

The arrival of the Workmen's Penny Train at Victoria Station—
reproduced from the "Illustrated London News" of April 22, 1865.
The first statutory service of workmen's trains was inaugurated on Monday, February 27,
1865, between Victoria and Ludgate Hill on the London, Chatham & Dover Railway

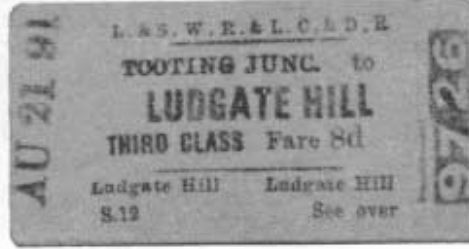
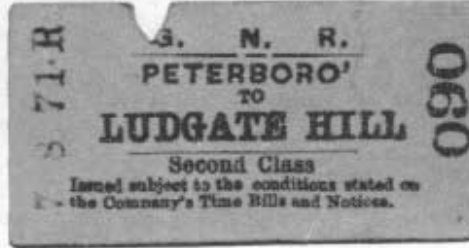
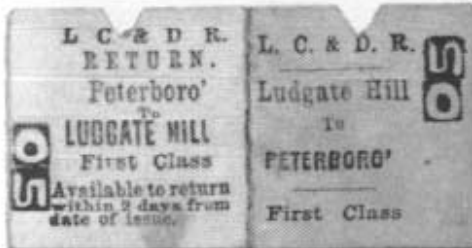
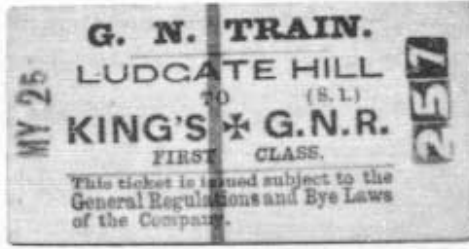
Passenger varieties at LUDGATE HILL

CHARLES E. LEE

The first workmen's trains under Statutory obligation. First, second, and third class facilities. Parliamentary tickets. "Government" class. Tickets not available by express train.

IN the mid-Victorian period, there was an amazing variety of class distinctions in railway passenger accommodation, and passenger amenities. Ludgate Hill Station, which was opened one hundred years ago, exclusively for passenger

traffic, dealt with many then-existing varieties, and also occupied an important place in the introduction of a further facility—the Statutory workmen's train. As was mentioned briefly in the article on Ludgate Hill in *The Railway Magazine* for December, 1964, the Act of August 6, 1860, which authorised the London, Chatham & Dover Railway to build its "Metropolitan Extension" lines appears to be the first requiring workmen's trains to be run.



A variety of nineteenth-century tickets to and from Ludgate Hill, issued by several different railway companies

New Bridge Street looking towards Ludgate Circus, c. 1894. On the right a portion of the forecourt of Ludgate Hill Station, with cabmen's shelter, is visible



The "graceful concession" to run such trains was offered to Parliament by the railway company in alleviation of the distress which would be caused to the working man on being turned out of his habitation as a result of the intended extensive destruction of house property. The new railways were to be constructed mainly on brick viaduct through built-up areas. The resultant clause in the Act fixed both the times at which the trains should run, and the fares to be charged.

The service of workmen's trains began running on Monday, February 27, 1865, between Victoria and Ludgate Hill. There were two trains every weekday from each terminus, for the exclusive accommodation of "artisans, mechanics, and daily labourers, both male and female", going to their work or returning from work to their homes. Every passenger was required to hold a weekly ticket, price one shilling, to be obtained either at Ludgate Hill or Victoria, not later than the Thursday before the week for which the ticket was to be used; and, to prevent any abuse of the privilege of the cheap trains, the ticket-holder was required to give not only his own name, address, and occupation, but likewise that of his employer.

With this ticket he was entitled to travel once a day, in both directions, to and from Ludgate Hill and Victoria, or either of those stations and any of the intermediate stations—namely, Blackfriars Bridge, Borough Road, Elephant & Castle, Camberwell Gate, Camberwell New Road, Loughborough Road, Brixton, North Stockwell or Clapham, Stewart's Lane, and Battersea Park—but was not allowed to vary the journey from one day to another, and had to go over the same portion of the line daily throughout the week. The morning trains from each end of the line left at 4.55 hr., and arrived at the other end shortly before 6.00 hr. The evening trains, on five days of the week, left at 18.15 hr., but on Saturdays at 14.30 hr. No ordinary luggage might be conveyed, but a workman's basket of tools or implements of labour, not exceeding 28 lb. in weight, was allowed for every passenger.

These trains appear to be the first ever worked under Statutory obligation. A similar obligation had been incurred by the Metropolitan Railway under its Act of August 6, 1861, which authorised the extension to Moorgate Street. In fact, the Metropolitan introduced some workmen's fares at 3d. return in May, 1864, well in advance of its Statutory necessity. The company was not compelled to provide any workmen's trains until the line was open to Moorgate; it was opened on December 23, 1865. The Act then required one train each way to be run daily at a single fare of 1d.

At Ludgate Hill, the cramped platform accommodation of the original layout soon caused complaints about the overcrowding of the narrow platforms by workmen returning home. The extension of the railway to Holborn Viaduct was opened on March 2, 1874, and this enabled a regulation to be made in 1875 compelling workmen who travelled to Ludgate Hill by the early morning trains to return in the evening from Holborn Viaduct. The reply to a Parliamentary Question in May, 1909, indicated that the restriction lasted throughout the life of the two-platform station. Workmen's tickets survived as a name for some 21 years longer than Ludgate Hill Station. The latter was closed from March 3, 1929, and workmen's tickets in the London area were re-named "early morning" tickets on October 1, 1950. The statutory obligation to issue them ceased on January 1, 1961, and all remaining "early morning" return tickets were withdrawn as from January 1, 1962.

Some idea of the extent of the suburban train system serving Ludgate Hill was given in the December, 1964, article mentioned above. This is further exemplified by various of the tickets now reproduced, for the loan of which the writer is indebted to Mr. John G. Carr. The selection also shows specimens of first, second, and third class; Parliamentary; and Government class. Main-line destinations are as far afield as Sheffield and Peterborough. The London, Chatham & Dover first-class return ticket to Peterborough has the added interest of a note on the reverse that it is "Not available by Express Train without payment of the difference of fare".