

## AGITICKET

The first of the POTIS (Passenger Operated Ticket Issuing System) type of machine, was used at Charing Cross from 18th August 1983. It provided 40 destinations, and buttons to select single, return and off-peak tickets. The station name was shown in different versions. First as CHARING CROSS, then LONDON BR. Tickets to Waterloo and London Bridge then showed LOND CHARING X, but tickets to destinations further afield continued to show LONDON BR. The machine was replaced by the Autelca B100.

STATION	M/c.No.	
CHARING CROSS	1	Changed to LONDON BR
LOND CHARING X	1S	
LONDON BR	1 S01	Local journeys changed to LOND CHARING X

## CROUZET / THORN EMI / WESTINGHOUSE

During 1987, BR experimented with machines from 3 manufacturers, each providing 2 machines. The operation of each was basically the same, where the passenger pressed a button corresponding to the destination required then a button for the ticket type, a display indicated the fare, the money was inserted and the ticket issued together with any change that was due.

The ticket layout was similar to that from the Agiticket machine, but SINGLE / OUTWARD / RETURN was now abbreviated to SGL / OUT / RET and the number of adults or children the ticket was valid for was added. This was, and still is always shown as NIL or ONE, as POTIS tickets are only issued for one person, the facility only being available from APTIS and SPORTIS.

Tickets from all these machines had oxide strips on the reverse. All machines have now been removed.

### Crouzet

This machine was unusual in that all the headings for the machine-printed detail were also printed by the machine. Reference CRZ 3595 was shown on the reverse.

PUTNEY	S01 S02	-02-87 Replaced by Autelca B8020
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### Westinghouse

The layout of text from this machine was the opposite of the Crouzet where no headings at all were shown. The stations were prefixed by EX and TO. Reference BR No. 3595/WC was shown on the reverse.

LONDON BRIDGE	S01 S02	-03-87 Removed -12-87 and replaced by Autelca B100
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### Thorn EMI

As the manufacturer of the APTIS, machine-printed detail on tickets from these machines was identical to APTIS tickets, however, they had square corners. The tickets also showed a machine number.

Tickets had a small oblong hole adjacent to the right edge to aid ticket alignment during printing. Originally used at Abbey Wood, the machines were later moved to stations between Shrewsbury and Wolverhampton. However, it is not known whether additional machines were provided or the two machines were moved between stations. The tickets were originally BR No.3595/TEE, but after the machines were moved, tickets without the oxide strip were used, with reference BR No.3595/1.

ABBEY WOOD	0001 S01 0002 S01	17-05-87 Replaced by Autelca B8020
		Dates seen
ALBRIGHTON	0001 M01	20-07-88
BILBROOK	0001 M01	19-09-89 - 09-11-89
BROMSGROVE	1403 M01	06-08-88
CARLTON	0001 M01	
CODSALL	0001 M01	20-07-88
OAKENGATES	0001 M01	12-12-88 0001 later omitted
SHIFNAL	0001 M01	13-07-88
TELFORD	0001 M01	05-08-89
WELLINGTON	0001 M01	19-07-88
WELLINGTON SALOP	0001 M01	28-01-88 Changed to WELLINGTON