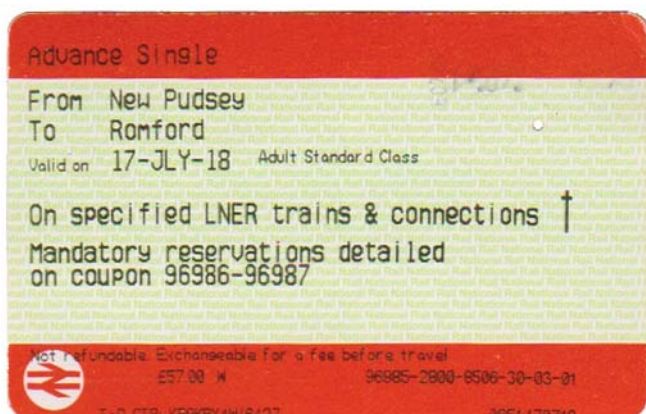
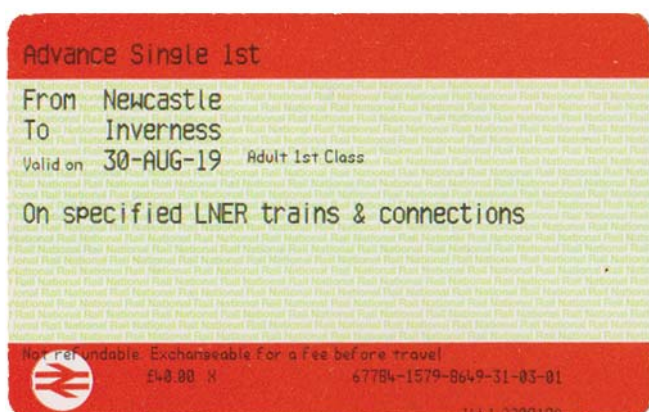




receive a 50% discount on all fares for journeys wholly within the WYPTE boundaries. These tickets are available from self-service machines as well as at ticket offices and on board trains if joining at an unstaffed station. The status code WY-D was used on old layout tickets, and early new layout tickets showed with WY CONCESS DISABLED (not illustrated). By 2016 this was changed to with WY Concession Disabled, as shown on the Parkeon ticket from Slaithwaite to Leeds; later (by 2018) the wording was changed again to with West Yorks Disabled Discount, as shown on the Fujitsu STAR ticket from Bingley and the Parkeon ticket from Ilkley. MD

LNER MISCELLANY (PART THREE)

Depending on the number of journey legs and in some cases the ticket issuing system used, Advance tickets can have their reservation details printed on the travel ticket or on one or more accompanying Mandatory Reservation Coupons (for more about these coupons, see 400-402/2022 and subsequent *Journals*). Five examples of *London North Eastern Railway* Advance tickets with a single reserved journey leg were illustrated last month. Shown



here first are three Advance tickets, all with the route On specified LNER trains & connections and with slightly different ways of referring to the accompanying coupon(s). Number 96985 from New Pudsey to Romford is a Fujitsu STAR ticket with the text Mandatory reservations detailed on coupon 96986-96987 split across two lines. TRIBUTE ticket 56987 from Newark to Norwood Junction makes reference to three rather than two accompanying coupons and has the text across four lines with “coupons” in the plural, a colon and a spaced dash: Mandatory reservations detailed on coupons: 56988 - 56989 and 56990. The same four-line rendering is used on Cubic TfL ticket 45965 from Peterborough to Norwood Junction, but here the dash is unspaced: Mandatory reservations detailed on coupons: 45962-45963 and 45964. (Also on this one the Mandatory Reservation Coupons have lower numbers than the travel ticket, suggesting the travel ticket was printed last.) On the TRIBUTE ticket, the NLC of the booking location, BW44 (the Co-Operative Travel Management agency) is shown instead of the issuing station's own NLC; this is another example of the issue described at 372/2022.

It is not unknown for the details of the accompanying coupon(s) to be missing completely, leaving a large blank space on the ticket. Examples from the Fujitsu STAR (Newcastle–Inverness) and Cubic TfL (London Underground Zones 1 and 2–Nottingham) systems are illustrated. The most direct way to get from London to Nottingham is on *East Midlands Railway* services on the Midland Main Line from London St Pancras, but it is quite easy and almost as quick (potentially, at certain times, quicker) to travel on *LNER* from London Kings Cross and change at Grantham, so through fares priced by *LNER* are available and are quite popular.

For tickets where a Mandatory Reservation has not been issued, a Seat Reservation can optionally be booked.



This serves the same purpose: reserving one or more specified seats on a specific train. Examples of recent Seat Reservation coupons on CCST and PRT stock for *LNER* journeys are illustrated here. Both show London North Eastern Railway in the TOC name field rather than *LNER*. The reservation on CCST stock is for two seats, G63 and G64 on the 1500 ex-London Kings Cross service on 27 January; on the current layout of Seat Reservation coupons, the year is not shown. The PRT stock ticket is for just one seat, H62 on the 1618 southbound service from Grantham on 12 July (2021 in this case), but Seats is still shown as a plural. The wording Only valid on the following service and VALID ONLY WITH TRAVEL TICKET is standard on Seat Reservations.

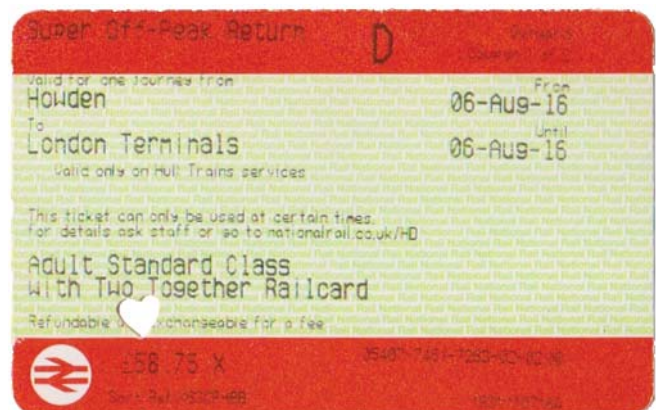
Finally, ticket 19441 from a now withdrawn Cubic FastTIS machine at Southbury for a London Kings Cross–Doncaster journey was issued as part of an *LNER* flat fare promotion in 2019, as indicated by the ticket type *LNER Flat Fare Single*. The standard routing On London North Eastern Railway services is also used.

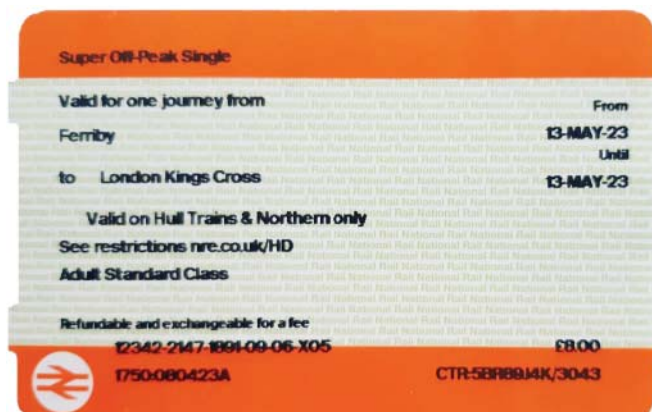
Peter Nichols, Keith Ambrose, MD

HULL TRAINS MISCELLANY (PART ONE)

Open-access operator *Hull Trains* was launched in 2000 by *GB Railways*, a company which operated some of the early post-privatisation franchises. Twenty years ago this month, *First Group* took a majority shareholding, and that company has operated the service ever since. (In August 2014 100% ownership was acquired.) The name *First Hull Trains* was used between 2008 and 2015. The standard weekday service, in place since 2006, is five trains per day between London Kings Cross and Hull plus two per day between London Kings Cross and Beverley via Hull. There are some variations at weekends.

Hull Trains is not the primary fare-setter for any journeys, so it is able to set its own cheaper “TOC-specific” walk-up fares for journeys between certain stations it serves: Beverley, Cottingham, Hull, Brough, Howden, Selby, Doncaster, Retford, Grantham, Stevenage and London Kings Cross. These are routed Valid only on Hull Trains services (route code 00071), as shown on Avantix WebTIS ticket 05407 from Howden to London Terminals and Atos Worldline @ Station ticket 38247 issued on PRT stock for a London Kings Cross–Grantham journey. Tickets involving London were originally issued to London Terminals but are now only available specifically to and from London Kings Cross.





Walk-up tickets using the services of other operators, again at cheaper rates than "Any Permitted" tickets, are also available. Examples have been seen, and are illustrated here, of journeys combining *Hull Trains* services and those of another TOC. A couple of *Hull Trains* and *Northern* examples are illustrated first. Parkeon ticket 20895 from London Kings Cross to Beverley shows that in 2017, new layout tickets showed the incorrectly abbreviated route description HULTRNS & NORTHRN; the ticket from May 2023 from Ferryby to London Kings Cross (number 12342), which is a Pico ticket in the "redesigned" format described last month, shows that this wording has now been expanded to Valid on Hull Trains & Northern only. The route code for this is 00508. Next, a journey combining *Hull Trains* and *Great Western Railway* is illustrated by the Brough-Reading "old layout" ticket 31200, routed +HULLTRNS & GWR with a Maltese Cross; this has route code 00180. A *Hull Trains* and *South Western Railway* journey is illustrated by the Doncaster-Salisbury Scheidt & Bachmann ticket 16490 in new layout, routed + Valid on Hull Trains and SWR only; this is route code 01500. Through fares on *Thameslink* services to stations on the Brighton Main Line also exist; none have been seen, and the new layout wording of the route is not known, but it is believed that old layout tickets shown +HULLTRNS & TLGN. The route code is 00595. Are there any more such combined routes?

Advance tickets are issued with the routing Valid on specified Hull Trains only (route code 00475) and are again issued to/from London Kings Cross specifically if the journey involves London. TRIBUTE tickets 94480 and 94482 were issued for a return journey to Hull comprising

Advance Single D

From London Kings Cross
To Hull

Valid on 14-SEP-19 Adult Standard Class
with Senior Railcard

Valid on specified Hull Trains only

07:27 First Hull Trains
Coach C Seat 37F
From London Kings Cross
To Hull



Not refundable. Exchangeable for a fee before travel

£10.55 X 94480-94481-5794-6121-30-03-01

VALID ONLY WITH TICKET 19769 RETAIN FOR INSPECTION

Class	Ticket type	Date of issue	Price
STD	CLSC RESVTN	15-JNR-18	£0.00 X

From LONDON EUSTON * Pass'sers Number ONE 19770 4342700321

To EDINBURGH * Valid at 23:53 HOURS ON 17-JNR-18

Coach Berths C 03L

SLEEPER RESERVATION

00655827 KING
ToD CTR K9289J24/7648 Printed 12:36 on 15-JNR-18

Advance Single D

From Hull
To London Kings Cross

Valid on 14-SEP-19 Adult Standard Class
with Senior Railcard

Valid on specified Hull Trains only

15:31 First Hull Trains
Coach C Seat 12F
From Hull
To London Kings Cross



Not refundable. Exchangeable for a fee before travel

£10.55 X 94482-94483-5794-6121-30-03-01

VALID ONLY WITH TRAVEL TICKET

Class	Ticket type	Date of issue	Price
STD	GWR SLEEPER SOLO	22-JNR-22	£90.00X

From TRURO * Pass'sers Number ONE 30722 7761717504

To LONDON PADDINGTON Valid at 22:29 HOURS ON 28-JNR-22

Coach Berths F 09L

SLEEPER RESERVATION

478157
ToD CTR K9289J24/7648 Printed 12:36 on 15-JNR-18

Advance Single D

From Grantham
To London Kings Cross

Valid on 07-JNR-20 Adult Standard Class
with Senior Railcard

Valid on specified Hull Trains only

10:00 First Hull Trains
Coach A Seat 22
From Grantham
To London Kings Cross



Not refundable. Exchangeable for a fee before travel

£18.15 X 73886-73587-2425-6362-30-03-01

TICKET TYPES

A new ticket type on *Southern*, Accompanied Child Return, was mentioned briefly last month in connection with an unrelated concession marker of the same name. Further research indicates that this new ticket type is

Accompanied Child Single C

Valid for one journey

From Gatwick Airport 25-AUG-22
to Hove 25-AUG-22

Valid via any permitted route

Under 16 year old Standard Class

Refundable and exchangeable for a fee

£2.00X 32641-4433-9132-28-05-00

2142/250822

Accompanied Child Single C

Valid for one journey

From London Victoria 26-AUG-22
to Hove 26-AUG-22

Specified trains & Southern connections

See restrictions nre.co.uk/SV

Under 16 year old Standard Class

Refundable and exchangeable for a fee

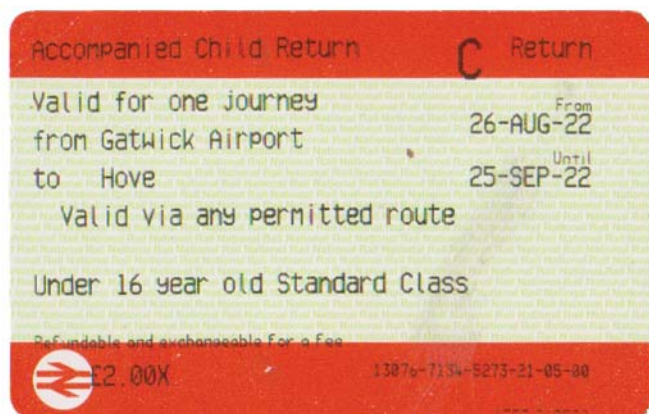
£2.00X 31729-6445-2719-01-03-01

ToD CTR WFXBK3F6/7871 1155/2408224

two Advance Singles at a total cost of just £21.10. Note that the TOC name is incorrectly shown as First Hull Trains in the reservation details section in both cases, four years after the name reverted to "*Hull Trains*". This was not an isolated issue: Fujitsu STAR ticket 73586 issued in January 2020 for a journey from Grantham to London Kings Cross also shows First Hull Trains. The 2017 ticket to Beverley illustrated above simply left the TOC name field blank! *Peter Nichols, Paul Courtine, MD*

SLEEPER TICKETS

A couple of SLEEPER RESERVATION coupons with less common ticket types this month. Scheidt & Bachmann ticket 19770 from London Euston to Edinburgh shows CLSC RESVTN – it is unclear what "CLSC" stands for in this context; and Avantix WebTIS ticket 30722 for a journey from Truro to London Paddington on *Great Western Railway's* "Night Riviera" sleeper shows GWR SLEEPER SOLO, indicating that a double room has been booked for single occupancy. Note that this shows a price of £90.00, which is presumably the supplement. *MD*



now used universally for £2.00 flat fare tickets for children accompanying full fare-paying adults on *Southern*, *Thameslink* or *Great Northern* services – a discount scheme which has been running for several years but previously with different ticket type wordings: Child Flat Fare Return and Child Flat Fare Single. The example illustrated last month was from November 2022; the new ticket types Accompanied Child Return, and Accompanied Child Single, in fact started to appear in late August 2022. Three of the earliest examples seen are illustrated here: from Scheidt & Bachmann machine 4433 at Gatwick Airport, Shere FASTicket machine 6445 at Romford (a remote issue) and from Worldline @Station device 7134 at Hove. *MD*

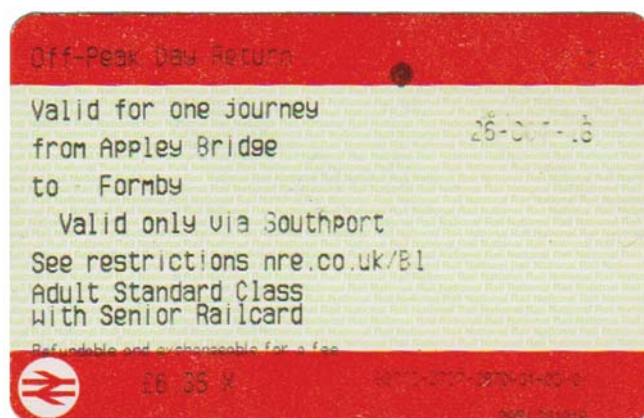
SCOTRAIL CLUB 50 (301–302, 375/2022, 20/2023)



ScotRail's "Club 50" promotion ran again between 13 February and 26 March 2023, then again between 15 May and 25 June 2023. £15.00 flat fare tickets were available for journeys between any two Scottish stations; conditions were the same as in previous promotions. Two tickets from the latest promotion are illustrated, both showing the usual ticket type Club 50 Flat Fare Return and route Valid on ScotRail and TPE only. Number 74803 is on PRT stock (issued from Worldline device 4417 by a Glasgow Central-based conductor), and 45248 was issued on CCST (credit card-sized) stock from Fujitsu STAR machine 1729 at Glasgow Queen Street. Both are in a different layout from ordinary point-to-point "new layout" travel tickets, several examples of which are illustrated in this column; the layout is essentially identical to that of an Excess ticket. Why this change has happened is not known. *Murdoch Currie*

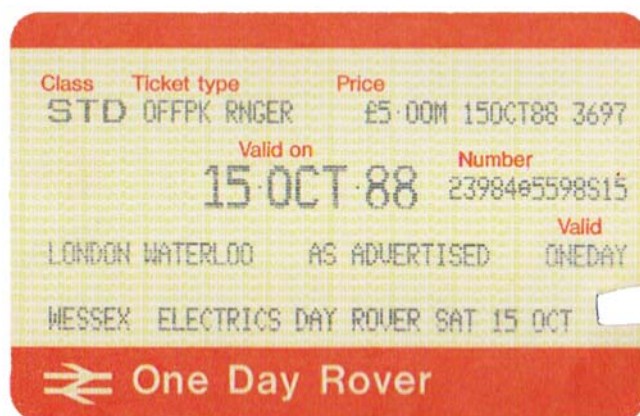
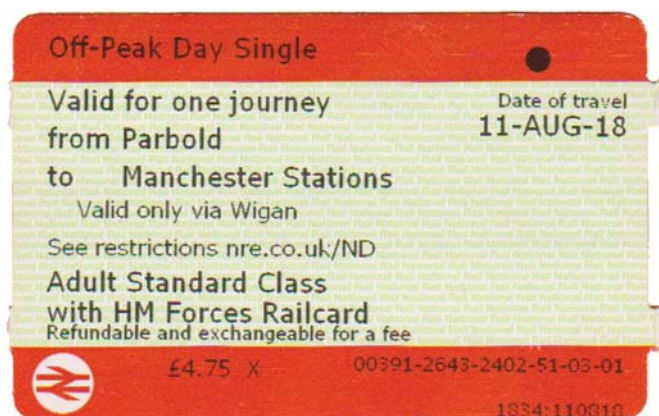
ROUTES

The illustrated Fujitsu STAR ticket, issued on 26 October 2018 although the date has faded, is for a journey which requires interchange between *Northern* and *Merseyrail* services at Southport. This is always the quickest way to go; but just in case any passenger tried to travel from Appley Bridge down to Wigan, across to Liverpool and then up to Formby, the wording Valid only via Southport has been introduced.



The route Valid only via Wigan has been used since 2018 or earlier on tickets between Parbold, northwest of Wigan on the way to Southport, and Manchester. To avoid Wigan would require a circuitous journey via





Southport and Liverpool. Ticket 00391 comes from Parkeon machine 2643 at Parbold, which at the time was erroneously showing the station's own NLC (2402) instead of the dedicated self-service NLC (2317).

Peter Nichols, Eddie Hewison

COMPLIMENTARY TICKETS

The illustrated "Complimentary Travel Pass" was issued in 2001 for use on *Thames Trains*, the TOC operated by *Go-Ahead* which operated local and regional trains from London Paddington between 1996 and 2004. The pass could be used either for a point-to-point journey, as in this example, or as an unlimited "go anywhere" ticket if no



Complimentary Travel Pass

The holder is entitled to unlimited travel, or travel between:

Paddington and Reading

Date of Travel:

Day 13th Weds. Month June Year 2001

Class of Travel: First/Standard

Valid only on the date shown

No. 1312



THAMES TRAINS

Conditions of use

This complimentary travel pass is valid only on Thames Trains services, and only on the date shown. You may use it **either** for unlimited travel **or** for travel between the points specified, in First Class or Standard accommodation as indicated on the reverse.

If the date of travel has not been inserted already, you must complete this section before commencing your journey. If this is not done, you will be treated as travelling without a valid ticket and we will have to apply the appropriate penalties.

You may be accompanied by up to two children up to 5 years in age, but anyone else travelling with you must possess their own valid travel documents.

stations were named. Various conditions are on the reverse, including a vague reference to "apply[ing] the appropriate penalties" for travelling without a valid ticket: no mention of the official Penalty Fares scheme. MD

ROVERS AND RANGERS

- WESSEX ELECTRICS DAY ROVER

Type: Day Ranger

Boundaries: London Waterloo; Weymouth (via Southampton Central)

Additional validity: None

Time restrictions: None

Price: £5.00

NLC: ?

British Rail introduced Class 442 EMUs in 1988 to operate services between London Waterloo and Weymouth via the newly electrified Bournemouth-Weymouth section of track. These units were known as "Wessex Electrics". A special event was held on the line on Saturday 15 October 1988 to inaugurate the new service, and £5.00 Day Ranger tickets offering unlimited travel on the line were available. Two APTIS examples are illustrated, both on standard BR 4599/5 "One Day Rover" orange-banded stock (one with a spurious Photocard number box, which was a feature of ticket stock produced by certain printers). Note the ticket type OFFPK RNGER and the description WESSEX ELECTRICS DAY ROVER SAT 15 OCT, with a double space between "Wessex" and "Electrics".

REUSED MACHINE NUMBERS

(156-158/2023) One correction to the previous list: Scheidt & Bachmann machine number

2242 (formerly at Brondesbury Park) was incorrectly shown as being used at Gloucester. It is in fact now Redruth window 21 (NLC 8439). This station has not previously had any self-service ticket issuing facilities.

Alan Peachey

STATION NEWS (22, 56/2023)

A new station was due to open on 31 July 2023 at Thanet Parkway, between Minster and Ramsgate. NLC 2041 has been allocated. There will be a bus link to Manston Airport; it is not yet known whether through ticketing will be available.

Marsh Barton station (NLC 7779) opened on 4 July 2023. It is between Exeter St Thomas and Starcross, 2 miles south of Exeter St Davids, and is served by *Great Western Railway*. It is unstaffed.

The *Northern*-operated ticket office at Clitheroe has closed permanently, according to a sign in the window in spring 2023 (although it seems to have happened some time before that). It was equipped with Fujitsu STAR machine 2644. There is still a Parkeon ticket vending machine for passengers to use.

Dunfermline City's new name is, as expected, now appearing on travel tickets and other associated coupons. A mid-February 2023 Card Sales Voucher from Scheidt & Bachmann machine 4038 is illustrated.



A fire destroyed the ticket office at Troon on 16 July 2021. Since then, only the Scheidt & Bachmann Ticket XPress ticket vending machine was available for ticket purchases; but a new station building and ticket office has now been provided and a Fujitsu STAR machine has been reinstated. Machine number 1646 is used, as before.

Ongoing problems with vandalism on the Medway Valley Line mean that New Hythe's Scheidt & Bachmann Ticket XPress machine has been removed, and issues have been reported at nearby Cuxton, Halling, Snodland, Aylesford and Maidstone Barracks – although their machines survive for now.

A number of ticket vending machines have been removed for other reasons since the start of 2023. *Great Western Railway* is starting to replace Shere FASTticket machines – mostly introduced in 2018 – with Scheidt & Bachmann. The following stations have been affected – the number in brackets is the number of Shere machines removed: Bristol Parkway (3), Bristol Temple Meads (2), Chippenham (3), Didcot Parkway (2), Dorking Deepdene (2), London Paddington (7), Newbury Racecourse (2), Reading (4), Swindon (2), Trowbridge (2) and Weston-super-Mare (1), plus the machine at the bus stop outside Bristol Airport. Many of these locations have had Scheidt & Bachmann machines before. Meanwhile, the installation of Worldline/Evoke kiosks at *TransPennine Express* stations continues – more details of this in due

course – resulting in the loss of Shere FASTticket machines at Barnetby (1), Brough (1), Cleethorpes (1), Dewsbury (2), Malton (1), Scunthorpe (1), Selby (1), Thirsk (1) and Thornaby (1). Finally, Parkeon machine 2640 (window 52) at Padgate was removed in June 2021 but not previously reported.

Anon, Peter Nichols, David Curson, Hugh Fisher, Eddie Hewison

TICKET MACHINES AND DEVICES

PERTIS

A non-operational PERTIS machine remained on the eastbound platform at Warblington in late 2022, but the machine formerly sited at the entrance to the Down platform at Newhaven Town had been removed and the base filled in by May 2023.

Atos Worldline

NLC	Location	TOC	Device numbers seen
1837	Brighton	SN	9203
3448	Ramsgate	SE	3521
3460	Salisbury	SW	6010

Fujitsu STARMobile

NLC	Location	TOC	Device numbers seen
3548	Wickford	GA	3786

MD



The consultation into the plan by the Train Operating Companies (on behalf of the *Rail Delivery Group*) to close hundreds of ticket offices in England has been extended until 1 September.

More than 170,000 responses have been received, according to watchdogs *Transport Focus* and *London TravelWatch*.

BBC News ~ 26 July 2023

Responses to the consultation can be made via:
www.transportfocus.org.uk/
www.londontravelwatch.org.uk/

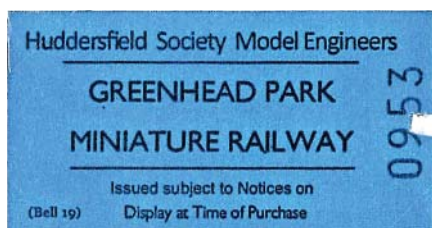


Heritage and Miniature Rail

Murdoch Currie, 5 The Paddock, Clarkston, Glasgow G76 8SL
0141 644 5012 murdochcurrie@gmail.com

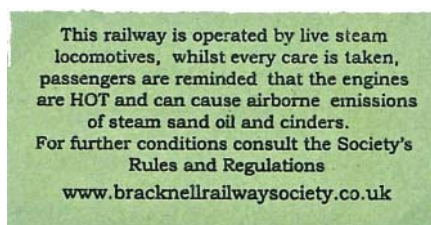
GREENHEAD PARK MINIATURE RAILWAY

(Huddersfield Society of Model Engineers) Huddersfield
The ticket shown has a Bell 19 imprint and was obtained on 10 June. *Eric Dunkling*



JOCKS LANE MINIATURE RAILWAY

(Bracknell Railway Society) Bracknell, Berks
The ticket shown has a Bell 21 imprint and was issued on 29 May. *Eric Dunkling*



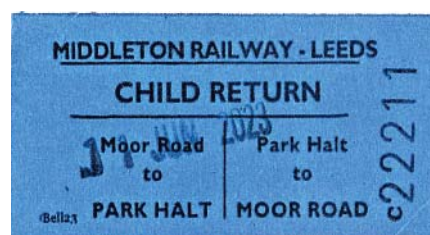
KEIGHLEY & WORTH VALLEY RAILWAY, Haworth
(177, 368/2017) The Platform Ticket and Rover Ticket were issued on 10 June. The railway has an NCR21 machine in the waiting room for visitors to play on with a large supply

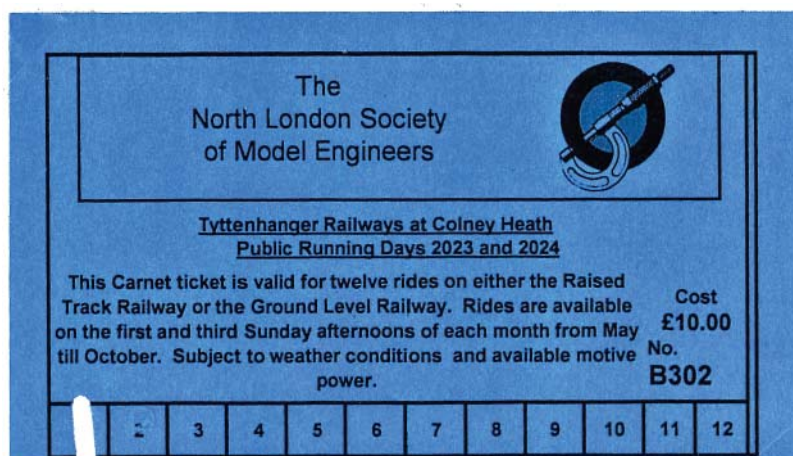


of blank edmondson half fare tickets; one of these tickets is shown as well. *Eric Dunkling*

MIDDLETON RAILWAY,

(Middleton Railway Trust Ltd.) Hunslet, Leeds
This railway dates from 1758 when it was built as a wooden waggonway with horse-drawn waggons to serve Middleton colliery. Around 1799 it became a railway with a gauge of 4 ft 1 in and from 1812 steam operation replaced horses for a number of years. In 1881 the line, which was once again steam-operated, was converted to standard gauge. Since 1960 it has been a heritage railway owned and operated by the Middleton Railway Trust Ltd and there have been regular passenger services since 1969. Trains currently run from Moor Road to Park Halt, a distance of 0.96 miles but it is hoped to extend the line further into Middleton





Park. Adult Return, Child Return (with Bell 23 imprint) and Free Child (with Bell 19 imprint) tickets, all issued on 11 June 2023, are shown. The Free Child ticket is for under-fives. *Eric Dunkling*

NATIONAL RAILWAY MUSEUM, York
 Admission Tickets are issued, although entry to the museum is free. *Eric Dunkling*

NORTH LONDON SOCIETY OF MODEL ENGINEERS, Colney Heath, St Albans
 This miniature railway has ground level and raised level tracks and was visited on 21 May. No tickets are issued for

single rides, which are cash only, but there is a £10 for 12 rides Carnet ticket which is valid for multiple visits.

Eric Dunkling

NORTH YORKSHIRE MOORS RAILWAY, Pickering, (90/2023) The new Adult All Line Unlimited Pass shown cost £45 and is valid for a one year from 8 June 2023, the date of the first visit. Visits on days when there are special events, such as Gala Days, are not covered by this pass, however. The ticket is of the usual style, with a different image on the front from the previous one (90/2023), but the text on the back is the same. *Eric Dunkling*



TALKING TICKETS

David Geldard

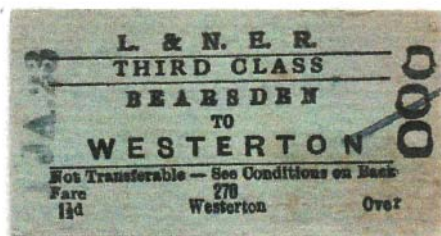
63 Old Town Mews, Stratford-upon-Avon, CV37 6GR
dg.geldard@gmail.com

Transitional Tickets – The North Eastern, Eastern and East Scottish Group

This final section of the transitional ticket survey moves on to cover the companies that were grouped together to form the London & North Eastern Railway. We are again indebted to *Michael Stewart* for the majority of the illustrations, closely followed by *Sym Taylor* for the Scottish companies and by several significant contributions from *Keith Romig*. Other contributors will be individually acknowledged but first the accolades must be awarded.

The Accolades

Yes, there have to be two accolades as, somewhat to your editor's astonishment, two tickets issued on 1 January 1923 were contributed. The first received was from *Sym Taylor*, third class single 000 from Bearsden printed by Hugh Paton & Sons of Edinburgh in pure North British style.



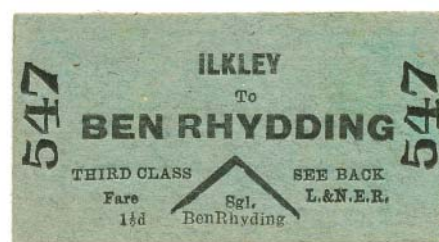
That the need for printed stock to Westerton happened to arise at exactly the time needed to bring it into use on New Year's Day in 1923 just seemed too much of a coincidence and prompted the thought that there could have been some deliberate activity behind-the-scenes. This was put to Sym who said that he feels that the surmise is probably correct, believing that he knows (but is not completely certain) who purchased the ticket - a noted enthusiast and subsequently well respected railwayman who lived locally. But that is beside the point and **the accolade for Scotland goes to Sym**.



The second ticket came from *Keith Romig* and is much more likely to have arisen from the normal ordering process. It is in Great Eastern style from that company's Stratford printshop and for a straightforward London suburban journey. Both front and back are illustrated to show that the date is fully authenticated and that **the accolade for England goes to Keith**.

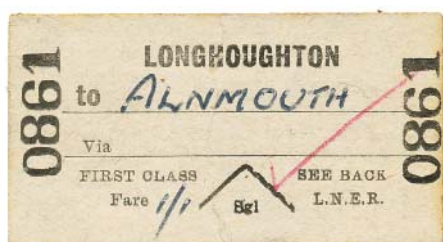
But many interesting tickets have been submitted and the various sections of the newly formed L&NER will now be considered. Dates are only given when clearly legible.

The North Eastern Section

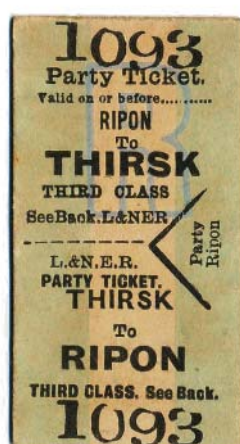


The original article (412/2022) was sadly lacking in illustrations of tickets from the north-east but that can now be rectified. The very earliest prints emanating from York may all have carried the 'L. & N. E. R.' title as shown on singles 547, 1298 dated 24 JUL 1923 and 5971 dated 5 NOV 24. The first of these is for a journey local to the Otley & Ilkley Joint Line, it was to be several years before the joint title started to appear on such tickets. The bold red 'CHILD' marking had been a feature of NER child singles since around the turn of the century and may be found in several different fonts. Both tickets are in the formats that resulted from the NER's simplification of tickets and fares recommended in the Passenger Fares Committee Report

submitted in December 1912. A peculiarity of this is that changes were only made to tickets newly printed for local journeys, with those for foreign journeys continuing in the existing layouts that allowed vertical bisection for child issue. Ticket 5971 is a nice example, although the printer's choice of large letters for the company title has forced him to omit most of the full stops.

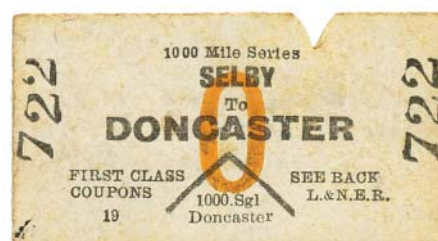


The more straightforward title form 'L.N.E.R.' without the ampersand could also have seen use during the early part of 1923 but was to become standard. It is shown on first class singles 2791 and 0861 and on foreign third class single 2152. In pre-grouping days services between Hull and Doncaster via Thorne were operated by the NER and by the Great Central Railway, using NE metals as far as Thorne Junction and then GC metals onward towards Doncaster (331/2020). The 'G.C.' initials after Doncaster indicate that when the ticket was collected it had to be sent to that company's audit office. It seems unlikely that this accountancy trail will have survived the grouping by very many years.



The title with the ampersand is shown on both these vertically printed tickets, the orientation adopted by the NER for its returns. Unissued child blank card 555 illustrates a change that was probably made immediately after the grouping. Until the end of 1922 the availability of NER ordinary returns was day of issue only (or Saturday/Sunday to Monday) for distances of not more than 30 miles and one calendar month for distances above 30 miles. The return halves of blank cards showed 'Available for return within one' and the booking clerk was expected to enter 'day' or 'month' as appropriate. This was out of line with the other major English companies in the LNER group – GER and GNR ordinary returns were available on day of issue or the following day (2 days) for journeys up to 12 miles and 2 months for longer distances, as were those of the GCR except in the London suburban area where the 2 days was extended to 8 days. The availability notice on ticket 555 is 'Available for return within two', the NER had rapidly been brought into line!

Not all the new ticket formats recommended in the Passenger Fares Committee Report were adopted by the NER, one example being those for Pleasure Parties. For third class issues green card with a central white band was in use and this continued after 1913, but with the addition of a blue skeleton 'R' on the return half. After suspension of these bookings during the war they were resumed in 1921 with newly printed stock headed 'Party Ticket' rather than 'Pleasure Party'. Ticket 1093 follows this except for the company title.

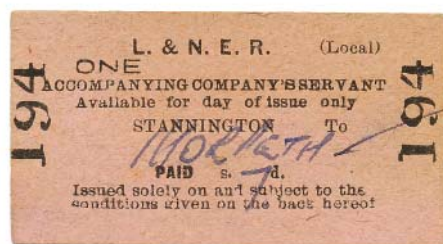
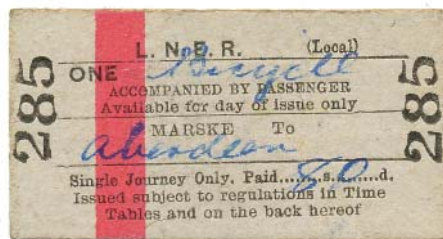


The NER Thousand Mile ticket scheme commenced on 1 July 1896. Designed to boost first class travel it allowed purchase of books of coupons which could then be exchanged for tickets to give an effective fare of 1.26d/mile rather than the ordinary fare of 1.579d/mile. Described fully in *ISTTC News* (106/1962) and *Journal* (383/2002) the scheme survived the grouping and ticket 722 follows the final NER format.

The two theatrical singles illustrate the NE's final practice of using the foreign single layout for booking office issues (138 dated 13 SEP 31) but a simpler version for pre-dated tickets (008).

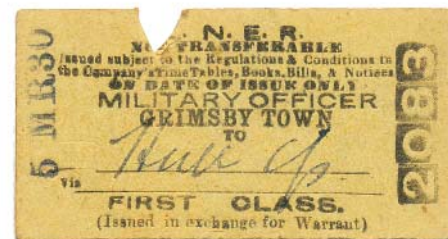


The earlier articles dealing with the Southern and the LMS groups have commented on the fact that the rates of carriage for dogs were not changed at the time of the grouping and this is reflected in the 11d charge for the 20 mile zone as printed on ticket 274. The date of issue is not clear but the ink amendments will have been made before issue to reflect a much later scale of charges. Tickets for dogs making foreign journeys were on differently coloured cards as shown by 3991 dated 25SEP25. It appears to have been made out to Grange (on the former Furness Rly) via Carlisle.

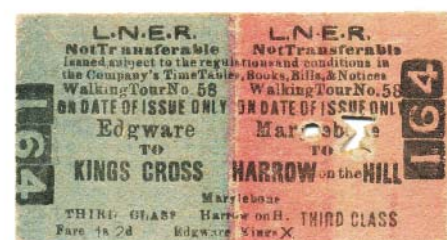


The section concludes with two article tickets that are blank as regards the specific item being carried in addition to the destination and the amount paid. Ticket 285 was not issued until 2JL43, it is interesting to speculate what sort of passenger would be taking a bicycle from Marske to Aberdeen during the war years but whoever it may have been was travelling with a card stating boldly on the back that 'This ticket is the property of the North Eastern Railway Company'. It is a company that was unusual in allowing its servants and their wives and children to obtain local article tickets such as 194 at half price on production of their pass or privilege ticket at the booking office, a facility that the LNER continued for some years.

The Great Central Section



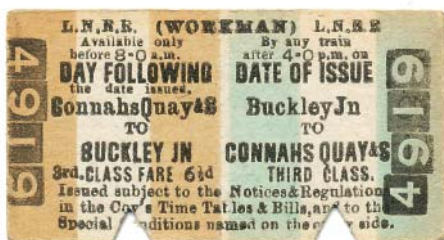
Two ordinary singles in GC style were shown in the original article but the issues shown here bring a bit more variety. Ticket 453 dated 14 AU 37 covers the journey across the Pennines from Sheffield to Manchester and thence to Holyhead and over the Irish Sea to Kingstown in the Saloon of an LMS steamer formerly owned by the LNWR. The black diagonal stripe indicates the higher class accommodation on the boat despite the third class rail journey. But first class was the order of the day for the military officer travelling with ticket 2083, he was obviously on duty as the booking clerk accepted a warrant rather than cash.



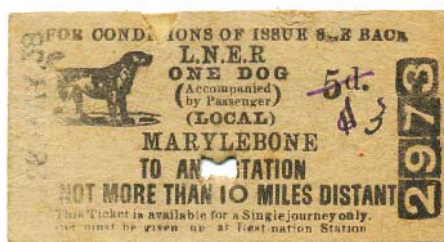
Quite a range of excursion tickets printed by Edmondson in GC style found their way to the audit office and then into the hands of collectors. The rather colourful 232 could

have taken a child to the seaside for the day while a holder of 143 would have been more content on the bank of the Stainforth & Keadby Canal or one of the Delves ponds. The LNE and LMS (formerly Midland) stations at Swinton both retained that name until 25 September 1950 when the former became Swinton Central and the latter Swinton Town. The change seems surprisingly late, but that was certainly not the case at Thorne where on 1 July 1923 the suffix South was added to the GC station and North to the NE station.

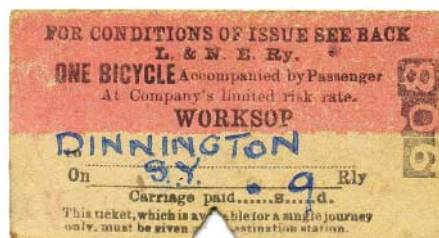
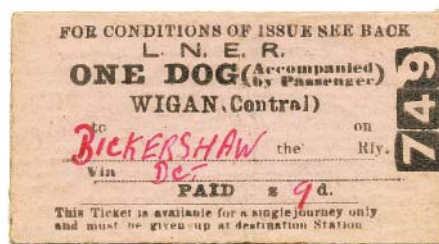
Walking was of course another popular leisure activity in the 1920s and the GC was not alone in issuing tickets that allowed outward travel to one station and then return from another with the passenger enjoying a leisurely stroll, or something brisker, between the two. Whether the particular combination shown on ticket 164 dated 29.JE 32 is something that would ever have been offered before 1923 is debatable, the outward journey would then have been by GC train and the return by GN train.



Travel for more serious purposes is illustrated by workman's tickets 6086 and 4919. The first covers a journey by one of the special trains (known locally as Paddy mails) that were worked by GC engines from Sheffield (Victoria) to the colliery junction (about 1½ mile east of Darnall) and then hauled from the junction by Rothervale Colliery Company's locos to serve Orgreave Colliery and continue on to Treeton Colliery. The River Rother flooded on 22 May 1932, sweeping away bridges to sever the branch just beyond Orgreave and buses then took over. By way of contrast ticket 4919 will have been for use by ordinary trains, the time restrictions make it clear that issue will have been to those working night shifts.



The GC were one of the few companies to feature a vignette of a dog on some of their tickets for our four-legged friends, but its use was restricted to tickets for local traffic. Thus it continued to appear on issues such as 2973, which would



have taken the dog no further than South Harrow, but was not used on blank card 749 which could have been issued for either a local or a foreign journey.

Blank cards are also shown for a bicycle and for any article under 2 cwts. The first, 908, is dated 28 NO 29 and made out to Dinnington on the South Yorkshire Joint Railway – one of our more obscure joint concerns and then owned by the LNER and LMS. The July 1922 *Bradshaw* shows a Worksop – Doncaster service of two weekday trains each way with an extra working on Saturday. More mundane, but definitely more scenic, was the journey from Ollerton to Lincoln featured on 409.

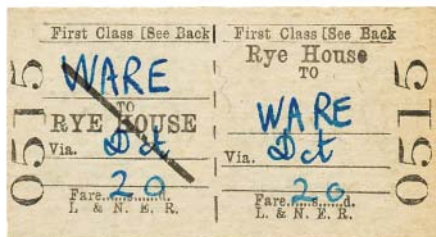
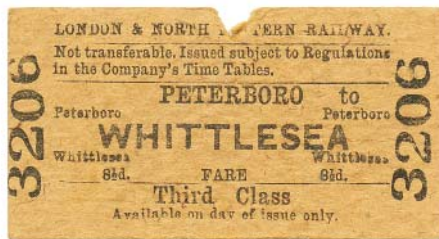
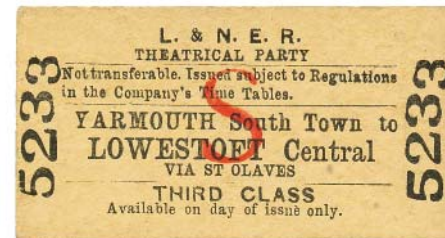
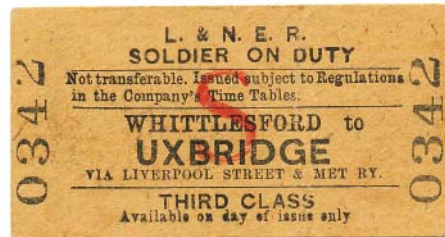
The Great Eastern Section



We have already seen that the Stratford printers were using the title 'L.N.E.R.' on some of the earliest tickets



printed for use from 1 January 1923. Fully printed and blank card ordinary singles 8717 dated 14 MR 25 and 0439 dated 6 JUNE 30 are further examples of this and also illustrate that the LNER was one of the companies that continued to provide second class accommodation after the grouping, albeit in the London suburban area only. This continued until 1 January 1938. Child ticket 1494 dated 20 APL 27 also carries this form of title; the printer's use of abbreviations so as to fit the full name of the issuing station onto one line is to be admired.



no doubt research would reveal an appropriate military connection between Whittlesford and Uxbridge. The change from the main line to the Metropolitan Railway at Liverpool Street was straightforward. For theatrical parties to have travelled between Yarmouth and Lowestoft is unsurprising as each provided a seaside entertainment venue on its pier. There were two possible routes for the journey, one over the Norfolk & Suffolk Joint Line following the coast and the other running inland wholly over GE track via St. Olaves and crossing over the River Waveney by the swing bridge at Haddiscoe. Ticket 5233 dated SP 21 24 tried to ensure that the GE route was taken.

All three tickets feature the S marking in red. This was widely used by the GE to indicate that the ticket was not an ordinary full-fare single, it would have prompted inspectors and collectors to check more closely and helped when sorting used tickets for dispatch to the audit office.

However, other forms of the company title were also in use, the showing in full on 0042 dated AP 25 23 and 3206 dated AU 28 23 gives a particularly impressive look to the tickets. The 'L. & N.E.R.' version also appeared and is here illustrated on blank card first class return 0515 carrying the very late date of 2 JA 56. The diagonal black stripe distinguishes the left-hand half as being that for the return journey. The booking clerk's entry of 'Dct' as an abbreviation for the direct route seems utterly superfluous for a journey that passed through only one intermediate station.

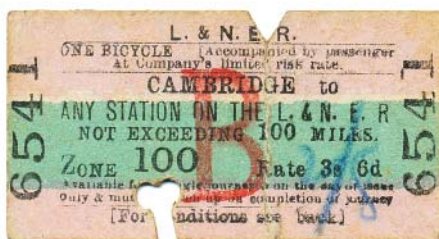
This title version also appeared on singles for various categories of traffic. Ticket 0977 dated SP 3 23 allowed the holder of a second class season ticket to indulge himself by upgrading to first class for one journey. The journey shown on 0342 dated 20JULY33 would not seem to merit fully printed stock, at least for an ordinary passenger, but



Some more specific markings were used, SF on each half of return 7075 indicates that the ticket was issued at the fare for the single journey and P on 0316 distinguishes it as a privilege ticket. Gospel Oak was the western terminus for LNER trains running over the Tottenham & Hampstead Junction Railway, had the destination been a station on that line then the ticket would have carried the joint title.



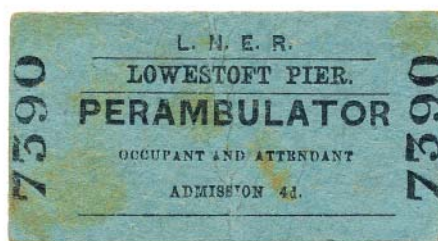
Weekly ticket 5427 is included in this section even though its layout is not identical to that of the latest GE prints that have been seen, the difference being that conditions clauses have been omitted from the front of the ticket and added to the back. It could be that this is a change that was actually made shortly before the grouping or, in view of the issue date, it may have happened within six months thereafter. Perhaps the main feature is that the buff and blue colour scheme has been retained, with the blue stripes being positioned to coincide with the abbreviations for the even days of the week. The term 'Revised Price' is intriguing, the adjective usually denoted only the fares current from 6 August 1920 to 31 December 1922 but calculations from GE fare tables clearly confirm that the charge of 3s 6d is that which was in force from 1 January 1923.



The last GE zone tickets for local dog traffic are printed on white card, with lemon being used for blanks that could be used for foreign journeys; both carried a bold red D. Tickets 3530 dated 2NOV26 and 0682 dated 27AU25 show

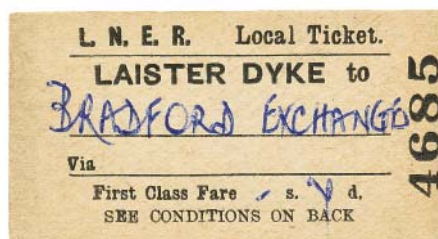
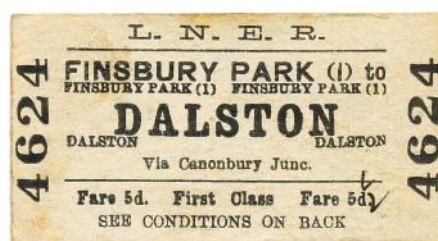


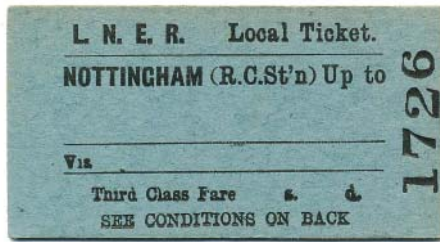
that this practice continued for the earliest LNER tickets, while 6541 dated AU 24 and 1322 dated JA 14 24 show that Stratford also continued to produce new local tickets for bicycles and for mail carts and perambulators in GE formats and colours.



The section finishes with ticket 7390 allowing a perambulator (with its occupant) to be taken on to Lowestoft Pier and also covering the charge for the attendant. The GE produced a wide range of tickets for the pier, its reading rooms and the many Gala Days days that were held. A list of charges for normal days was included in the company's public timetables and this ticket suggests that all the facilities continued to be available after the grouping.

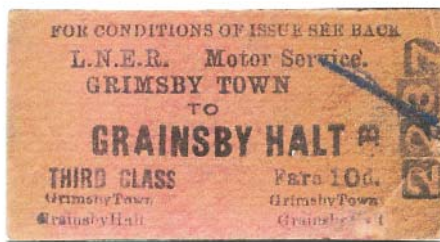
The Great Northern Section





No first class ordinary single was illustrated in the original article so two are shown here. Ticket 4624 dated 9 DE 34 is a reminder that the GN had for many years been using Broad Street as an alternative London terminus for suburban trains, joining the North London line at Canonbury. For some reason their tickets always referred to Dalston, omitting the word 'Junction' which was part of the official station name. Blank card 4685 is from a series that stayed in the racks for many years, this example is dated 26 JA 65.

In about 1914 the GN changed the way in which its child singles were marked by placing a red overprint of the word 'CHILD' vertically at the right-hand side of the ticket, this was continued by the LNER as shown on 5744 dated 4 FE 26. Third class blank card 1726 was printed for issue at the Racecourse station in Nottingham, this was non-timetabled and used only on race days with the last trains calling on 8 December 1959.



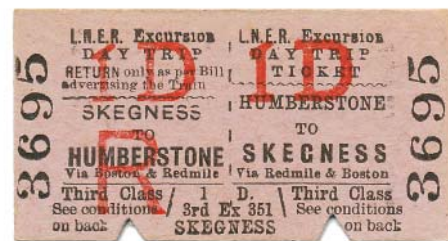
When the Great Northern, Piccadilly & Brompton Railway opened between Finsbury Park and Hammersmith on 15 December 1906 the GN introduced through bookings from many suburban stations. Initially the only interchange point was King's Cross, but by 1911 (when the GNP&B had been absorbed by the London Electric Railway) the alternative of Finsbury Park was also offered and later still became the sole station where the change of train could be made. Tickets were distinguished by a red Star of David, the small version as shown on 0069 coming into use by mid-1913 and continuing on LNER tickets, 0069 is dated 29 OCT 25.

The GN introduced a steam rail-motor service between Louth and Grimsby on 11 December 1905, using pink tickets for third class singles. This operated until September 1914 when the rail-motors were replaced by a loco-hauled four-car set, one car being a saloon in which there was a ticket rack from which the guard issued tickets at the halts. Despite this operational change

tickets continued to refer to the 'Motor Service' and this nomenclature continued in use on transitional prints such as 2237. But what is rather weird about this ticket is that it was not printed at Holloway, nor at Stratford to where the staff and machinery were transferred during that year, but by Edmondson and is in GC rather than GN format.



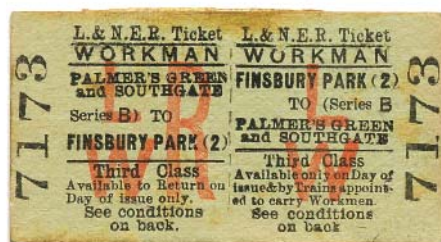
Finsbury Park was the interchange point not only for the Piccadilly line but also for the Great Northern & City Railway, acquired by the Metropolitan Railway on 1 July 1913. Through tickets were on distinctively coloured cards for several years but by the time of the grouping cards of standard colours were in use as exemplified by ordinary return 7199. The vertical 'CHILD' overprint also featured on each half of ordinary returns, 1502 dated 26 DE 23 covered the journey between Doncaster and Leeds over the former West Riding Railway owned jointly by the GN and the GC.



Audit excursion tickets 3695 and 0978 illustrate changes in overprint style that occurred within a couple of years or so after the grouping. The former follow exactly those that were used at the Holloway printshop while it is likely that the latter were a version that was created at Stratford. Specimen copy 0000 is another category of reduced fare return, allowing travel to Harrogate via either Leeds or York.



The RAF was formed on 1 April 1918 by combining the Royal Flying Corps and the Royal Naval Air Service. So far as is known the GN was the only pre-grouping company that specifically included the air force on Edmondson tickets and it is good to be able to show these transitional prints. Single 2228 is dated 27 FE 39 and return 0323 is undated. It is more than likely that the latter would indeed have been destined for RAF use, the GN stations at Caythorpe, Ancaster and Sleaford were pretty much equidistant from Cranwell, home to the RAF College that was founded on 1 November 1919.



This is not the place to go into the complexities of GN workmen's trains in London, suffice it to say that by 1923 early, late and experimental return tickets were issued and were distinguished respectively by the overprints EW LW and SW on each half, with R added to the return half. Ticket 7178 was for a late workman, one travelling by a train that had to reach its destination by 8 a.m. The company also ran workmen's trains in several other

districts, one of these being Nottingham where both daily and weekly tickets were available. Ticket 5593 is one of the latter, having been issued for use in the 25th week of the year. The destination is likely to have been the longest station name in England.



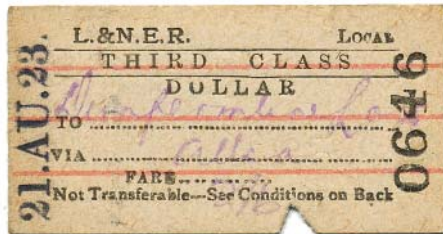
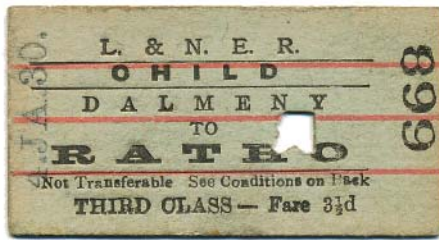
Finally for this section blank card dog ticket 0701 and article ticket 045 are shown. The latter is for the carriage at company's risk rate of, as the overprint indicates, a Non-Folding Mail Cart or Perambulator.

The North British Section

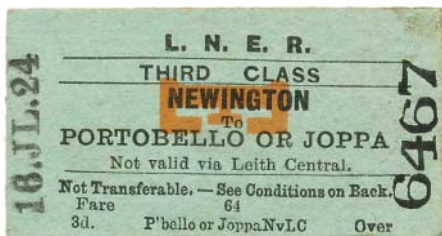
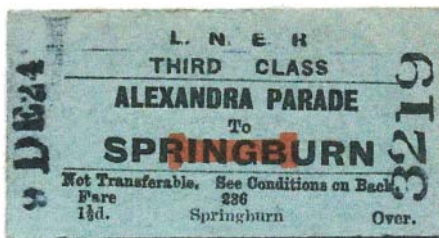
Before starting to look at Scottish tickets it is worthwhile expanding on the rather bald statement in the original article that (in 1922) the printer for both NB and GNS tickets was Paton of Edinburgh. The firm of Hugh Paton & Sons was founded in 1868, it is known to have been printing posters for the NBR by 1887 and it seems likely that it took over the company's ticket printing from Edmondson in the late 1870s. It had concentrated its work at 4&5 St James Square by the mid-1890s and in May 1908 started printing tickets for the GNS in succession to the Bell Punch company. The *North Eastern & Scottish Magazine* (Volume 4, 1925) records that ticket printing for the LNER in Scotland had been done at York since January 1924 and a Report on LNER Ticket Printing (TNA – RAIL 390/2038) confirms that Paton's contract was terminated in 1924. A letter from the North Eastern Area Passenger Manager dated 14 September 1925 includes a paragraph reading 'The plant at York was extended when the printing of tickets for the Scottish Areas was transferred to York, and now that the Scottish work has been got on to a satisfactory basis the York works are in a position to take on additional work.' (This was written in the context of taking over printing for the GC Section from Edmondson).

Paton had no other contracts for printing Edmondson tickets and it has to be assumed that they closed down this





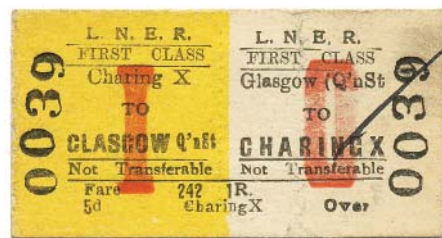
part of their business. However, they are known to have continued general printing of notices and other material for the LNER and then for BR's Scottish Region until at least 1963. This suggests that cessation of the ticket work must have been on good terms and prompts the theory that Paton's machinery, ancillary equipment and unprinted card stocks were bought by the LNER and transferred to York. For the tickets themselves we start with first class single 871 dated 2 AP 34 from the NB station with the shortest name - Row on the West Highland Line, congratulating the printer for his careful spacing of the three letters. The NB's device of three red stripes that had been used to distinguish third class child tickets and all ordinary single blank cards continued in use on transitional prints, as shown by 668 and 0646 respectively. Although only the last of these can firmly be attributed to Paton (as it has a 1923 date) the 'feel' of the other two when compared with NB tickets suggests that they are also Edinburgh products.



The original article illustrated a ticket from the Glasgow, City & District line with the O marking that designated travel clockwise round the outer lines of rails; single 3219 for a journey using the inner lines carries the I marking and tickets marked E were issued for journeys that could be made over either set. The same devices were used on ordinary singles and returns for travel over the Edinburgh Suburban & Southside Junction line, ticket 6467 was usable either way even though the anticlockwise direction was much shorter. A change of train was necessary if Joppa was the destination and the passenger was strictly

admonished not to go too far out of his way by using Leith Central.

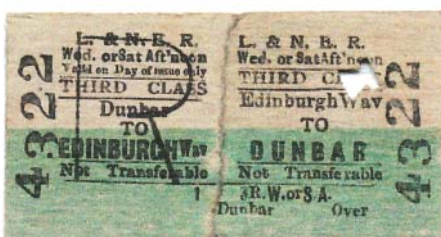
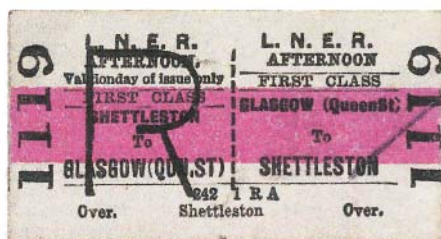
Although commonly described as overprints these devices actually seem to be underprints, i.e. they were already on the cards before they were fed to the printing machine. If the theory of transferring card stock to York is correct then these two tickets could have been printed at either location.



Ordinary returns 285 dated 20 DE 61 and 4200 dated 10 MR 26 show the distinctive pared-down form of R that Paton favoured for marking the return half; again the R seems to be an underprint. It has to be a near certainty that the print run for the latter ticket started at serial number 4000 and the journey must have been a reasonably frequent booking, surely more than one hundred each year. If so then the 1926 issue date would place 4200 as a York product. The R was omitted from tickets for the circular services in Glasgow and Edinburgh as the directional marking had to be shown on each half, unfortunately ticket 0039 is not clearly dated.



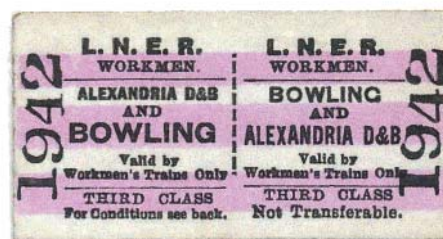
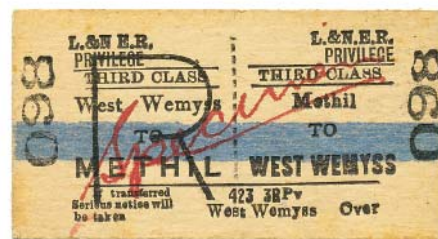
Gourdon was close to being the most northerly NB station on the east coast, beaten only by the branch terminus at Bervie. It was connected to the main system by the Dundee & Arbroath Joint line and had ticket 308 been issued the excursionist could have enjoyed a day out in Arbroath. Perhaps more purposeful was the journey made by the holder of guaranteed excursion ticket 135, no doubt the Glasgow choir was determined to show their Edinburgh audience just how good singing could be. The date makes this clearly a York print.



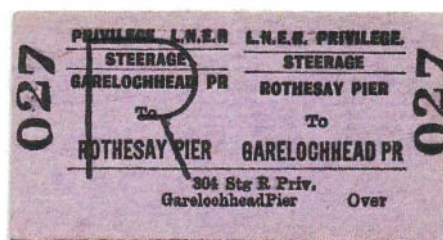
The NB's range of afternoon tickets seems to have been much wider than that of any other pre-grouping company and was continued by the LNER. Some, such as 1119 dated 28NO25, simply stated 'Afternoon' while others also specified one or two days of the week on which the ticket could be issued. Whole return 4322 is dated 21JL23. Return half 071 was submitted by *Steve Mitchell* and both front and back are shown, the latter illustrating the point that most of the tickets shown in this section have conditions on the back that refer to the North British Railway Company. This is again consistent with transfer of card stock from Paton to York, it was common practice for large batches of cards to be printed with conditions on what would become the backs of the finished tickets.



Furlough return 795 would have taken the holder over part of the Waverley Route and privilege return 098 along

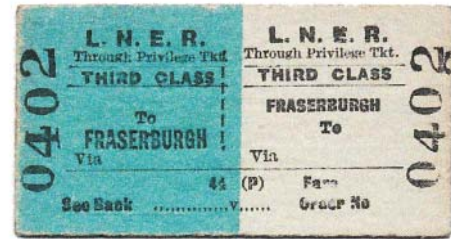


the cliffs on the north bank of the Firth of Forth. The NB's rather curious admonition that 'If transferred serious notice will be taken' was thought sufficiently important to be shown on the return half. It will be noticed that workmen ticket 6957 shows 'AND' instead of 'TO' between the stations and is devoid of any R marking, presumably each half could be used in either direction although the likelihood has to be that the ticket was stocked for issue at Bowling.



The ferry service between Granton and Burntisland came into railway ownership in 1847 and is famous for being home to the world's first train ferry, the 'goods boat' *P.S. Leviathan*. The need for the service significantly diminished with the opening of the Forth Bridge in 1890 and indeed only one passenger vessel *P.S. William Muir* remained on station thereafter, continuing to make crossings until March 1937. NB steamer services on the west coast were more prolific and six vessels based at Craigendoran to work on the Clyde were transferred into LNER ownership. Ticket 027 was issued to cover one of the longer journeys, from Rotheray on the Isle of Bute to the northernmost pier on the Gare Loch.

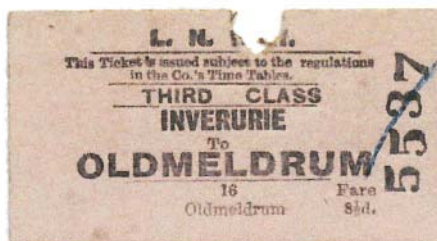
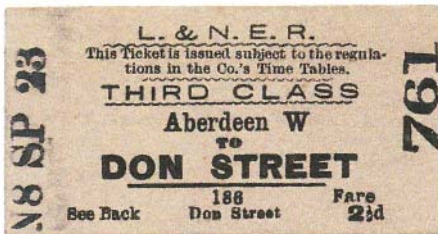
Two bicycle tickets conclude this section, 0232 for a journey over both the Forth and Tay Bridges and blank card 0123 for the foreign journey from the branch terminus at Aberfoyle and then over the Forth & Clyde Junction line to Stirling where the bicycle was transferred on to an LMS train for Perth.



and conditions printed on the back that limited validity to a journey commencing and terminating within the Aberdeen Suburban area. These featured on all full-fare tickets for use on the so-called 'Subbies', i.e. the trains that ran as far as Dyce on the main line north and Culter on the Deeside line, and on other trains that called at a station between Aberdeen and Dyce.

It is regrettable that after the work was moved to York the fonts used were significantly less attractive, as will be seen from single 5537 dated 23MAR25 and privilege return 0402.

The G.N. of S.R. Section



Subsidiary Companies



The hope that an LNER ticket printed by Edmondson for the Colne Valley line would be found seemed far-fetched but *Michael Stewart* was able to come up with ticket 7265. Edmondson's contract must have expired very soon after the grouping, or even in the final months of 1922, and the work was then taken over by the former GE printers at Stratford. Single 6716 from *Keith Romig* is dated JY.10.24.

So ends this tribute to the seismic upheaval of our railway system in 1923. Hopefully it will have been enjoyed by all our readers and that they join with your editor in thanking all the contributors who made it possible.

Tickets 341, 761 and 544 are all from the Paton printshop; the first class issue has had a rather large snip taken away on issue for a child. All three examples differ from the standard GNS prints used over most of that system in having the words 'See Back' in the lower left-hand corner

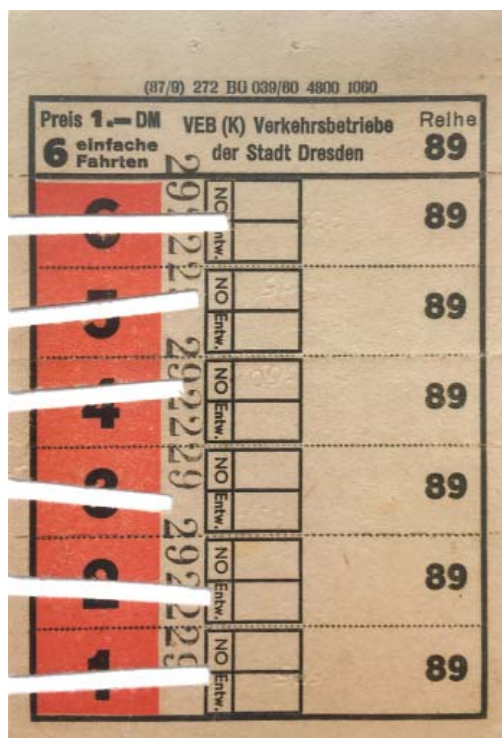
To punch or not to punch

GERRIT C VAN STRAATEN

As many readers may know I also collect items that have to do with tickets such as dating presses for edmondsons, ticket issue machines and ticket punches/nippers/clippers.

In 1991 I obtained an old ticket punch from the *Verkehrsbetriebe der Stadt Dresden* in the Eastern part of the just re-united Germany. This was of a type never seen before, making a large slit in tickets instead of a shaped hole. The punch number (936) was at the same time embossed above the end of the slit, turned 90 degrees. Efforts to find out the why and wherefore of these punches did not result in finding any tickets until I recently spoke

about them with past TTS President Marco Moerland who happened to have two tickets in his collection that were relevant to the subject. One of these was a six-journey ticket from 1960 and the other a coupon from a 12-coupon booklet from 1959. Before 1959 the more usual punches making a hole were used; how long the slit-making punches were used is unknown.



Dresden nippers #956

The story does not end here as the punch itself is of a very peculiar model and also has five (if looking closely six!) hinges instead of the usual just one. Here too, all efforts to find out more failed. However, last year I saw an advertisement on *eBay.de* of a rather similar 5-hinge ticket punch albeit a smaller one just making a hole. This

one was said to come from Leipzig, also in the Eastern part of Germany. Around the central axle were some very useful texts embossed referring to its maker. These texts were: W.SCHOLLHORN CO. / NEWHAVEN CONN. and BERNARD'S PAT. MAY 6, 1890 / JAN 1, 1901.

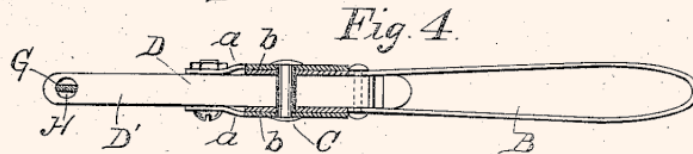
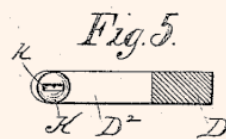
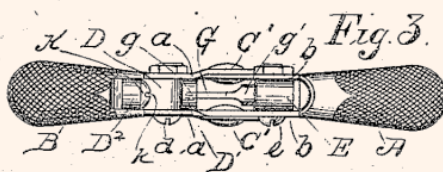
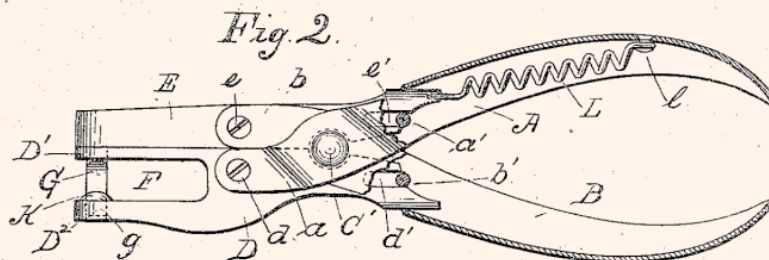
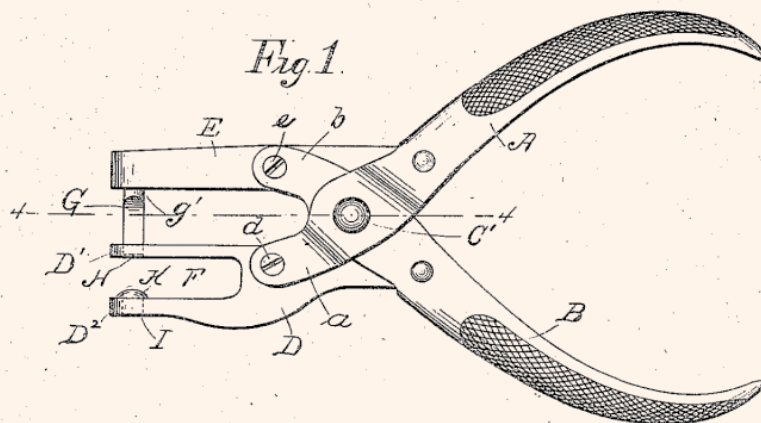
No. 665,052.

Patented Jan. 1, 1901.

W. A. BERNARD.
HAND PUNCH.

(Application filed Dec. 11, 1897.)

(No Model.)



WITNESSES:

H. Coleman
E. W. Adams

INVENTOR.

William A. Bernard

BY *R. Simon Fitch*

ATTORNEYS.

US Patent 665,052 ~
William A Bernard,
granted Jan 1, 1901



Leipzig nippers

Searching the internet with these clues I found that the *William Schollhorn Company* was established in 1870; some 80 years later the firm was taken over by *The Sargent Manufacturing Company*. The products of the firm were and are tools of all sorts. In 1890, William Bernard invented a multi-hinged, so-called parallel-action pliers and sold his invention to Schollhorn. This was patented (US427,220, granted May 6, 1890). In the course of the years he became one of the partners in this firm and developed many variations on his patent, all of which lead to further US Patents. These patents have a normal duration of maximum 20 years so the Leipzig punch might date from before 1921.



Dresden nippers #695

One of the tool forms his idea was used for was ticket punches so here we are at last on the right track. The question remains as to why Dresden and Leipzig adopted these peculiar forms of ticket punch and of course why the slit-making ones..

Still the story continues as I obtained a few years ago another Dresden ticket punch of the multi-hinge type; this time however, making a "normal" round hole albeit again with the punch number 90 degrees turned above this. This punch has number 695 and so presumably is older than the slit-making one.

Ticket illustrations courtesy Marco Moerland.

The Last Edmondsons

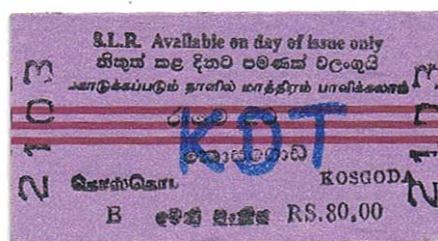
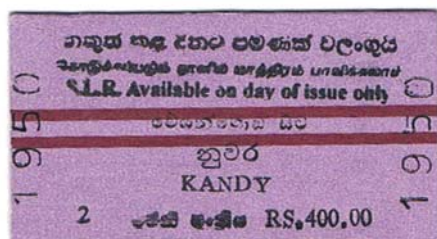
MALCOLM SIMISTER

See previously: 356, 423/2022, 31-2, 62, 96-9, 132-3/2023

Sri Lanka

Confirming once again that Sri Lanka is the best, or perhaps easiest, place to buy edmondson card tickets on a 'real' railway today, *Terry Kedgley* wrote to me, 'Having recently visited Sri Lanka I can confirm that edmondsons are very much in use on *Sri Lanka Railways* (SLR). Our tour driver very kindly gave me a handful of tickets which I am sending to David Sawyer for inclusion in distributions.

Copies of two tickets are attached and while all tickets are printed in the same colour some have two and others three horizontal lines, delineating the class of travel, two stripes for second class, three for third class. The ticket to Kosgoda is an odd man out as the availability text appears at the top. In all others the wording appears as in the Kandy ticket. The KDT overprint is a mystery to me.



All the tickets given to me are dated 20/2/2020 except the Kandy ticket which is dated 20/2/23. I was reliably informed that the tickets are in fact printed in The Netherlands.'

About this, *Gerritt van Straaten* has provided the following interesting information. He says, 'Terry was partly correct. Until recently the firm of *Wensing* from Apeldoorn (NL) was one of the last European producers of edmondson cardboard.

In the 1970s I visited them and was told that back then they supplied ticket cardboard to over 80 countries worldwide. In some cases, they printed the back of the tickets with, for example, conditions and/or the front with miniature repeats of the railway's name, but the 'operational front' was always printed locally in the country of destination. Wensing could print ticket fronts too, of course, and this they did for at least one museum railway, *De Veluwsche Stoomtrein Maatschappij* (VSM) line (Apeldoorn - Dieren).

Wensing's original business was producing industrial blades, for example for the machines found at butcher shops for slicing ham, etc. In 1945, *Netherlands Railways* sought a local producer of ticket cardboard and stimulated Wensing to start producing it. (Not an immediately obvious synergy! - MS). Some ten years ago or thereabouts the two ticket

board specialists at Wensing retired and, consequently, the company stopped producing card. The VSM now seems to order tickets from the UK.

At least two of the Goebel ticket presses of Netherlands Railways survive: one at a printers' museum (*Nederlands Drukkerij Museum: www.nederlandsdrukkerijmuseum.eu/*) in Etten-Leur in the southwest of the country and the other at the Utrecht Railway Museum (*www.spoorwegmuseum.nl/en/*).

So, while it seems plausible that Sri Lanka Railways do source their card from The Netherlands, it doesn't seem to be from Wensing any more.

Finally, I'm grateful to *Alberto Danieli* for pointing out an error in my article (96/2023) in *March Journal*. He says, 'The *Schinzacher Baumschulbahn* is a Swiss, not German, tourist railway. It operates within the Schinznach-Dorf plantation, with a gauge of 60 cm, and traction is both steam and diesel. Originally the trains were used to transport plants and materials within the plantation itself. The correct web address is *www.schbb.ch*. I apologise to readers for the error.

Postscript

Just a couple of postscripts on this series of articles.

Firstly, *Eddie Hewison* emailed me with the sad news that the *JHMD* in the Czech Republic, mentioned in December 2022's *Journal* (423/2022), has become bankrupt. He says, 'on 2 October 2022, JHMD filed for bankruptcy and has closed down. Their bank had withdrawn support and there were ongoing disputes about subsidies with the local authority. JHMD bought Edmondson printing equipment from Czech Railways in December 1999. The first JHMD Edmondsons were printed off on 13 March 2000. The equipment was housed at Kamenice nad Lipou station midway between Jindřichův Hradec and Obrataň, one of the two lines they operated.'

Secondly, *Nicolas Regamey* emailed with news about another printing press in Germany: 'I made an amazing discovery at *Bahnwelt Darmstadt-Kranichstein* (a railway museum in Darmstadt, <https://bahnwelt.de/>). In this museum, they have two Goebel edmondson presses in perfect working order. They print for themselves and for some other transport museums. Their printer is Rolf Völger (fahrkartendruckerei@bahnwelt.de).

'And two minor corrections: (1) I don't print for the Brien Rothorn Bahn but for the Blonay-Chamby (a tourist railway on the heights of Montreux, <https://blonay-chamby.ch/>); and (2) my address is Atelier Typo de la Cité, Rue Louis-Curtat 9, 1005 Lausanne, 021 312 12 76. www.ateliertypo.ch.

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My thanks to the people noted above who contributed material to this article. If anyone has further information about the last edmondson card tickets issued by 'real' railways anywhere in the world, please email me at : [msimister@netspace.net.au](mailto:msimister@netspace.net.au).